

City of Slayton Land Use Plan with Active Living Component

March

2016

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Prepared by
Southwest
Regional
Development
Commission

CITY OF SLAYTON

LAND USE PLAN WITH ACTIVE LIVING COMPONENT

March 2016

Executive Summary

The Slayton Land Use Plan is an official public document. Adopted by the Slayton City Council as a guide to decision-making, it presents a general concept for the future land uses and active living within the incorporated boundaries of Slayton.

This Land Use Plan update represents a renewal of a planning process that began in 1979. The first draft of the Slayton Land Use Plan was finalized August 17, 1979. The original planning process recognized that continual planning is needed between update cycles. Continued review and updating of the Plan is necessary if it is to reflect the current direction and desires of the City.

Upon adoption by the City Council, this Plan will become a legal planning document. It serves as an official means to facilitate the orderly, planned development of the community. It thus acts as a guide for local officials and decision makers who are actively involved in the physical growth of the City. It also provides a reference to answer questions arising as to what, when, where, and how development should occur.

Therefore, the Land Use Plan provides the basis for the implementation of planning activities such as zoning and subdivision regulations, the annual budget and work program, the Capital Improvements Plan, and any related grant or loan programs. Most notably, in the case of zoning and subdivision regulations, a Land Use Plan is recognized as the basis for enactment of such regulations by identifying where and what types of development can and should occur within the community. Above all, this publication is intended to provide the City of Slayton with the tools it needs to guide future development in an efficient and orderly manner.

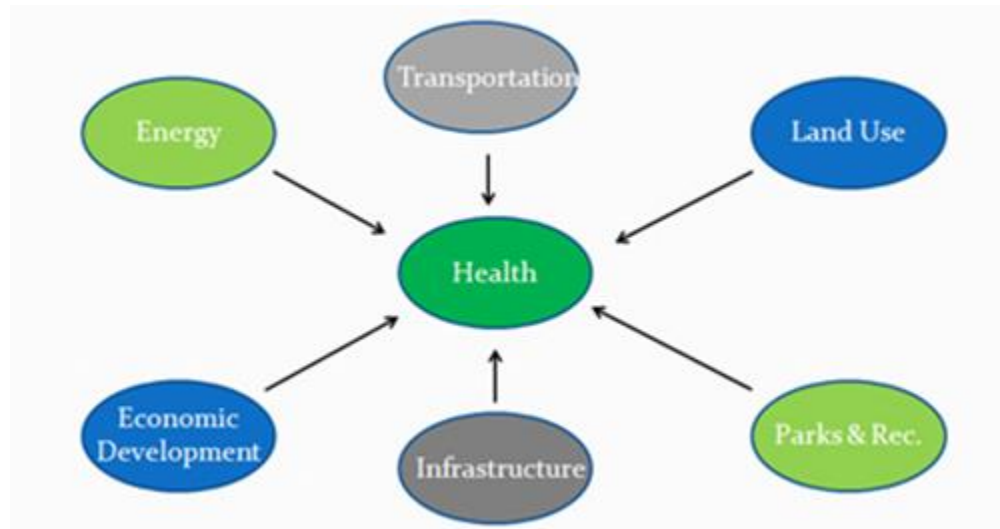
Incorporated into the Plan are elements relating to land use and include: demographics, housing, economy, transportation, active living, parks and recreation, physical features, community facilities, infrastructure, and existing and future land use. Increasingly these elements are being incorporated with a common theme of health in all policies. Health is influenced by the built environment, so it is important that decision makers consider the health impacts of land use decisions.

A common theme through the entirety of this plan is health, livability, and active living. These elements are all impacted by the built environment, so it is critical that decision makers consider these elements when making land use decisions.

Main Goal – Incorporate health, livability, and active living into city planning and land use decisions.

G-Figure #1

Health In All Policies



Incorporating active living into this Land Use Plan is a fundamental change in the way planning has been traditionally considered. This new vision of planning provides a unique opportunity for new partnerships between planning staff and engineers with advocates for active transportation and health related organizations. Through the adoption of this plan the City of Slayton wants to strengthen the link between planning and health and foster an environment that enables people to lead healthy lives.

The stated goals in this plan reflect the aims and desires of the citizens of this community and correlate with the policies that establish direction for decision making. Together, the goals and strategies form a general framework around which the plan was developed. In both narrative and graphic forms, this Land Use Plan charts a course for development within the City of Slayton.

Ultimately, it is recommended that the Slayton Land Use Plan remain as an ongoing process subject to periodic review and that it undergo revision and updating every five to ten years. It is the goal of the City of Slayton to ensure that future development remains in conjunction with the goals and policies in this document. To act otherwise would cause this document to lose its validity - allowing it to serve little, if any, purpose.

City of Slayton Motto:

"A Great Place to Live."



For more information regarding the Slayton Land Use Plan with Active Living Component, contact:



City of Slayton
2424 26th Street
Slayton, MN 56172
Phone: 507.836.8534
<http://www.slayton.govoffice.com/>



Southwest Regional Development Commission

Southwest Regional Development Commission
2401 Broadway Ave, Ste 1
Slayton, MN 56172
Phone: 507.836.8547
www.swrdc.org



Southwest Statewide Health Improvement Program
Southwest Minnesota Health & Human Services
607 West Main, Suite 200
Marshall, MN 56258
<http://www.swmhhs.com/>

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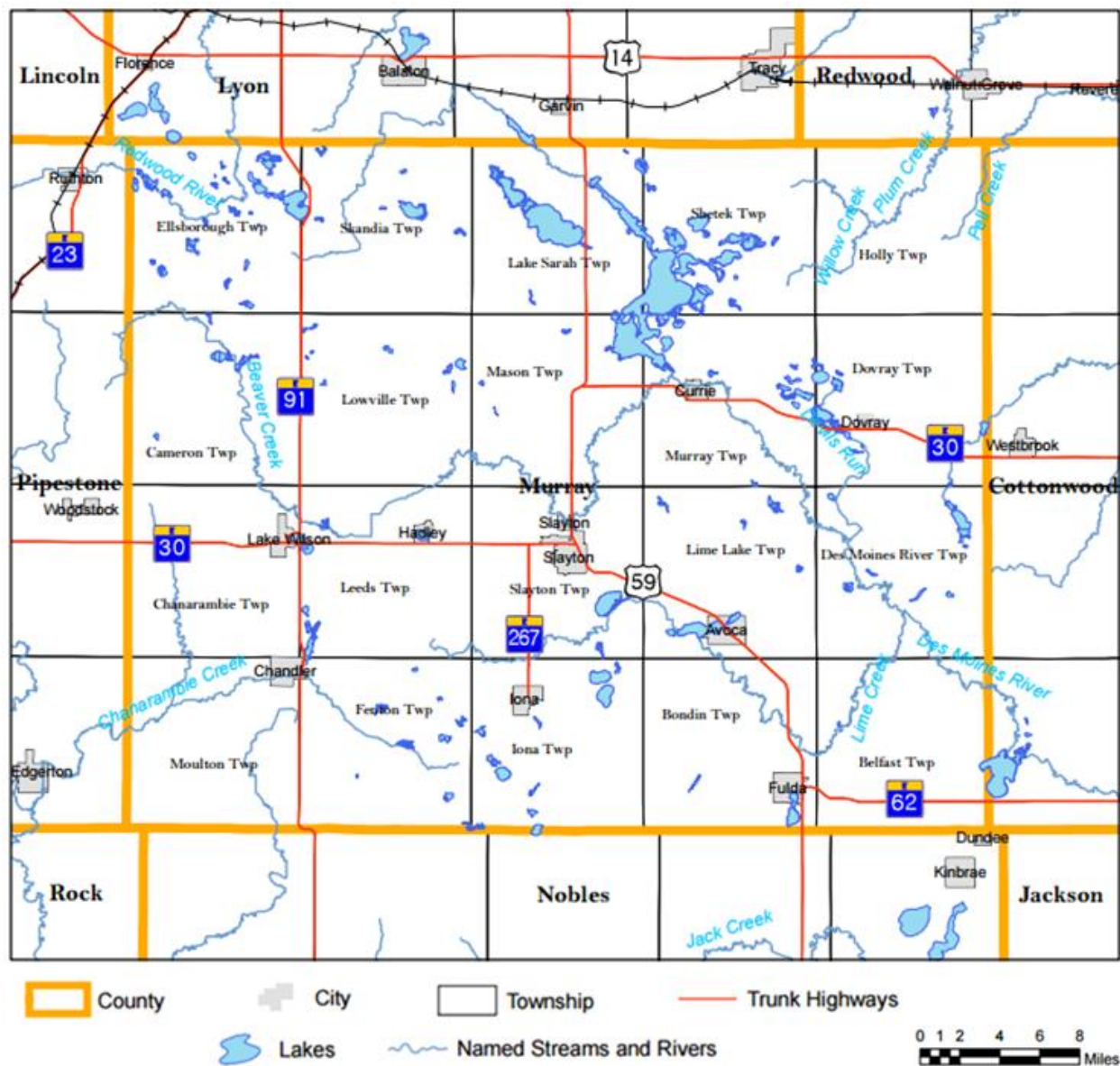
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CHAPTER 1: Geographic Area & Planning Process

Geographic Location

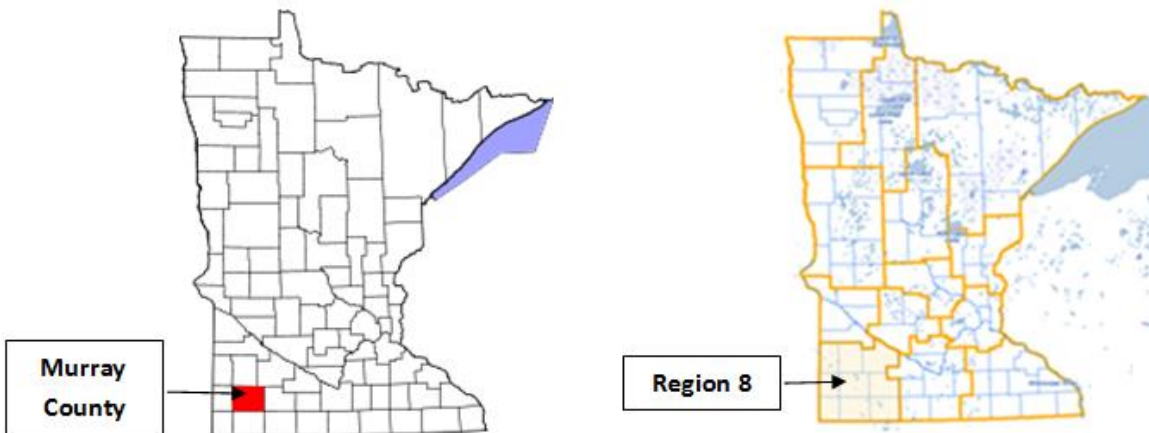
The City of Slayton is located in the geographic center of Murray County and is the county seat. The county's boundaries are joined by Lyon County to the north, Redwood County to the northeast, Cottonwood County to the east, Nobles County to the south, Rock County to the southwest, and Pipestone County to the west. Slayton is located along US Highway 59 and the intersection of Minnesota Highway 30.

G-Figure #2 Murray County Map



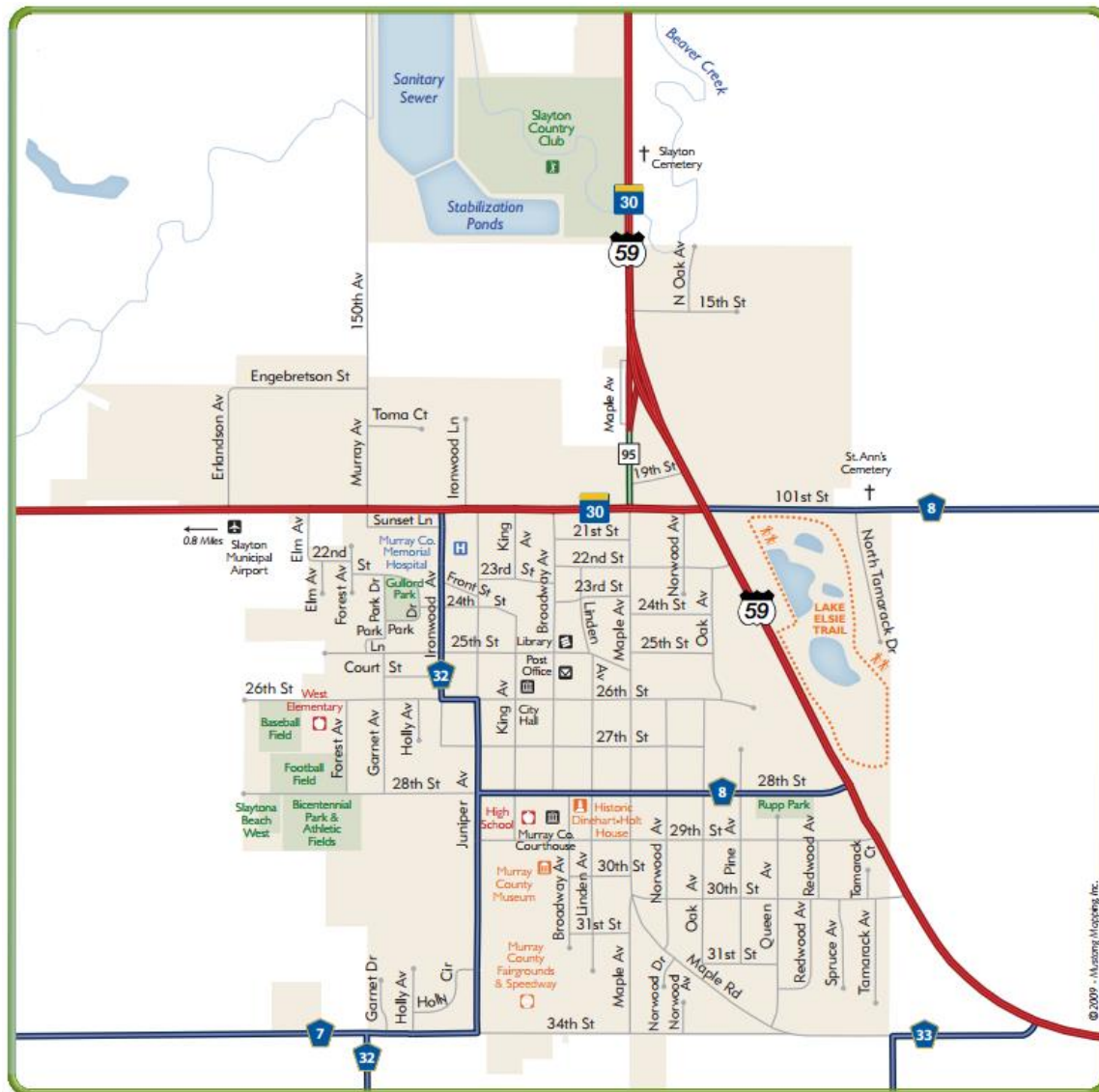
G-Figure #3

Minnesota Counties & Region 8 Development Commission



G-Figure #4

Slayton Map



Description of the Planning Process

Community input was critical in the development of the Slayton Land Use Plan. The planning process for the Slayton Land Use Plan was an efficient planning process based on community meetings, online input via Wikimapping, and a community survey. Community members had a variety of ways to participate and provide input.

Participation in Plan Development

The development of the Slayton Land Use Plan was a multiparty effort between the City of Slayton, community members, private sector representatives, service organization representatives, and public organizations. Public participation and the expertise of elected and appointed city representatives played a prominent role in guiding the planning process. The Slayton Land Use Plan Planning Team (here after referred to as Planning Team) is comprised of a broad representation of local community members and their feedback was immensely useful in the development of the plan update.

Planning Team:

- Josh Malchow – City Clerk/Administrator
- Miron Carney – Mayor/President of the EDA
- Darwin Johnson – Public Works
- Kari Carlson – Zoning Official
- Todd Burlingame – EDA/School Principal
- Jason Kirchner – Second Council Rep
- Brian Christensen – Chief of Police

Southwest Regional Development Commission:

- Drew Hage, Planner

Wikimapping

Wikimapping is an online public input tool community members can use to identify issues regarding walking and biking in the City of Slayton. Community members can provide input by adding a point or route on an interactive map or by commenting on existing posts. Wikimapping was an effective way of engaging community members who were not able to attend the community meetings.

Outreach for the Slayton Land Use Plan was initiated by sending out information regarding the planning process and a link to the Slayton Wikimapping webpage. The first community meeting was scheduled to cover transportation and active living, which worked well to get community members interested in participating. Community members were asked to provide input, via Wikimapping, that would be discussed at the first community meeting.

Community members could add points on an interactive map regarding: barriers to walking and biking, bus and transit stops, existing bike parking, lighting is poor, need bike parking, places I go, problem intersection, school, driving issue, traffic and congestion, and trash as issues. Community members could add a route on the interactive map regarding: existing on street bike route, high stress area (speed/traffic), no sidewalk, on street bike route needed, recreational route, routes I'd like to use, route to and from after school activities, route to and from school, shortcut I use (not a trail or road), sidewalk in poor condition. When a community member clicks on a point the user can select one of these categories and a box will appear. The user can then write a description of the issue in the box. Other users can click on the point or route and agree, disagree, or abstain with the comment. Other users can also comment on the existing comment.

Community Meeting #1 – Transportation & Active Living

The first community meeting was held at City Hall on September 3, 2015, from noon to 1:00 p.m. The agenda for the meeting was to discuss the local issues and concerns regarding transportation and active living that were identified via Wikimapping and conversations with community members. Community members were also able to identify additional issues and concerns that were not identified before the meeting. The first meeting was an opportunity to discuss the existing conditions and voice opinions and concerns regarding walking and biking in Slayton.

Community Survey

A Community Survey was distributed between the first and second community meetings. The survey was distributed via email through community list serves and was posted on the City of Slayton's website. The survey was also available in hard copy at City Hall and the Slayton Library. The survey was another tool to engage community members who were not able to attend the two community meetings. The survey asked community members eight questions. Five of these questions had community members quantify the category on a scale of one to 10. The Slayton Community Assessment Survey can be found in the Appendix to this plan.

The quantitative and qualitative questions include:

- Did you have room to walk?
- Was it easy to cross the street?
- Did drivers behave well?
- Could you follow safety rules?
- Was your walk pleasant?
- General atmosphere (summary of all the categories)

The qualitative questions included:

- Are there any routes you would like to walk and currently cannot due to safety issues, existing gaps in the sidewalk network, or other pedestrian infrastructure that discourages you from walking or biking?
- Please highlight on the map the route you walked or biked in Slayton.

Community Meeting #2 – Transportation & Active Living

The second community meeting was held at City Hall on September 30, 2015, from 5:00 p.m. to 6:15 p.m. The agenda for the meeting was to discuss potential goals and strategies regarding walking and biking in Slayton. This meeting was a second opportunity to identify and discuss issues that were not identified at the first meeting. A second transportation and active living meeting was needed, since the first meeting generated much discussion.

Community Meeting #3 - Demographics, Housing, Economy and Parks & Recreation

The third community meeting was held at Southwest Regional Development Commission Conference Room on October 21, 2015, from 5:00 p.m. to 6:15 p.m. The agenda for the meeting was to profile the following chapters of the plan: demographics, housing, economy, and parks and recreation. Part of the profile and discussion centered around a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis of each chapter. The SWOT analysis helped in the development of goals and strategies for each chapter.

Subcommittee Meeting – Infrastructure Meeting

The first subcommittee meeting was held at City Hall on December 23, 2015, from 5:15 p.m. to 6:15 p.m. The agenda for the meeting was to profile the water system, sanitary sewer system, and utilities. Part of the profile and discussion centered around a SWOT (Strengths, Weaknesses, Opportunities, and Threats) Analysis of each chapter. The SWOT analysis helped in the development of goals and strategies for infrastructure in Slayton. An important aspect of the infrastructure meeting was to discuss the benefits of planning, so infrastructure projects could be bundled with transportation projects. City staff and planning team members participated in this meeting.

Community Meeting #4 – Present and Future Land Use

The fourth community meeting was held at Southwest Regional Development Commission Conference Room on January 21, 2015, from 5:15 p.m. to 6:15 p.m. The agenda for the meeting was to profile the existing land use map and zoning definitions. The objective of the meeting was to identify areas for expansion and new development. Input from this meeting was critical in developing the future land use map.

Community Meeting #5 – Public Review Meeting

The fifth community meeting was held at City Hall on March 21, 2015, from 7:00 p.m. to 7:30 p.m. The agenda for the meeting was to review feedback and comments regarding the Slayton Land Use Plan. The objective of the meeting was to finalize the plan before it is submitted to the City of Slayton for adoption. The Slayton Land Use Plan was posted online on the City of Slayton's and the Southwest Regional Development Commission's website. A hard copy of the plan was also available at City Hall.

Description of Goals & Strategies Rankings

Goals are general guidelines that explain what the City of Slayton wants to achieve. Strategies narrow the general guidelines and define in more detail how the goal will be achieved. Strategies are the actual steps to be taken to achieve the goals. A strategy may just be the first step, but the general need for the project is outlined.

There were goals and strategies developed for each chapter of the Slayton Land Use Plan. The specific goals for each chapter were ranked by the Planning Team. This ranking or prioritization will help with directing time and money. Prioritization does not mean that the first goal has to be accomplished before moving onto another goal.

The purpose of the prioritization is to show that there was a discussion about the possible options and with unlimited resources this is what they would choose to accomplish first. Due to scarce resources, it may be necessary to start with a goal that has less upfront costs and is relatively easier to implement. The goals and action steps being outlined in the Slayton Land Use Plan are recommendations, so during implementation modifications can take place.

CHAPTER 2: Demographics

Introduction

A community's vitality and progressivism is directly linked to the dynamics of its citizenry. Therefore, a municipality's population is arguably its most important asset. Population is also among the most fundamental and significant elements to be addressed in the development of a Land Use Plan. The Land Use Plan will explore the existing characteristics and expected changes within the population base. By studying the population, Slayton's future land use needs and potential planning problems can be identified and addressed. This section will examine and document demographic data for the City of Slayton, Murray County, and Development Region 8.

Census data was the primary data source. The American Communities Survey was only used when census data was not available. The American Communities Survey is an estimate based on a smaller sample size since Slayton and Murray County are relatively small in regards to population.

Historical Trends

It is important to analyze past population trends before planning for the future. Population trends impact the demand for goods and services in Slayton and Murray County. Population trends in Slayton, Murray County, and Development Region 8 all have to be analyzed as part of planning in the City of Slayton.

Slayton is the largest city in Murray County, so Slayton is a hub for business and social activity in Murray County. There is existing demographic information for the City of Slayton, but some demographic information is only available at the county level. Historical trends can only provide a limited outlook into the future. Population projects are also a key component, along with qualitative information regarding personal preferences. It should be recognized that population projections are dependent upon a number of factors, a number of which are beyond county control.

Population

According to the 2010 Census, the population of Slayton was 2,153. There was a four percent population increase from 2000 to 2010, but there has been an 11 percent decrease in the population from 1980 to 2010. This population decrease from 1980 to 2010 is consistent with the majority of cities and counties in Development Region 8.

From 1980 to 2010, Murray County has seen a population decrease of 24 percent. The population decline in Murray County has slowed. The percent of change in population from 2000 to 2010 was only five percent, while the percent change from 1980 to 1990 was 16 percent.

Development Region 8 also had a population decrease from 1980 to 2010. The population decline of Development Region 8 was only 13 percent. On a regional level, Murray County has seen a larger population decline than the region as a whole.

D-Table #1**Population**

Type	1980	1990	2000	2010	Percent Change 1980-2010
Slayton	2420	2147	2072	2153	-11.0
Murray County	11507	9660	9165	8725	-24.2
Region 8	137,039	123,400	121,717	119,151	-13.1

Source: U.S. Census 2000, 2010

While 64.6 percent of the county's population lived in the rural areas (townships) in 1940, only 41 percent did so in 2010. The loss in population numbers from the rural areas is seen in the decline of farm operator numbers. Populations in rural farming communities, like Murray County, are interconnected to the agricultural economy. Agriculture is a competitive industry and is often used in economics as an example of a perfectly competitive market. Competition in the agriculture industry has lead agricultural businesses to specialize and exploit economies of scale to stay competitive in the market place. Innovation, specialization, and economies of scale have resulted in an agriculture industry that has been able to supply our agriculture needs with less workers.

Age Distribution

Population by age cohort can help planners identify trends and make predictions based on these trends. Changes in age cohorts can also help government plan for changes in demand for services. If the childbearing cohorts decline, government can make predictions that student enrollments may decline in the near future. The largest gain in population by age cohort was the age group 60 to 64 with 42 percent. The largest loss in population by age cohort was 35 to 44 with -10.4 percent.

The City of Lakefield recently went through a Land Use Plan update. The largest gain in population by age cohort in Lakefield was the age group 55 to 64 with 32.2 percent. The largest loss in population by age cohort in Lakefield was 35 to 44 with -22.4 percent. Slayton and Lakefield are similar size and are both in Development Region 8.

D-Table #2**Age Distribution – Slayton**

Age	2000-Number	2000-Percent	2010-Number	2010-Percent	Percent Change
0-4	113	5.5	152	7.1	34.5%
5-9	134	6.5	137	6.4	2.2%
10-14	133	6.4	126	5.9	-5.3%
15-19	121	5.8	131	6.1	8.3%
20-24	89	4.3	106	4.9	19.1%
25-34	210	10.1	241	11.2	14.8%
35-44	240	11.6	215	10.0	-10.4%
45-54	227	11.0	224	10.4	-1.3%
55-59	118	5.7	127	5.9	7.6%
60-64	81	3.9	115	5.3	42.0%
65 and Over	606	29.2	579	26.9	-4.5%
Total Population	2072	100.0	2153	100.0	3.9

Source: U.S. Census 2000, 2010

Median Age

In Slayton the median age of its citizens is significantly higher than Development Region 8 and Minnesota. In 1990 the median age was 45.3 years and in 2000 that figure dropped to 42.1 years. In 2010 the median age rose substantially to 50.5 years. Slayton and Murray County have experienced a shift towards an older population base.

In Murray County the median age increased from 38.3 to 47.6 from 1990 to 2010. The median age in Murray County is 6.1 years higher than Region 8. Region 8 has a median age that is 4.1 years higher than the State of Minnesota. This shift in many rural communities is due to the relative inactivity of local economies and new younger residents not moving to town.

D-Table #3 **Median Age**

	1990	2000	2010	Percent Change 1990 - 2010
City of Slayton	45.3	42.1	50.5	11.5%
Murray County	38.3	42.7	47.6	24.3%
Region 8	36.9	39.9	41.5	12.5%
Minnesota	32.5	35.4	37.4	15.1%

Source: U.S. Census 1990, 2000, 2010

Race Distribution

Many communities in southwest Minnesota have started to see an increase in minority populations and have started to plan for increasing minority populations. Race distribution questions have traditionally been absent from municipal planning in the City of Slayton, due to the extremely low number of nonwhite residents. In 2000, 99 percent of residents reported their race as white. In 2010, 98 percent of residents reported their race as white.

D-Table #4 **Race Distribution – Slayton**

Race	2000- Number	2000- Percent	2010- Number	2010- Percent	Percent Change
White	2052	99.0	2110	98.0	2.8
Black or African American	3	0.1	6	0.3	100
American Indian and Alaska Native	1	0.0	3	0.1	200
Asian	8	0.4	5	0.2	-37.5
Native Hawaiian and Other Pacific Islander	0	0.0	0	0.0	0
Some other race	0	0.0	14	0.7	0
Not Hispanic or Latino	2065	99.7	2127	98.8	3.0
Hispanic or Latino	7	0.3	26	1.2	271.4

Source: U.S. Census 2000, 2010

Population Projections

Population projections from the Minnesota State Demographic Center show that the population in Murray County is projected to decrease by –1.9 percent from 2015 to 2045. The projections show an increase in the age cohorts 0-4, 20-29, 30-39, 40-49, and 65+. All of the other population cohorts are

expected to decrease over the same time period. Murray County communities will undoubtedly be impacted by the changing age structure of their communities. The county must insure that services and needs are met as the population gradually becomes older and the demands for public services change. In the next decades, local governments throughout the State will find themselves dealing with an aging population and attempting to improve the safety and welfare of an older and a more diverse community.

D-Table #5

Demographic Projections – Murray County

	2015	2020	2025	2030	2035	2040	2045	Percent Change 2015 - 2045
Total Population	8,928	8,987	9,011	9,017	8,952	8,854	8,758	-1.9%
Male	4,433	4,486	4,519	4,536	4,496	4,445	4,401	-0.7%
Female	4,495	4,501	4,492	4,481	4,456	4,409	4,357	-3.1%
Age Distribution								
0-4	461	476	497	509	498	486	484	5.0%
5-9	494	458	472	494	504	497	489	-1.0%
10-19	1,150	1,064	1026	1,002	1,038	1,081	1,095	-4.8%
20-29	696	824	854	768	732	718	764	9.8%
30-39	890	910	893	1,016	1,046	970	947	6.4%
40-49	938	877	888	903	888	1,021	1,068	13.9%
50-59	1,327	1,105	931	869	881	906	901	-32.1%
60-64	720	698	607	475	437	417	460	-36.1%
65+	2,252	2,575	2,843	2,981	2,928	2,758	2,550	13.2%

Source: Minnesota State Demographic Center, March 2014

Goals & Strategies – Demographics

Below are a list of goals and strategies related to demographic changes in the City of Slayton. The goals and strategies in this chapter were not ranked by the Slayton City Council, since there were only a couple goals and strategies.

Family Friendly Atmosphere

Goal: Maintain growth in the population cohort 20 to 34.

Strategy: Maintain a family friendly atmosphere to continue to grow the population cohort 20 to 34.

Existing Conditions:

There was a 33.9 percent increase in the population cohort 20 to 34 from 2000 to 2010. The population cohort 20 to 34 is typically the childbearing age cohort. Maintaining growth in this cohort will help to ensure youth in the community and a more stable population.

To help maintain a family friendly atmosphere, livability campaigns should be pursued. Livability campaigns could be centered on active living and increasing walkability and bikeability in the community, improving the Lake Elsie Wetland Nature Area, and Trail, or helping to market other community assets. It is critical to engage community service organizations, so city staff is only one of the contributors at the table.

Attracting businesses is not the only strategy for economic development. It is important to develop livability campaigns that will help to attract people to Slayton. People will move to Slayton and this will create demand. Increasing demand will allow for established businesses to expand and for new businesses to be established. Maintaining and growing the population in Slayton should be a key component in your economic development strategy.

Senior Amenities

Goal: Retain more of the population cohort 65 plus.

Strategy: Short Term: Administer a survey asking seniors in the community what services are lacking.

Long Term: Work towards addressing the identified gaps in services.

Existing Conditions:

The median age in the City of Slayton rose to 50.5 in 2010. This is higher than Murray County and Region 8. The largest gain in population by age cohort was the age group 60 to 64 with 42 percent. As people age different amenities are needed to retain that population.

The population cohort 65 plus declined 4.5 percent from 2000 to 2010. This population cohort is typically retired, but the age cohort has resources to spend. This age cohort can be a driving force in the local economic.

To better understand why seniors are leaving, a survey should be administered asking seniors what services are lacking in the community. Through antidotal evidence, seniors are typically leaving Southwest Minnesota to live closer to family or to live in a warmer climate. Seniors may also be leaving because of the lack of amenities in and around Slayton. Below is a list of home services and programs that are found in many communities that help to maintain the senior population cohort:

- Senior centers
- Meal programs (like Meals-on-Wheels)
- Friendly visitor programs
- Help with shopping and transportation
- Help with legal questions, bill paying, or other financial matters
- Maintenance services: snow removal, lawn mowing, etc.
- Adult day care

Recreational activities for seniors should also be addressed. Assisted living facilities typically have age appropriate recreational opportunities. Pickleball is just one example of an age appropriate recreational opportunity that a number of assistance living facilities in Arizona and other retirement communities have. To retain the senior population cohort additional amenities may need to be explored and added in the City of Slayton. Refer to Housing Chapter for goals related to senior housing needs.

Population Cohort 35 to 44

Goal: Decrease population decline in the population cohort 35 to 44.

Strategy: Short Term: Research why there has been a population decline in the population cohort 35 to 44.

Long Term: Work towards addressing the reasons why there has been a population decline in the population cohort 35 to 44.

Existing Conditions:

The largest loss in population by age cohort was 35 to 44 with –10.4 percent. It is unclear why there has been such a large loss in the age cohort 35 to 44. Through antidotal evidence, it may be likely that Slayton has a higher number of starter jobs.

There are less young people choosing to live in rural communities. Younger people that are choosing to live in Slayton may be doing so to gain experience and start a family. As young professionals gain experience they may move to advance their careers. As their children age, the family friendly atmosphere of Slayton may not be as high of a priority.

Additional research is needed why there has been a population decline in the population cohort 35 to 44.

CHAPTER 3: HOUSING

Introduction

Residential housing is generally the predominant land use within a community. This Land Use Plan will take into account these aspects: past trends, types of housing, age and condition of housing stocks, housing costs, and future needs. These housing elements will bring together and present sufficient information to understand the existing land uses. It will also enable the city to avoid conflicting land uses, as well as plan for future growth.

Compact development should be encouraged and promoted as an efficient use of public utilities (water, sewer, roads, etc.), an efficient use of land, and to promote a more active lifestyle. This may be accomplished through enactment or enforcement of zoning regulations and through the annexation of land. Controlling the land use in and around the City will help keep development contained and planned.

Land Use regulation can limit development and can create pockets of similar land use. Pockets of similar land uses can make it difficult to walk and bike to grocery stores, restaurants, hardware stores, and other everyday businesses. Allowing for mixed used development can help to create a more walkable and bikeable community.

First time home buyers are looking for neighborhoods and cities that are more walkable. The National Realtors Association points to the changing behavior of home buyers, “people prefer to live in communities that allow them to walk to shops, parks and other destinations and will pay more for a home that allows them to do just that.”¹ “Millennials, though, are just part of the picture. As baby boomers get older, many are opting to live in places where they don’t have to drive as much to get to services and where they can age in place.”² This is a national trend and Southwest Minnesota needs to recognize livability, walkability, and bikeability as economic development tools.

Historical Trends

Housing Tenure

There are two major housing types, owner-occupied and renter-occupied. Owner-occupied housing units are most often single detached dwellings, occasionally duplexes. Renter-occupied housing units are generally associated with multifamily dwellings such as apartment buildings and occasionally duplexes or quads. Renter occupied could also be single detached dwellings.

Tables H-1 shows the number of housing units by types, as well as the number of vacancies. These numbers will show the amount of housing units available for growth, however, it will not reveal the condition of those vacant units.

¹ National Realtors Association. The Value of Walkability. Accessed: 5/13/15. Available: <http://www.realtor.org/newsroom/real-estate-story-ideas/the-value-of-walkability> Source: Brookings Institute: <http://www.brookings.edu/research/papers/2012/05/25-walkable-places-leinberger>

² Builder Magazine. Why Smart Builders Care About Walkability. Accessed: 5/29/15. Available: http://www.builderonline.com/land/development/why-smart-builders-care-about-walkability_o

H-Table #1**Housing Tenure – Slayton**

Type	2000-Number	2000-Percent	2010-Number	2010-Percent	Percent Change
Owner-Occupied	724	70.8%	684	65.3%	-5.5%
Renter-Occupied	190	18.6%	262	25.0%	37.9%
Vacant Units	108	10.6%	102	9.7%	-5.6%
Total Units	1,022	100.0	1,048	100.0	2.5%

Source: U.S. Census Bureau 2000, 2010

Slayton gained approximately 26 housing units from 2000 to 2010. The gains were made in renter - occupied units. There was a decline of approximately 40 owner occupied housing units from 2000 to 2010. There was also a decline of approximately six vacant units over the same time period.

The percentage change in owner-occupied and vacant units is not significant. The percentage change in renter-occupied is significant. The number increase in renter- occupied units may be related in part to millennials preferring to rent. “Millennials are recognizing the many benefits of renting – including reasons that have nothing to do with money.”³ These reasons include: love of amenities, love of community, love of flexibility, and love of convenience.

Part of this growth in renter-occupied housing units can also be explained by the increase in the population cohort 20-34. The population cohort 20-34 grew by 33.9 percent in Slayton from 2000 to 2010. Other reasons may also be influencing the number of owner-occupied, renter-occupied, and vacant housing units.

The Census definition of a vacant unit is if no one is living in the unit at the time of the interview, unless its occupants are only temporarily absent. Units that do not meet the definition of a housing unit, such as those under construction, unfit, or to be demolished, are excluded from the figures.

Housing Costs

H-Table #2a and H-Table #2b shows that owner - occupied housing unit values in Slayton from 2010 to 2013. In 2010, the median value of an owner - occupied housing unit in Slayton was \$75,500. In 2013, the median value of an owner - occupied housing unit in Slayton was \$73,900. The percent change from 2010 to 2013 of the median value of an owner - occupied housing unit in Slayton was –2.1 percent. This 2.1 percent decrease is relatively small and could be attributed to sampling error or fluctuations in the market.

The percent change from 2010 to 2012 of the median value of an owner - occupied housing unit in Slayton was 4.5 percent. Housing values in Slayton, Murray County, and Development Region 8 typically do not fluctuate as much as national figures. The economy in southwest Minnesota being more stable than Minnesota and the national economy help to keep housing prices stable.

³ Forbes. Why Millennials Love Renting. Accessed: 9/25/15. Available: <http://www.forbes.com/sites/trulia/2014/10/07/why-millennials-love-renting/>

H-Table #2a**Owner - Occupied Unit Values – Slayton**

Type	2010	Percent	2011	Percent	2012	Percent	2013	Percent
Less than \$50,000	198	26.5%	188	23.6%	163	22.2%	154	21.0%
\$50,000 to \$99,999	314	42.1%	337	42.3%	305	41.6%	324	44.1%
100,000 to \$149,99	154	20.6%	168	21.1%	159	21.7%	142	19.3%
More than \$150,000	80	10.7%	103	12.0%	106	14.5%	114	15.6%
Total Units	746		796		733		734	
Median Value	\$75,500		\$75,900		\$78,900		\$73,900	

Source: American Community Survey 5-year Estimates

H-Table #2b**Owner - Occupied Unit Values – Slayton**

Type	2010	Percent	2013	Percent	Percent Change
Less than \$50,000	198	26.5%	154	21.0%	-22.2%
\$50,000 to \$99,999	314	42.1%	324	44.1%	3.2%
100,000 to \$149,99	154	20.6%	142	19.3%	-7.8%
More than \$150,000	80	10.7%	114	15.6%	42.5%
Total Units	746		734		-1.6%
Median Value	\$75,500		\$73,900		-2.1%

Source: American Community Survey 5-year Estimates

H-Table #3a and H-Table #3b shows that Murray County's owner - occupied housing unit values increased from 2010 to 2013. In 2010, the median value of an owner - occupied housing unit in Murray County was \$90,000. In 2013, the median value of an owner - occupied housing unit in Murray County was \$95,300. The percent change from 2010 to 2013 of the median value of an owner - occupied housing unit in Murray County was 5.9 percent.

It is less expensive to own a home in Slayton compared to Murray County. The median value of an owner - occupied housing unit in Slayton was \$73,900 in 2013. In Murray County the median value was \$95,300 in 2013.

H-Table #3a**Owner - Occupied Unit Values: Murray County**

Type	2010	Percent	2011	Percent	2012	Percent	2013	Percent
Less than \$50,000	713	22.3	692	21.1	635	19.8	581	18.6
\$50,000 to \$99,999	1,103	34.6	1,163	35.4	1,099	34.3	1,040	33.4
100,000 to \$149,99	481	15.1	489	14.9	502	15.7	493	15.8
More than \$150,000	895	28	937	28.5	966	30.1	1,003	32.1
Total Units	3,192		3,281		3,202		3,117	
Median Value	\$90,000		\$88,100		\$91,500		\$95,300	

Source: American Community Survey 5-year Estimate

H-Table #3b**Owner - Occupied Unit Values: Murray County**

Type	2010	Percent	2013	Percent	Percent Change
Less than \$50,000	713	22.3	581	18.6	-18.5%
\$50,000 to \$99,999	1,103	34.6	1,040	33.4	-5.7%
100,000 to \$149,99	481	15.1	493	15.8	2.5%

More than \$150,000	895	28	1,003	32.1	12.1%
Total Units	3,192		3,117		-2.3%
Median Value	\$90,000		\$95,300		5.9%

Source: American Community Survey 5-year Estimate

H-Table #4a and H-Table #4b shows that renter - occupied housing unit values in Slayton increased from 2010 to 2013. In 2010, the median value of a renter - occupied housing unit in Slayton was \$517. In 2013, the median value of a renter - occupied housing unit in Slayton was \$533. The percent change from 2010 to 2013 of the median value of a renter - occupied housing unit in Slayton was 3.1 percent. This 3.1 percent increase is relatively small and could be attributed to sampling error or fluctuations in the market.

Any significant increase in the cost of renting affects low income earners disproportionately and may be pricing a number of low income individuals out of the market in Slayton. Not having access to affordable housing units to rent may create a strain on the local economy. Demand is one variable that affects the cost of renting, since the total number of rental units in Slayton is relatively stable.

H-Table #4a Renter - Occupied Unit Values – Slayton

Type	2010	Percent	2011	Percent	2012	Percent	2013	Percent
Less than \$200	36	13.7	7	3.3	6	2.4	6	2.3
\$200 to \$299	7	2.7	18	8.4	14	5.6	10	3.9
\$300 to \$499	64	24.4	47	21.9	87	34.7	91	35.4
\$500 to \$749	99	37.8	71	33.0	73	29.1	83	32.3
\$750 to \$999	18	6.9	24	11.2	22	8.8	27	10.5
\$1,000 to \$1,499	38	14.5	48	22.3	49	19.5	25	9.7
\$1,500 or more	0	0.0	0	0.0	0	0.0	15	5.8
Total Units	262		215		251		257	
No rent paid	6		22		18		22	
Median Value	\$517		\$533		\$525		\$533	

Source: American Community Survey 5-year Estimate

H-Table #4b Renter - Occupied Unit Values – Slayton

Type	2010	Percent	2013	Percent	Percent Change
Less than \$200	36	13.7	6	2.3	-83.3%
\$200 to \$299	7	2.7	10	3.9	42.9%
\$300 to \$499	64	24.4	91	35.4	42.2%
\$500 to \$749	99	37.8	83	32.3	-16.2%
\$750 to \$999	18	6.9	27	10.5	50.0%
\$1,000 to \$1,499	38	14.5	25	9.7	-34.2%
\$1,500 or more	0	0.0	15	5.8	NA
Total Units	262		257		-1.9%
No rent paid	6		22		
Median Value	\$517		\$533		3.1%

Source: American Community Survey 5-year Estimate

H-Table #5a and H-Table #5b shows that renter - occupied housing unit values in Murray County increased from 2010 to 2013. In 2010, the median value of a renter - occupied housing unit in Murray County was \$521. In 2013, the median value of a renter - occupied housing unit in Murray County was \$545. This 4.6 percent increase in value is higher than Slayton, but it is still not a dramatic increase.

The difference in the median value of a renter - occupied housing unit for Murray County and Slayton was only four dollars in 2010. In 2013, the difference in the median value of a renter - occupied housing unit was \$12 dollars. This is not a significant difference in the cost of renting. The cost of renting is not a significant factor in choosing to rent either in Slayton or Murray County.

H-Table #5a Renter - Occupied Unit Values: Murray County

Type	2010	Percent	2011	Percent	2012	Percent	2013	Percent
Less than \$200	40	7.7%	13	2.6%	10	1.9%	7	1.3%
\$200 to \$299	21	4.0%	30	6.1%	24	4.5%	21	3.8%
\$300 to \$499	154	29.7%	126	25.5%	166	31.3%	172	30.8%
\$500 to \$749	196	37.8%	182	36.8%	195	36.7%	228	40.9%
\$750 to \$999	32	6.2%	50	10.1%	54	10.2%	59	10.6%
\$1,000 to \$1,499	69	13.3%	77	15.6%	74	13.9%	48	8.6%
\$1,500 or more	7	1.3%	16	3.2%	8	1.5%	23	4.1%
Total Units	519		494		531		558	
No rent paid	120		139		128		145	
Median Value	\$521		\$545		\$536		\$545	

Source: 2007-2011 American Community Survey 5-year Estimates

H-Table #5b Renter - Occupied Unit Values: Murray County

Type	2010	Percent	2013	Percent	Percent Change
Less than \$200	40	7.7%	7	1.3%	-82.5%
\$200 to \$299	21	4.0%	21	3.8%	0.0%
\$300 to \$499	154	29.7%	172	30.8%	11.7%
\$500 to \$749	196	37.8%	228	40.9%	16.3%
\$750 to \$999	32	6.2%	59	10.6%	84.4%
\$1,000 to \$1,499	69	13.3%	48	8.6%	-30.4%
\$1,500 or more	7	1.3%	23	4.1%	228.6%
Total Units	519		558		7.5%
No rent paid	120		145		
Median Value	\$521		\$545		4.6%

Source: American Community Survey 5-year Estimate

Household Characteristics

There are a large number of residents 65 plus living alone. These residents are not living in group quarters as defined by the census. The Census Bureau classifies all people not living in housing units as living in group quarters. There are two types of group quarters: institutional group quarters (correctional facilities for adults, nursing homes, and hospice facilities) and non-institutional group quarters (for example, college/university student housing, military quarters, and group homes). There are multiple

concerns with having a large number of residents 65 plus living alone, ranging from the feasibility of keeping up with the high costs of living alone to the dangers of falling or having a health emergency.

H-Table #6 Household Characteristics - Slayton

	2000	Percent	2010	Percent	Percent Change
Total Population	2,072		2,153		3.9%
In Household	1991	96.1	2,077	96.5	4.3%
In Group Quarters	81	3.9	76	3.5	-6.2%
Householder Living Alone	326	35.7	340	35.9	4.3%
65+ Male	216	23.6	44	4.7	-13%
65+ Female			144	15.2	

Source: U.S. Census Bureau

Goals & Strategies – Housing

Below are a list of goals and strategies related to housing and housing related issues in the City of Slayton. The goals and strategies in this chapter were ranked by the Slayton City Council. Refer to the Description of Goals and Strategy Rankings in the Planning Process Chapter for more information regarding the ranking of goals and strategies.

Apartment Buildings as a Google Place

Goal: Have all apartment buildings in the City of Slayton searchable as a Google Place.

Strategy: Work with apartment building managers to add their apartment buildings to Google Place.

Existing Conditions:

Google Place is a basic platform to ensure your local business information can be easily found across Google, including Google Maps, Google Search, and Google+. Basic information should be easily searchable online. Under Google Place, a business can add their location, phone number, and a brief profile.

Being searchable as a Google Place allows customers, whether they are looking for your business, to see what is in the area on Search, Maps, or Google+. Businesses can be added to Google Place for free. All apartment buildings in Slayton should be listed as a Google Place.

The only apartment building in Slayton that is currently searchable online is Southgate Apartments. Other apartment buildings in Slayton require secondary websites to find information. There are 14 apartment buildings or multifamily housing units in Slayton.

E-Table #7 Apartments & Multifamily Housing Units – Slayton

Multi-Family Residential	Number of Address	Number of Units
Halter Place	2310 Juniper Avenue	12 Units
Hamen Apartments	2619 King Avenue	4 Units
Lindenwood Assistant Living	2409 Linden Avenue	

LLC Properties	Multiple	Triplex
Mapletree Estates	3200 Maple Avenue	23 Units
Parker Rentals	2645 Juniper Avenue	Triplex
Southgate Apartments	3200 Maple Avenue	32 Units
Sunrise Terrace Congregate Living Center	2121 Ironwood Avenue	
Takle Apartments	3120 Queen Avenue	4-plex
VanDyke Apartments	2761 Juniper Avenue	Triplex
Village Apartments	3190 28 th Street	12 units
Village West	2422 Juniper Avenue	8 units
Wendell Apartments	2517 Broadway Avenue	5 units
Westside Apartments	1851 26 th Street	24 units

Information for these apartments can be found on Murray County's website, but this basic information should be available on Google or other search engines. If someone is not familiar with Slayton, you would have to search and click on Murray County's website. Basic information for apartment buildings in Slayton should be more searchable online.

Multifamily Housing Units

Goal: Retain more of the 65 plus population cohort.

Strategy: Develop lots that can support duplexes or quads.

Existing Conditions:

There are roughly 340 65 plus residents in Slayton living alone according to the 2010 Census. There are multiple concerns with having a large number of residents 65 plus living alone, ranging from the feasibility of keeping up with the high costs of living alone to the dangers of falling or having a health emergency. The population cohort, 65 plus, also decreased 4.5 percent from 2000 to 2010.

The need for duplexes and quads was discussed at the community meeting regarding housing. Other cities in the region are building duplexes and other housing options that support seniors. The availability of larger lots is one issue why additional senior housing is not being built in Slayton.

To retain more of the population cohort 65 plus, lots need to be developed to support duplexes and quads. Additional senior housing in Slayton needs to be developed to accommodate changing needs. "As people age, their physical needs change. Climbing stairs can become difficult. Doorknobs and light switches become harder to grasp. Lighting may no longer be sufficient for weakened eyes. Unfortunately, housing does not automatically adjust to fit the needs of its inhabitants. As the older demographic continues to grow, more and more people will find themselves in housing that no longer fits their requirements for safe, independent living."⁴

⁴ AARP. 5 Essentials Facts From "Housing America's Older Adults." Accessed: 12/9/15. Available: <http://www.aarp.org/aarp-foundation/our-work/housing/info-2014/5-facts-from-housing-report.html>

Vacant Lots

Goal: Encourage the development of vacant lots within the City of Slayton.

Strategy: Work with property owners to develop vacant lots within the City of Slayton.

Existing Conditions:

Infill projects represent efficient use of vacant lots within a city. Developing vacant lots does not require new infrastructure and utilities including: streets, sewer, water, and electricity. Studies show that a majority of future U.S. housing demand lies in smaller homes and lots, townhouses and condominiums in walkable neighborhoods where jobs and activities are close at hand.⁵ Compact, walkable developments which preserve open spaces and concentrates development on smaller lots are more desired and achieve financial benefit for the city.

Encouraging infill projects also promotes a more active lifestyle. In a compact neighborhood, social environment and social cohesion result in the adoption of a more healthful lifestyle, a culture that favors fitness, and parents who watch out for all children. A study was conducted with 650 5th grade students and caregivers in California, Texas and Alabama as part of Phase 1 of Healthy Passages, a multisite, community-based cross-sectional study of children's health. The study showed that neighborhood cohesion influences physical activity.⁶ Thus, the social environment should not be ignored while the physical environment is the sole focus of city projects. For children, less traffic, good sidewalks, and less physical disorder are associated with public safety and more walking and biking.

People who live in communities that are sprawled out are more likely to be obese and suffer from high blood pressure. People in a sprawled neighborhood walk less and get less moderate physical exercise which is necessary to maintain healthy weight. A study compared county sprawl to the health characteristics of more than 200,000 individuals living in 448 counties nationwide. People in sprawling areas are likely to weigh six pounds more than people who live in compact neighborhoods. In addition, the odds of having hypertension are 6% higher when walking for daily routine is not feasible.⁷

There are vacant properties within the City of Slayton that could be developed. These properties are privately owned, but the City should discuss the possibility of developing each lot with the respective property owner. Follow-up with interested property owners should consist of connecting the property owners with developers, working with the Slayton EDA and Murray County EDA to purchase a lot, or work with other organization like the Southwest Minnesota Housing Partnership to develop the vacant lot. As vacant lots are developed, new developments should consider walkability, bikeability, and connectivity within the community.

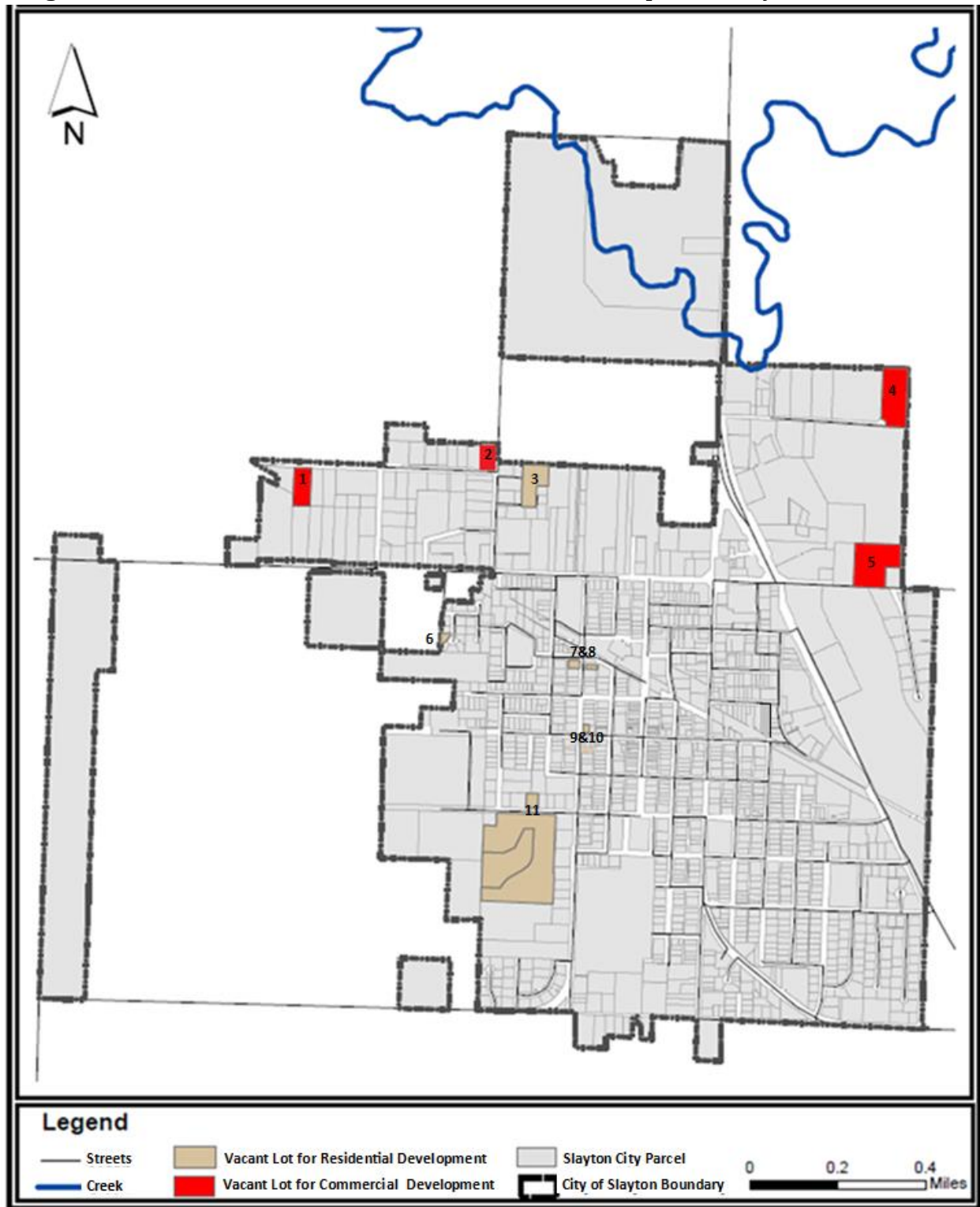
⁵ Bedimo-Rung, A. L., Mowen, A. J., & Cohen, D. A. (2005). The significance of parks to physical activity and public health: a conceptual model. *American journal of preventive medicine*, 28(2), 159-168. Available at: [http://www.ajpmonline.org/article/S0749-3797\(04\)00304-6/fulltext](http://www.ajpmonline.org/article/S0749-3797(04)00304-6/fulltext)

⁶ Franzini, Luisa, et al. "Influences of physical and social neighborhood environments on children's physical activity and obesity." *American Journal of Public Health* 99.2 (2009): 271. Available at: <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2622771/>

⁷ McCann, Barbara A., and Reid Ewing. "Measuring the health effects of sprawl: A national analysis of physical activity, obesity and chronic disease." (2003). Available at: <http://trid.trb.org/view.aspx?id=661006>

H-Figure #1

Vacant Lots for Potential Future Development -Slayton



New Housing Development

Goal: Encourage new housing developments to be compact and pedestrian friendly.

Strategy: Rank multiple possible sites on economic feasibility, walkability, bikeability, and connectivity, before a site is selected for development.

Existing Conditions:

Housing developments and land use decisions have long lasting impacts. Compact development should be encouraged and promoted as an efficient use of public utilities (water, sewer, roads, etc.), an efficient use of land, and to promote a more active lifestyle. This may be accomplished through enactment or enforcement of zoning regulations and through the annexation of land. Controlling the land use in and around the City will help keep development contained and planned.

Identifying multiple sites and comparing the sites based on economic feasibility, walkability, bikeability, and connectivity is critical in moving forward. Past developments nationwide show how the convenience and cost of a development can often be the determining factor instead of connectivity and social cohesiveness. There are a number of hidden costs to a poorly planned development that are long lasting in the community.

The future land use map on page 152 outlines some potential locations for development. These sites should be compared along with other sites that were not yet identified. A comprehensive comparison is needed before moving forward.

Maintaining Existing Structures

Goal: Maintain the community feel of Slayton.

Strategy: Encourage the maintenance and restoration of older buildings in the City of Slayton (especially around Broadway Avenue).

Existing Conditions:

Some of the oldest and most unique buildings in Slayton are on or around Broadway Avenue. These buildings are part of the character along Broadway that helps to create an atmosphere where people want to be. It is important to recognize the aesthetic characteristics of older buildings as a tool to attract people to the Central Business District.

Broadway Avenue Apartments

Goal: Increase the number of loft apartments along Broadway Avenue.

Strategy: Provide tax incentives for property owners to develop or restore loft apartments along Broadway Avenue.

Existing Conditions:

A number of the businesses along Broadway Avenue have the potential of offering loft apartments. To increase the number of available apartments in Slayton and attract millennials to Slayton, a tax incentive for properties along Broadway Avenue should be explored as a way to develop or restore lofts along Broadway Avenue. This program could be expanded citywide to encourage the development of loft apartments and basement apartments, where appropriate.

CHAPTER 4: Economy

Introduction

Knowledge of a community's economy is fundamental to all land use planning analysis. The destiny of a city is controlled by the extent and character of its productive and income-producing activity, and by its general vitality. Studies of the economic bases for this activity hold the key to how the city has developed to where it is today, and what its future prospects are. In other words, most communities flourish because they serve as centers for the production and distribution of goods and services. Therefore, production and distribution functions create jobs and employment opportunities that attract people.

Cities will not exist if all workers and land are equally productive and there are constant returns to scale in exchange and production. There are two common scenarios of how cities develop. A trading city develops when individuals specialize in the production of goods or services they have a comparative advantage in and trade for other goods and services. Transportation costs influence where a trading city will develop. To maximize the gain from trade, producers will want to take advantage of economies of scale in transportation. A trading point will develop and producers will move there and the population density around the trading point goes up relative to the surrounding area and you have a city.

A factory city develops when commuting costs are high and there are gains to be made by trading with the factory. To minimize commuting costs workers will move closer to the factory. This competition bids up the price for land so workers economize on land leading to higher population density. Also, individuals move closer to the factory to gain from trade with the factory. These scenarios are in part why the City of Slayton developed and why the city's population has maintained relative to Murray County.

Slayton has also maintained a population relative to Murray County and other cities in Development Region 8, since Slayton is centrally located in Development Region 8. Being centrally located allows Slayton to be competitive by keeping commuting costs down for families that may work in two different cities in southwest Minnesota. Slayton is in part a commuter city, but the city also has basic and non-basic employment.

To fully understand the economy of a city, it is necessary to first identify its important "basic" industries. Employment in any city can be divided into either "basic" or "non-basic" employment. Basic employment provides goods and services to persons living beyond the immediate area, whereas non-basic employment provides good and services to the local area. Basic employment laborers are workers that produce output for export out of the local economy. For example, a person engaged in the manufacturing of a product that is to be sold outside the area is employed in a basic occupation. Agriculture is a good example of a basic industry.

Non-basic employment laborers are workers that produce output for local consumption. Individuals working for a local unit of government or most retail establishments, such as drug stores, restaurants, grocery stores, or barber shops, are employed in non-basic occupations. Nevertheless, many times

economic activity cannot be neatly categorized into either basic or non-basic activities.

Ideally, a local economy would want to have more basic employment than non-basic employment. The potential for a community's economic growth depends on the strength of its basic sector. Basic employment brings money and jobs in, which grows the local economy. Exporting goods helps to bring in money from outside the community which finances the importing of goods that the area does not produce for itself. A non-basic employment activity circulates money that is already found within the area. An exception to this situation would be money spent by tourists or others who reside outside Slayton's general vicinity. Nevertheless, a general rule is that for any one person employed in a basic occupation, approximately 1.5 new jobs will be generated. In short, the future of a municipality is heavily dependent upon the ability of the city to bring in money from outside areas.

There are a number of different strategies that can be tried to increase export employment (basic) that include the following. If labor productivity can be increased then costs will decrease per unit and output will increase. A lower business tax may shift the supply curve to the right resulting in increased output. Improved public services may attract a more qualified workforce. Having a **pro land build** industrial park will make it convenient for companies to establish themselves. Time will not have to be spent developing the lot.

The Minnesota Department of Employment and Economic Development collects economic and employment data by counties and for individual communities over 2,500. This plan will utilize Murray County economic data as well as data for Slayton when available.

Employment Characteristics

Slayton has seen a steady increase in the number of workers from 2000 to 2014. E-Table #1 shows the annual employment and wages for all industries in Slayton. There was a 19.9 percent increase from 2000 to 2014. From 2008 to 2012 however, there was a 1.3 percent decrease in the number of employees, largely as result of the economic downturn caused by the collapse of the housing market. It took until 2014 to fully recover the number of employees lost from 2008 to 2012.

The number of establishments has remained relatively stable from 2000 to 2014. There was a 4.3 percent increase from 2000 to 2014. The year with the largest number of establishments was in 2006, with 158 establishments. From 2009 to 2012 there was a 2.0 percent decrease in the number of establishments. Slayton has not fully recovered the number of establishments lost since the high in 2006.

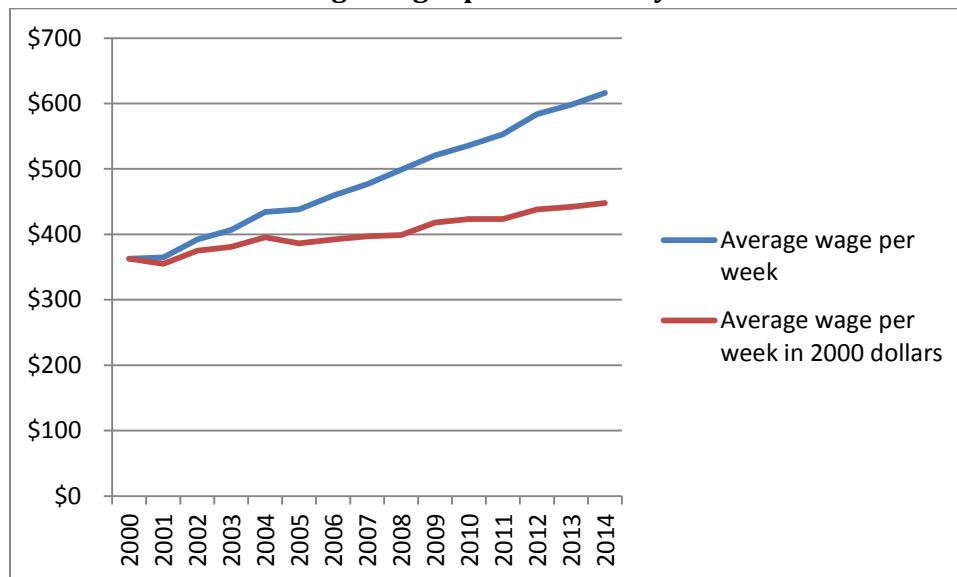
The average wage per week in Slayton has steadily increased from 2000 to 2014. In 2000, the average wage per week for Slayton was \$363. In 2014, the average wage per week for Slayton was \$616. This is a percent increase of 69.7 percent, but this does not include inflation. After adjusting for inflation the increase in the average wage per week was 23.4 percent, still a significant increase.

E-Table #1**Annual Employment & Wages: Totals, All Industries –Slayton**

Year	Number of Employees	Number of Establishments	Average wage per week	Average wage per week in 2000 dollars
2000	1,202	138	\$363	\$363.00
2001	1,253	145	\$365	\$354.90
2002	1,199	147	\$392	\$375.22
2003	1,155	143	\$407	\$380.90
2004	1,192	146	\$434	\$395.63
2005	1,219	152	\$438	\$386.19
2006	1,264	158	\$459	\$392.06
2007	1,266	150	\$477	\$397.15
2008	1,435	154	\$499	\$399.10
2009	1,434	148	\$521	\$418.19
2010	1,406	145	\$536	\$423.28
2011	1,414	147	\$553	\$423.34
2012	1,415	145	\$584	\$438.01
2013	1,411	140	\$598	\$442.04
2014	1,441	144	\$616	\$448.07

Source: U.S. Bureau of Labor Statistics and Minnesota Department of Employment and Economic Development

* NOTE – E-Table #1: Does not include self-employed persons, firms employing less than four persons, railroad employment, persons working solely on commission, employees of religious organizations, minor children, elected officials, and student employees at schools.

E-Figure #1**Average Wages per Week –Slayton**

E-Table #2 shows the employment by industry in Slayton in 2014. The largest industry by the number of employees was Trade, Transportation, and Utilities. Agricultural is not separated out in these figures. A number of jobs in all of the categories are related to agriculture or provide services directly to agricultural producers. The second largest industry by the number of workers was Education and Health Services.

The total number of employees in all industries in Slayton was 1,441 in 2014. The average wage per week in 2014 was 616 dollars. In 2014, the highest paid industry was Information, while the lowest paid industry was Leisure and Hospitality.

E-Table #2 Employment by Industry – Slayton 2014

Industry	Number of Employees	Number of Establishments	Average wage per week
Total, All Industries	1,441	144	616
Construction	3	1	711
Trade, Transportation and Utilities	356	38	524
Information	12	3	1,057
Financial Activities	51	14	788
Professional and Business Services	75	15	981
Education and Health Services	301	2	760
Leisure and Hospitality	112	12	206
Other Services	68	11	835
Public Administration	143	18	833

Source: U.S. Bureau of Labor Statistics

E-Table #3 Employment by Industry: Private Ownership – Slayton 2014

Industry	Number of Employees	Number of Establishments	Average wage per week
Total, All Industries	957	128	529
Trade, Transportation and Utilities	356	37	515
Information	12	3	1,057
Financial Activities	51	14	788
Professional and Business Services	73	14	972
Leisure and Hospitality	112	12	206
Other Services	46	10	708

Source: U.S. Bureau of Labor Statistics

E-Table #4 Employment by Industry: Government Ownership – Slayton 2014

Industry	Number of Employees	Number of Establishments	Average wage per week
Total, All Industries	484	15	789
Construction	3	1	711
Trade, Transportation and Utilities	12	1	823
Professional and Business Services	2	1	1291
Education and Health Services	301	2	760
Other Services	22	1	835
Public Administration	143	9	833

Source: U.S. Bureau of Labor Statistics

E-Table #5**Agricultural Profile: Murray County**

	2012	2007	% change
Number of Farms	895	1,023	- 13
Land in Farms	407,919 acres	428,869 acres	- 5
Average Size of Farm	456 acres	419 acres	+ 9
Market Value of Products Sold	\$365,471,000	\$237,143,000	+ 54
Crop Sales \$232,560,000 (64 percent)			
Livestock Sales \$132,910,000 (36 percent)			
Average Per Farm	\$408,347	\$231,812	+ 76
Government Payments	\$9,673,000	\$8,860,000	+ 9
Average Per Farm Receiving Payments	\$12,354	\$10,011	+ 23

Source: Census of Agricultural

E Table #6 shows the employment by industry in Murray County in 2014. The largest industry by the number of employees was Education and Health Services. Agricultural is not separated out in these figures. A number of jobs in all of the categories are related to agriculture or provide services directly to agricultural producers. The second largest industry by the number of workers was Trade, Transportation, and Utilities.

The total number of employees in all industries in Murray County was 2,960 in 2014. The average wage per week in 2014 was 620 dollars. In 2014, the highest paid industry was Professional and Business Services, while the lowest paid industry was Leisure and Hospitality.

E-Table #6 Employment by Industry – Murray County 2014

Industry	Number of Employees	Number of Establishments	Average wage per week
Total, All Industries	2,960	335	620
Natural Resources and Mining	104	24	695
Construction	196	59	604
Manufacturing	443	10	561
Trade, Transportation and Utilities	731	97	678
Information	20	6	840
Financial Activities	126	25	877
Professional and Business Services	81	19	942
Education and Health Services	795	24	583
Leisure and Hospitality	191	29	224
Other Services	92	25	611
Public Administration	179	18	732

Source: U.S. Bureau of Labor Statistics

E-Table #7 Employment by Industry: Private Ownership – Murray County 2014

Industry	Number of Employees	Number of Establishments	Average wage per week
Total, All Industries	2319	299	591
Natural Resources and Mining	103	23	699
Construction	193	58	612
Manufacturing	443	10	561
Trade, Transportation and Utilities	690	89	682
Information	20	6	846
Financial Activities	127	25	873
Professional and Business Services	79	18	935
Education and Health Services	417	20	438
Leisure and Hospitality	177	27	217
Other Services	70	24	543

Source: U.S. Bureau of Labor Statistics

E-Table #8 Employment by Industry: Government Ownership 2014 – Murray County

Industry	Number of Employees	Number of Establishments	Average wage per week
Total, All Industries	640	35	2442
Construction	3	1	711
Trade, Transportation and Utilities	41	8	1006
Financial Activities	0	1	0
Professional and Business Services	2	1	1291
Education and Health Services	378	4	749
Leisure and Hospitality	14	2	925
Other Services	22	1	835
Public Administration	179	18	3016

Source: U.S. Bureau of Labor Statistics

Unemployment Statistics

The unemployment rate is the percentage of the total labor force that is unemployed and actively seeking employment. The unemployment rate does not include people who have stopped looking for work. Since people who stopped looking for work are not included, the unemployment rate may significantly understate the number of people who are not working.

The unemployment rate is also a lagging indicator. The employment rate can be used as a tool to confirm long-term market trends, but it should not be used to foreshadow how the economy is doing. Additional variables need to be considered.

In 2014, the unemployment rate in Murry County was 4.8 percent, while the unemployment rate in Development Region 8 was 4.1 percent and the State of Minnesota was 5.7 percent. From 2000 through 2014, the average unemployment rate was 4.8 percent for Murray County, 4.7 percent for Development Region 8, 5.0 percent for Minnesota, and 6.4 percent for the United States. Murray County and

Development Region 8 has in recent decades had a lower unemployment rate than Minnesota and the United States.

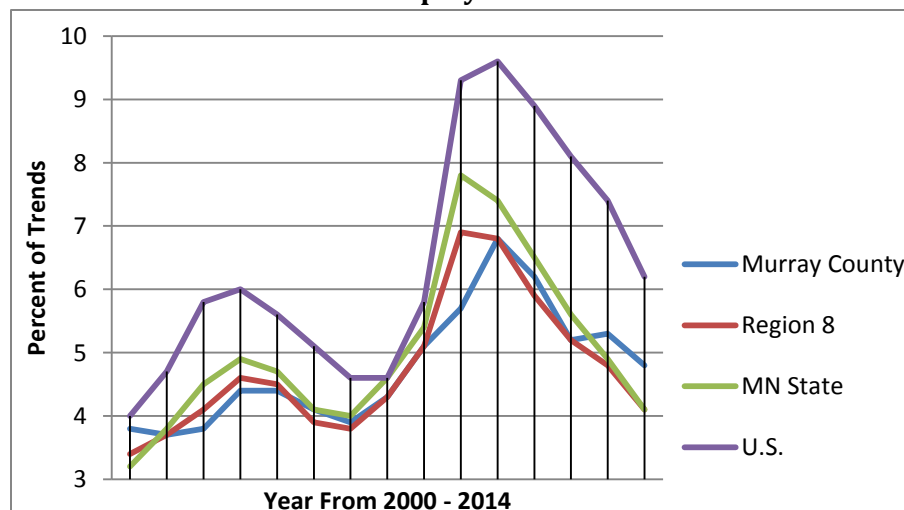
During the economic downturn caused by the housing market collapse the average unemployment rate was 6.0 percent for Murray County, 6.2 percent for Region 8, 6.9 percent for the State of Minnesota, and 9.0 percent for the United States. Murray County fared significantly better during the recession than Development Region 8, the State of Minnesota, and the United States. One explanation for Murray County not seeing significantly higher unemployment rates was the agriculture industry. The agriculture industry partially insulated Murray County during the downturn.

E-Table #9 Annual Unemployment Trends

Year	Murray County	Region 8	State of Minnesota	United States
Percent				
2000	3.8	3.4	3.2	4.0
2001	3.7	3.7	3.8	4.7
2002	3.8	4.1	4.5	5.8
2003	4.4	4.6	4.9	6.0
2004	4.4	4.5	4.7	5.6
2005	4.1	3.9	4.1	5.1
2006	3.9	3.8	4.0	4.6
2007	4.3	4.3	4.6	4.6
2008	5.1	5.1	5.4	5.8
2009	5.7	6.9	7.8	9.3
2010	6.8	6.8	7.4	9.6
2011	6.2	5.9	6.5	8.9
2012	5.2	5.2	5.6	8.1
2013	5.3	4.8	4.9	7.4
2014	4.8	4.1	4.1	6.2

Source: Minnesota Department of Employment and Economic Development

E-Figure #2 Annual Unemployment Trends



Household Income Levels

In 2013, the average median income for Murry County was \$52,160, while Development Region 8 was only \$48,321. When comparing Murray County to Development Region 8, Murray County had a higher median income in 2011 and 2013. The difference between Murray County's median income and Development Region 8's median income in 2013 was 3,839 dollars or 7.9 percent.

When comparing Murray County to the State of Minnesota in 2013, Murray County had a 14.7 percent lower median income than the state average. The cost of living in Slayton is 17.9 percent less than the Minnesota average.⁸ After adjusting for the cost of living, Slayton fares 3.2 percent better than the state average when analyzing median income levels.

In 2013, the average mean income for Murray County was \$62,197, while Development Region 8 was only \$60,486. When comparing Murray County to Development Region 8, Murray County had a higher mean income in 2011 and 2013. The difference between Murray County's mean income and Minnesota's mean income in 2013 was 29,890 dollars or 48.1 percent.

E-Table #10 Household Income Levels

County	2011 Median Income (\$)	2011 Mean Income (\$)	2013 Median Income (\$)	2013 Mean Income (\$)	Percent Change Median	Percent Change Mean
Cottonwood	43,111	52,730	45,294	56,577	5.1%	7.3%
Jackson	47,455	59,590	51,681	63,657	8.9%	6.8%
Lincoln	46,270	57,343	47,861	61,738	3.4%	7.7%
Lyon	47,254	58,821	49,594	64,484	5.0%	9.6%
Murray	47,833	57,001	52,160	62,197	9.0%	9.1%
Nobles	45,552	56,576	48,208	59,590	5.8%	5.3%
Pipestone	42,217	55,082	46,019	56,824	9.0%	3.2%
Redwood	45,177	58,269	47,447	61,493	5.0%	5.5%
Rock	44,510	54,802	46,623	57,815	4.7%	5.5%
Region 8	45,487	56,690	48,321	60,486	6.2%	6.7%
Minnesota	58,476	75,432	59,836	92,087	2.3%	22.1%

Source: American Community Survey 5-Year Estimates

In 2013, 56.4 percent of households in Slayton have an annual income between \$25,000 and \$99,999. The income range that had the highest percent of households was \$50,000 – \$74,999 with 23 percent. There is still a large percentage of the population below the household income level of \$25,000.

Thirty-three percent of households in Slayton have an annual income less than \$25,000. There are 139 households making less than \$10,000 annually. The poverty rate in Murray County for all ages was 9.3 percent in 2010. The state average in Minnesota was 10.6 percent in 2010.

⁸ AreaVibes. Cost of Living Index. Accessed: 9/30/15. Available: <http://www.areavibes.com/slayton-mn/cost-of-living/>

E-Table #11**Household Income Levels – Slayton 2013**

Income (\$)	Households	Percent
Under 10,000	139	13.7
10,000 – 14,999	51	5.0
15,000 – 24,999	141	13.9
25,000 – 34,999	88	8.7
35,000 – 49,999	119	11.7
50,000 – 74,999	233	23.0
75,000 – 99,999	132	13.0
100,000 – 149,999	94	9.3
150,000 – 199,999	5	0.5
200,000 or more	11	1.1
Median	45,208	
Mean	51,617	

Source: American Community Survey 5-Year Estimates

Goals & Strategies – Economy

Below are a list of goals and strategies related to the economy in and around the City of Slayton. The goals and strategies in this chapter were ranked by the Slayton City Council. Refer to the Description of Goals and Strategy Rankings in the Planning Process Chapter for more information regarding the ranking of goals and strategies.

Broadway Avenue Development Plan

Goal: Increase the economic competitiveness of businesses in the Central Business District.

Strategy: Short Term – Organize a Central Business District Committee.

Long Term – Create a development plan for Broadway Avenue.

Existing Conditions:

Broadway Avenue is the Central Business District. It is likely that Broadway Avenue will have to have work done on the street within 10 to 15 years. A plan should be created to outline a process for moving forward and improving the business environment in the Central Business District.

The Broadway Avenue Street Redesign Goal in the Transportation and Active Living Chapter outlines several potential improvements for improving the walkability, bikeability, and creating an atmosphere where people want to be. The Broadway Avenue Street Resign Goal can be found on page 80. These street improvements are an economic development strategy for the Central Business District. Specific improvements to Broadway Avenue need to be discussed and approved before moving forward.

It is critical to have support from the businesses in the Central Business District. A Central Business District Committee should be created to discuss possible improvements and to outline the needs and desires of businesses in the Central Business District. Investment in the Central Business District should

be encouraged by improving the atmosphere along Broadway Avenue and creating a space where people want to be. “When people are there, people invest more.”⁹

If a plan is not created, it is likely the street will be reconstructed the way it is. Broadway Avenue does have a number of positive features; but how can the street be improved? The built environment along Broadway Avenue can significantly impact development in the Central Business District. A development plan will provide direction for enhancing livability and the business environment along Broadway Avenue.

Industrial Park Expansion

Goal: Increase the available space for industrial park expansion.

Strategy: Explore space around the existing industrial park for expansion purposes.

Explore other spaces in or around the City of Slayton to develop a new industrial park.

Existing Conditions:

The existing industrial park is full. There is no area zoned for the development of future industrial expansion. A build ready industrial park should be explored.

Co-working Space/Shared Office Place

Goal: Increase the availability of office space and retail space on Broadway Avenue.

Strategy: Research the need for additional office space and retail place on Broadway Avenue.

Explore the possibility of creating a co-working space/shared office space.

Existing Conditions:

Broadway Avenue is the commercial and retail hub of Slayton. There is a mixture of various businesses along Broadway Avenue. A number of these businesses require similar inputs, including: high speed internet, printing, meeting rooms, mail service, storage, etc.

Other business hubs are creating co-working spaces, so new businesses, entrepreneurs, and organizations can share input costs, ideas, and grow their businesses. Demand for a co-working space in Murray County is unknown. It is unknown how many community members are working from home and looking for a space that can be shared with others to minimize costs and to share ideas. Co-working spaces provide a shared environment for entrepreneurs, freelancers, telecommuters, and anyone else who needs office space.

A co-working space has been started in Mankato. Envision Lab is the first co-working space in the Minnesota River Valley. “Envision Lab provides members with an innovative, professional work space, private meeting spaces, we help facilitate independence and collaboration, building connections that

⁹ Econ Talk. Charles Marohn on Strong Towns, Urban Development, and the Future of American Cities. Accessed: 5/13/15. Available: http://www.econtalk.org/archives/2014/05/charles_marohn.html

lead to breakthrough innovation and leverage your capacity, resources and networks to help foster innovative business development in our region. When you purchase a membership, you gain access to the space, meeting rooms, high-speed internet, coffee, tea, and printing. There is also mail service and storage space for selected memberships. We have a kitchenette for you to warm food and private call room for you to skype or talk with clients and colleagues. That's only the beginning! Keep reading for more.”¹⁰

Demand for space at Envision Lab has shown Mankato, Southern Minnesota Initiative Foundation, Region 9, and other partners the positive impact a co-working space can have. Office space is currently available in the Southwest Regional Development Commission/Southwest Minnesota Housing Partnership Office. A co-working space could be pursued as an option for this space.

All Businesses as a Google Place

Goal: Have all businesses in the City of Slayton searchable as a Google Place.

Strategy: Work with the Slayton EDA, Slayton Area Chamber of Commerce, and Murray County EDA to work with businesses to add their business to Google Place.

Existing Conditions:

Google Place is a basic platform to ensure your local business information can be easily found across Google, including Google Maps, Google Search, and Google+. Basic information should be easily searchable online. Under Google Place, a business can add their location, phone number, and a brief profile.

Regional Event Planning and Marketing

Goal: Raise awareness of regional events, festivals and assets.

Strategy: Plan city events and festivals with neighboring cities and counties.

Help to promote neighboring city events, festivals, and community assets.

Existing Conditions:

In southwest Minnesota travel is based on miles. To drive from Slayton to Marshall or to Worthington is roughly 30 miles. This is seen by many as a longer trip.

If you lived in the cities most trips will take at least 35 minutes as a result of traffic. Below is a map that outlines a 35 minute trip from Slayton. Cities and counties within this area should be seen as close partners when it comes to planning and promoting city events and festivals.

Part of livability is having leisure activities reasonably accessible. Leisure activities vary from person to person, but southwest Minnesota does have a lot to offer. Leisure activities in southwest Minnesota may be easily overlooked due to the distance between cities and to various events and community

¹⁰ Envision Lab. Accessed: 12/11/15. Available: <http://www.envisionlab.co/>

assets.

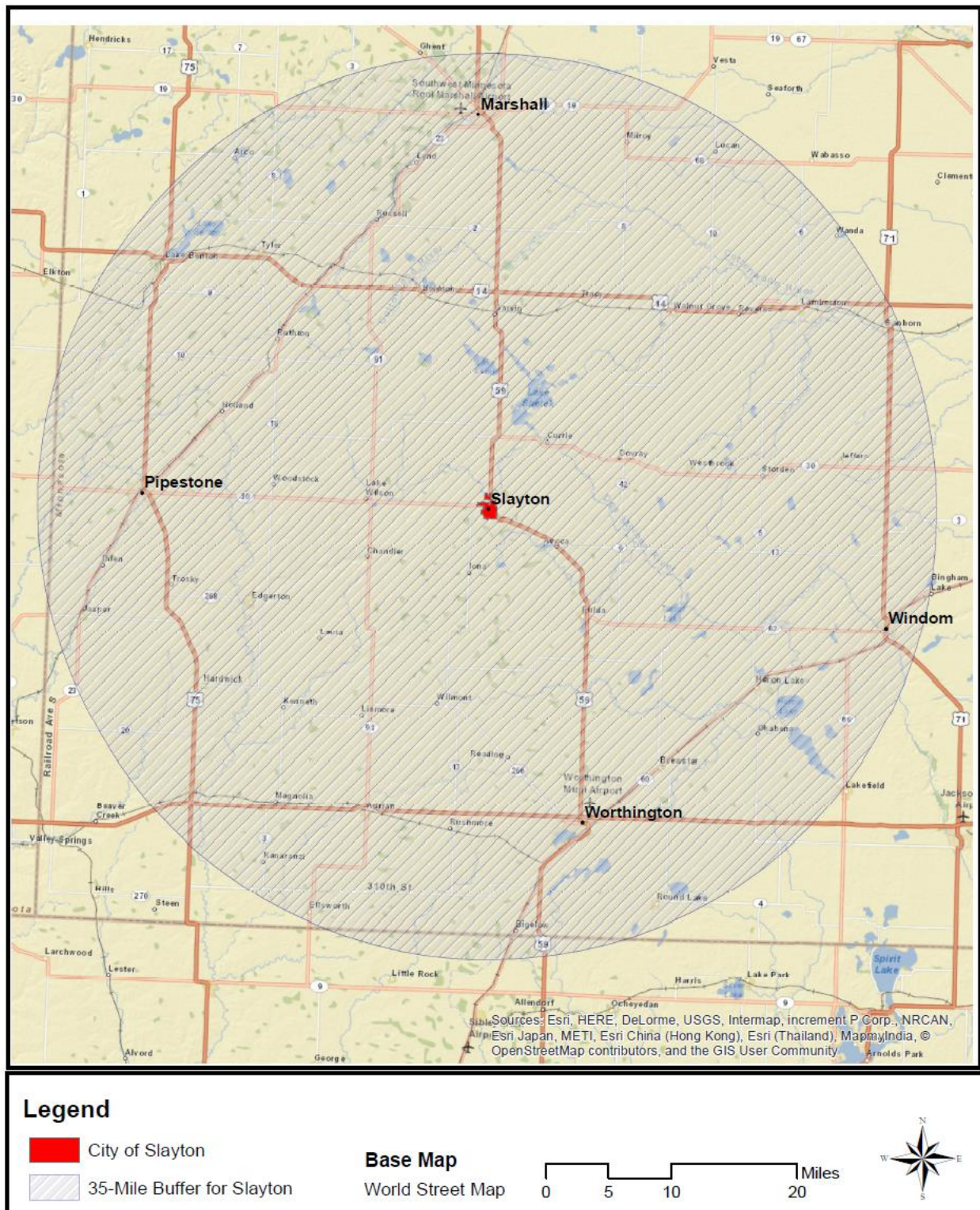
Additional coordination needs to occur when planning and promoting city events, festivals, and community assets. The City of Slayton does have a community events tab. Most cities have community events posted on their website or there is a community calendar. These events tabs and community calendars should promote city events and regional events.

Marketing at a regional level may help to attract new residents. It will help to raise awareness of existing community events and will help to grow these events. Southwest Minnesota has to switch to a regional mentality to help maintain economic vitality.

Part of this coordination is scheduling events and festivals for different weekends. Events and festivals will be more successful if they do not have to compete with a neighboring community. Community members from neighboring communities will also have additional events and festivals to choose from if events and festivals are on different weekends.

E-Figure #3

Regional Community Map



Region Assets

Goal: Raise awareness of regional assets.

Strategy: Help to market Lake Shetek as a regional asset.

Embrace wind and market the Worthington Windsurf Regatta and activities along Buffalo Ridge.

Existing Conditions:

Lake Shetek is a hidden gem in southwest Minnesota and is only 12 minutes from Slayton. Lake Shetek could be used as a tool to attract and retain residents. There are a number of destinations around the lake from restaurants to Lake Shetek State Park. A profile of Lake Shetek can be found under the Assets Section of the Physical Features and Natural Resources Chapter on page 107.

Wind is a constant in southwest Minnesota. Wind and our physical features help to create unique regional events. One of these events is the Worthington Windsurf Regatta held annually on Lake Okabena in Worthington. The annual Worthington Windsurfing Regatta and Unvarnished Music Festival were founded in 1999, even though windsurfers have been coming to Lake Okabena for decades for this.

It has taken multiple years to build this event. Now the Worthington Windsurfing Regatta and Unvarnished Music Festival have grown into a multiple day outdoor family friendly festival with food from around the world, Arts on the Shore, and other fun events.

Attendance has ranged from 5,000-12,000 participants depending on the year and if Worthington was hosting the United States Windsurfing National Championships, which they have hosted multiple times. This is a national event that is not widely attended by surrounding community members. The Worthington Windsurf Regatta has grown into a festival, art show, and is a multiple faceted event that has activities for the entire family.

CHAPTER 5: Transportation & Active Living

Introduction

A transportation system is the mover of people and goods, and it can be used to direct or shape municipal growth. There is a very close relationship between transportation and land use, and both must be considered in the planning process. There is also a close relationship between transportation and promoting an active Lifestyle. A balanced multi-modal transportation network is essential for strong economic growth. Transportation planning in the City of Slayton will include active transportation, pedestrians and bicyclists, along with traditional transportation modes. Key issues for all modes of transportation are efficient use of financial resources, providing access and mobility, relieving congestion, promoting economic development, and protecting the environment. This section will examine these modes of transportation: active transportation, motor vehicle transportation, public transportation, rail, and aviation.

Goal

To enable the City of Slayton to become a more walkable community through strategic pedestrian improvements outlined in the Transportation and Active Living Chapter.

Objective

Identify destinations, gaps, areas of concern, and prioritize projects for addressing pedestrian infrastructure in the City of Slayton.

Proposal

Think about walkability and bikeability when considering decisions that influence the built environment.



Function of a Road or Street

When you are building a building a street, you have to consider the function of that street. Is the function of the street to move cars quickly or is it to create an atmosphere that encourages investment?

“When you narrow up the street lanes, cars drive slower, people feel more comfortable there. They walk across the streets, to a store across the street. And in a real subtle and cheap way you get a lot more pedestrian traffic, a lot more retail, a lot more people. And people spend money, and that's what makes a place wealthier. When people are there, people invest more.”¹¹

Since WWII we have over built our transportation infrastructure. Instead of encouraging infill projects and higher density housing, cities have sprawled outwards. These less connected neighborhoods do not encourage walking, biking, and a neighborhood feel. The sprawled out neighborhoods are connected by streets that encourage car travel, since the distance between these neighborhoods is greater.

Decision makers need to think about the function of a street and research what the highest returning type of street is. According to Charles Marohn, the highest returning type of street is the kind that was built prior to WWII.

“It's where you've got the line of shops with a second story of apartments or living units. The kind of stuff that you see on Main Streets all over this country. There's a reason our ancestors built that way. It's really, really financially productive. Some of the obstacles to doing that today: one of them includes the fact that we've just over-engineered and over-built our streets. A lot of that comes from national standards that have been established; a lot of it comes from the way that funding comes down through the Feds and the state and the mandates that come with that in terms of what the design capacities have to be. But one of the simplest solutions to getting these neighborhoods back is just to go out and narrow up the street lanes.”






Traditional grid development, what we built prior to WWII, increases connectivity and promotes walking and biking. Promoting compact developments will make it more convenient to walk and bike, which has lasting health benefits. As you move to the right in the figure below, connectivity decreases and you move towards a more car dependent development. This shift from the square grid development has taken place over the past half a century. This shift can be seen by older developments being more compact and walkable to newer developments being spread out and auto-dependent. Land use and the design of the community can have a significant impact on the health of the community.

¹¹ Econ Talk. Charles Marohn on Strong Towns, Urban Development, and the Future of American Cities. Accessed: 5/13/15. Available: http://www.econtalk.org/archives/2014/05/charles_marohn.html

T-Figure #1

Residential Street Pattern Design Comparison

Figure 2: Evolution of street patterns since 1900 showing gradual adaptation to the car (M. Southworth, 1997).

	Gridiron (c. 1900)	Fragmented parallel (c. 1950)	Warped parallel (c. 1960)	Loops and lollipops (c. 1970)	Lollipops on a stick (c. 1980)
Street patterns					

Residential Street Pattern Design¹²

Why Active Living?

Active Living is a way of life that integrates physical activity into your daily routine. It starts with choosing to walk or bike instead of taking the car. This choice is influenced by the built environment.

- Economic Sense: It is more expensive to build and maintain a sprawling community.
- Health Benefits: A more walkable community encourages interconnectedness throughout the community and is related to a number of positive health outcomes and a healthy community.
- Economic Development: “When people are there, people invest more.”¹³

Economic Sense

As density decreases the cost per block goes up. There are costs associated with building and maintain more streets, including the costs of sewer and water and other public infrastructure. Urban sprawl is the outward spread of a city, which decreases population density. Urban sprawl often results in an auto-dependent subdivision. Connectivity within the city decreases as the city spreads out and obesity and other health outcomes are a negative externality of urban sprawl.

Efficient city growth relates to less dependence on vehicle travel and more opportunity for pedestrian travel, walking or biking. Studies show that a majority of future U.S. housing demand lies in smaller homes and lots, townhouses and condominiums in walkable neighborhoods where jobs and activities are close at hand.¹⁴ The need to drive reduces significantly with compact development that has a mix of land uses, transportation options and pedestrian-friendly designs. Benefits of compact development include financial stability with increased property taxes, stable climate change effects, as well as a more

¹² Residential Street Pattern Design. Accessed: 7/14/15. Available: <http://www.cmhc-schl.gc.ca/publications/en/rh-pr/tech/socio75.html>

¹³ Econ Talk. Charles Marohn on Strong Towns, Urban Development, and the Future of American Cities. Accessed: 5/13/15. Available: http://www.econtalk.org/archives/2014/05/charles_marohn.html

¹⁴ Bedimo-Rung, A. L., Mowen, A. J., & Cohen, D. A. (2005). The significance of parks to physical activity and public health: a conceptual model. *American journal of preventive medicine*, 28(2), 159-168. Available at: [http://www.ajpmonline.org/article/S0749-3797\(04\)00304-6/fulltext](http://www.ajpmonline.org/article/S0749-3797(04)00304-6/fulltext)

active lifestyle. To achieve this, cities should make transit, pedestrians, and biking an important part of community development. Jane Jacobs, author of *The Death of Life of Great American Cities*, wrote in 1961 “we are overbuilding our cities for cars, making vehicles required” and that is still happening today.¹⁵

Economic Development

Walkability affects property values, so investing in pedestrian infrastructure and designing more walking neighborhoods and streets can have a positive return on investment. The National Realtors Association points to the changing behavior of home buyers, “people prefer to live in communities that allow them to walk to shops, parks and other destinations and will pay more for a home that allows them to do just that.”¹⁶ First time home buyers are looking for neighborhoods and cities that are more walkable. “Millennials, though, are just part of the picture. As baby boomers get older, many are opting to live in places where they don’t have to drive as much to get to services and where they can age in place.”¹⁷

“Houses with the above-average levels of walkability command a premium of about \$4,000 to \$34,000.”¹⁸ Higher property values can help to increase the tax base for your city. Refer to the Economic Development Chapter for more information regarding walkability as an economic development strategy.

Health Benefits

Walking and biking are two of the most popular ways to integrate regular physical activity into your daily routine. Physical activity is one of the most important things you can do for your health. Physical activity can help:

- Control your weight
- Reduce your risk of cardiovascular disease
- Reduce your risk for type 2 diabetes and metabolic syndrome
- Reduce your risk of some cancers
- Strengthen your bones and muscles
- Improve your mental health and mood
- Improve your ability to do daily activities and prevent falls, if you're an older adult
- Increase your chances of living longer

Communities that have pedestrian scale infrastructure and programs promoting walking and biking tend to be more physically active. “People who live by trails are 50 percent more likely to meet physical

¹⁵ Burden, Dan, and Todd Litman. “America needs complete streets.” ITE Journal 81.4 (2011): 36-43. Available at: <http://www.auoy.grpc.com/Data/Sites/1/jeff/ite-complete-streets-article-april-2011-burden-litman.pdf>

¹⁶ National Realtors Association. The Value of Walkability. Accessed: 5/13/15. Available: <http://www.realtor.org/newsroom/real-estate-story-ideas/the-value-of-walkability> Source: Brookings Institute: <http://www.brookings.edu/research/papers/2012/05/25-walkable-places-leinberger>

¹⁷ Builder Magazine. Why Smart Builders Care About Walkability. Accessed: 5/29/15. Available: http://www.builderonline.com/land/development/why-smart-builders-care-about-walkability_o

¹⁸ National Realtors Association. The Value of Walkability. Accessed: 5/13/15. Available: <http://www.realtor.org/newsroom/real-estate-story-ideas/the-value-of-walkability> Source: Brookings Institute: <http://www.brookings.edu/research/papers/2012/05/25-walkable-places-leinberger>

activity guidelines.”¹⁹ Adding pedestrian infrastructure and promoting walking and biking will help to reduce:

- Roadway congestion
- Time wasted stuck in traffic
- Driver frustration
- Pollution

“Roadway improvements to accommodate pedestrians and bicyclists also can enhance safety for motorists. For example, adding paved shoulders on two-lane roads has been shown to reduce the frequency of run-off-road, head-on, and sideswipe motor vehicle crashes.”²⁰

Environmental Benefits

Newer developments in cities have moved away from sidewalks on both sides of the street, having garages facing the alleyway behind the house, and having similar sized lots. This creates a disincentive to walk and bike and decreases the interconnectedness of the community. A study conducted by the University of British Columbia found that lowering neighborhoods’ walkability increases the use of motor vehicles and, therefore, raises the air pollution and body mass index per capita.²¹ Cul-de-Sacs were also found to decrease the walkability of a neighborhood.

Motor vehicle traffic generated by the travel to and from school adds 20 to 30 percent more traffic volume to the roads.²² Replacing short trips with walking or biking can help reduce air pollution and energy consumption. There are also a number of health benefits (refer to health benefits above).

Road Classifications

Functional classification is the grouping of streets and highways into classes or systems according to the character of service they are intended to provide. Basic to this process is the recognition that most travel involves movement through a network of roads, and that most people are a pedestrian at some point of every day. You are a pedestrian when you walk from your car into work or when you walk from your car into a shop.

Our nation’s roadway system is a vast network that connects places and people within and across borders. This network was developed with particular travel objectives in mind. These objectives range from serving long-distance passengers and freight needs to serving neighborhood travel from residential developments to destinations in the community. Functional classification defines the role that any particular road or street plays in serving the flow of trips through an entire network serving various travel needs.

¹⁹ Active Living Research. Accessed: 1/22/15. Available: http://activelivingresearch.org/files/ALR_Brief_ActiveTransportation_0.pdf

²⁰ University of North Carolina Highway Safety Research Center. Accessed: 1/22/15. Available: <http://www.pedbikeinfo.org/data/factsheet.cfm>

²¹ Environmental Health Perspectives. Healthy Neighborhoods: Walkability and Air Pollution. Accessed 1/22/15. Available: <http://www.ncbi.nlm.nih.gov/pmc/articles/PMC2801167/>

²² Safe Routes to School Guide. Accessed: 1/22/15. Available: http://guide.saferoutesinfo.org/pdf/SRTS-Guide_Introduction.pdf

The classification of roads and highways can be done in several ways. The easiest way to understand and explain this is through jurisdiction or ownership of the road. Several jurisdictions have ownership of the roads in the United States. In Slayton, there is U.S. Trunk Highway 59; Minnesota Trunk Highway 30; County State Aid Highways 7, 8, and 32; County Road 95, and local roads or streets. Each jurisdiction maintains their roads at different design standards and must build and maintain the roads at minimum specifications that have been developed by the State.

Another method of identification of the roads is through functional classification or classifying roads and streets by their use. The Federal Highway Administration and the Minnesota Department of Transportation have established definitions for the categories in the Functional Classification System. The following are the categories and their definitions:

- | | |
|---------------------------------|---------------------|
| 1) Interstates | |
| 2) Other Freeways & Expressways | 5) Major Collector |
| 3) Other Principal Arterials | 6) Minor Collectors |
| 4) Minor Arterials | 7) Local Roads |

Below is a brief description of the categories in the Functional Classification System. The descriptions are from the Federal Highway Administration Highway Functional Classification Concept, Criteria and Procedures.²³ These descriptions describe the function of a road in regards to motor vehicle travel. There is not much consideration of pedestrians in the Functional Classification System.

Interstates

Interstates are the highest classification of Arterials and were designed and constructed with mobility and long-distance travel in mind.

Other Freeways & Expressways

Roadways in this functional classification category look very similar to Interstates. While there can be regional differences in the use of the terms 'freeway' and 'expressway', for the purpose of functional classification the roads in this classification have directional travel lanes, are usually separated by some type of physical barrier, and their access and egress points are limited to on- and off-ramp locations or a very limited number of at-grade intersections. Like Interstates, these roadways are designed and constructed to maximize their mobility function, and abutting land uses are not directly served by them.

Other Principal Arterials

These roadways serve major centers of metropolitan areas, provide a high degree of mobility and can also provide mobility through rural areas. Unlike their access-controlled counterparts, abutting land uses can be served directly. Forms of access for Other Principal Arterial roadways include driveways to specific parcels and at-grade intersections with other roadways.

²³ Federal Highway Administration. Highway Functional Classification Concepts, Criteria and Procedures. Accessed: 8/20/15. Available: http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Minor Arterials

Minor Arterials provide service for trips of moderate length, serve geographic areas that are smaller than their higher Arterial counterparts and offer connectivity to the higher Arterial system. In rural settings, Minor Arterials should be identified and spaced at intervals consistent with population density, so that all developed areas are within a reasonable distance of a higher level Arterial. Additionally, Minor Arterials in rural areas are typically designed to provide relatively high overall travel speeds, with minimum interference to through movement. The spacing of Minor Arterial streets may typically vary from 1/8- to 1/2-mile in the central business district (CBD) and 2 to 3 miles in the suburban fringes. Normally, the spacing should not exceed 1 mile in fully developed areas.

T-Table #1 **Characteristics of Urban & Rural Arterials**

Urban	Rural
<ul style="list-style-type: none">• Interconnect and augment the higher-level Arterials• Serve trips of moderate length at a somewhat lower level of travel mobility than Principal Arterials• Distribute traffic to smaller geographic areas than those served by higher-level Arterials• Provide more land access than Principal Arterials without penetrating identifiable neighborhoods• Provide urban connections for Rural Collectors	<ul style="list-style-type: none">• Link cities and larger towns (and other major destinations such as resorts capable of attracting travel over long distances) and form an integrated network providing interstate and inter-county service• Be spaced at intervals, consistent with population density, so that all developed areas within the State are within a reasonable distance of an Arterial roadway• Provide service to corridors with trip lengths and travel density greater than those served by Rural Collectors and Local Roads and with relatively high travel speeds and minimum interference to through movement

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Major and Minor Collectors

Collectors serve a critical role in the roadway network by gathering traffic from Local Roads and funneling them to the Arterial network. In the rural environment, Collectors generally serve primarily intra-county travel (rather than statewide) and constitute those routes on which (independent of traffic volume) predominant travel distances are shorter than on Arterial routes. Consequently, more moderate speeds may be posted. The determination of whether a given Collector is a Major or a Minor Collector is frequently one of the biggest challenges in functionally classifying a roadway network.

The distinctions between Major Collectors and Minor Collectors are often subtle. Generally, Major Collector routes are longer in length; have lower connecting driveway densities; have higher speed limits; are spaced at greater intervals; have higher annual average traffic volumes; and may have more

²⁴ Federal Highway Administration. Highway Functional Classification Concepts, Criteria and Procedures. Accessed: 8/20/15. Available: http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

travel lanes than their Minor Collector counterparts. In rural areas, AADT and spacing may be the most significant designation factors. Minor Collectors offer more access; it is beneficial to reexamine these two fundamental concepts of functional classification. Overall, the total mileage of Major Collectors is typically lower than the total mileage of Minor Collectors, while the total Collector mileage is typically one-third of the Local roadway network

T-Table #2 **Characteristics of Major & Minor Collectors**

MAJOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> • Serve both land access and traffic circulation in <u>higher</u> density residential, and commercial/industrial areas • Penetrate residential neighborhoods, often for <u>significant</u> distances • Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>greater than</u> three-quarters of a mile • Operating characteristics include higher speeds and more signalized intersections 	<ul style="list-style-type: none"> • Provide service to any county seat not on an Arterial route, to the larger towns not directly served by the higher systems and to other traffic generators of equivalent intra-county importance such as consolidated schools, shipping points, county parks and important mining and agricultural areas • Link these places with nearby larger towns and cities or with Arterial routes • Serve the most important intra-county travel corridors
MINOR COLLECTORS	
Urban	Rural
<ul style="list-style-type: none"> • Serve both land access and traffic circulation in lower density residential and commercial/industrial areas • Penetrate residential neighborhoods, often only for a <u>short</u> distance • Distribute and channel trips between Local Roads and Arterials, usually over a distance of <u>less than</u> three-quarters of a mile • Operating characteristics include lower speeds and fewer signalized intersections 	<ul style="list-style-type: none"> • Be spaced at intervals, consistent with population density, to collect traffic from Local Roads and bring all developed areas within reasonable distance of a Collector • Provide service to smaller communities not served by a higher class facility • Link locally important traffic generators with their rural hinterlands

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Local Roads

Locally classified roads account for the largest percentage of all roadways in terms of mileage. They are not intended for use in long distance travel, except at the origin or destination end of the trip, due to their provision of direct access to abutting land. They are often designed to discourage through traffic. Local Roads are often classified by default. In other words, once all Arterial and Collector roadways have been identified, all remaining roadways are classified as Local Roads

²⁵ Federal Highway Administration. Highway Functional Classification Concepts, Criteria and Procedures. Accessed: 8/20/15. Available: http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

T-Table #3

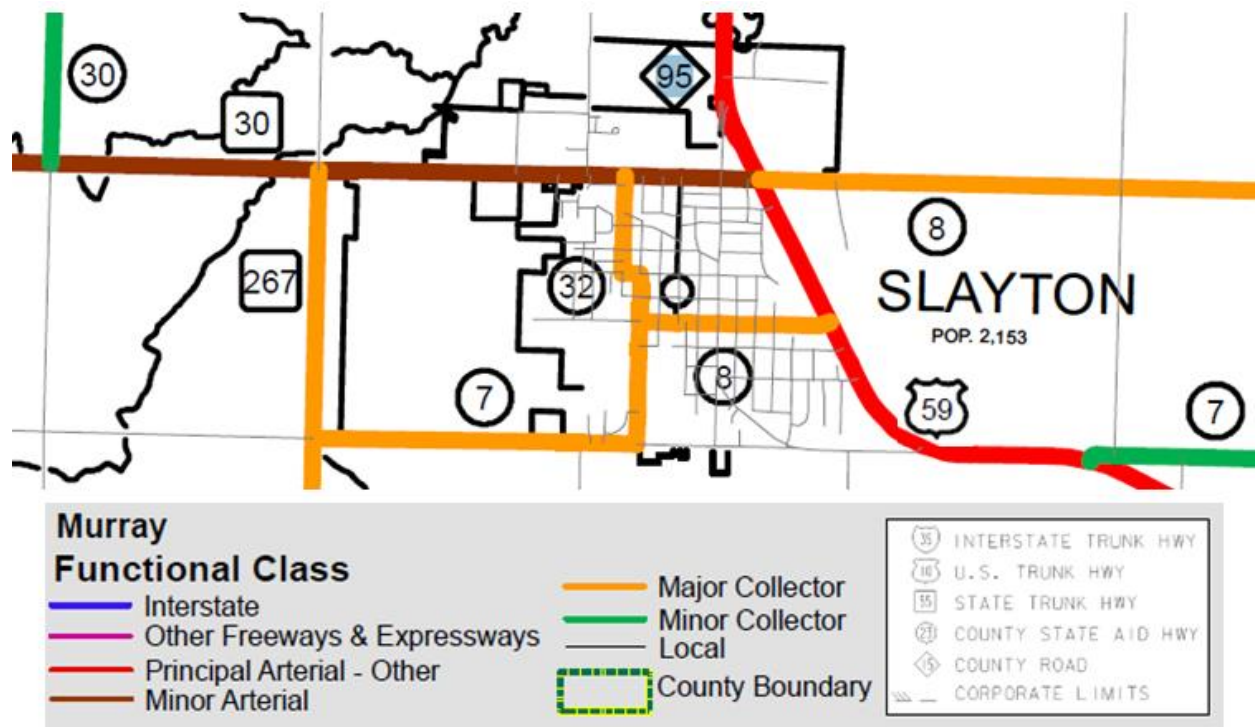
Characteristics of Urban & Rural

Urban	Rural
<ul style="list-style-type: none"> • Provide direct access to adjacent land • Provide access to higher systems • Carry no through traffic movement • Constitute the mileage not classified as part of the Arterial and Collector systems 	<ul style="list-style-type: none"> • Serve primarily to provide access to adjacent land • Provide service to travel over short distances as compared to higher classification categories • Constitute the mileage not classified as part of the Arterial and Collector systems

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T-Figure #2

Functional Classification Map – Slayton



Existing Conditions

Municipal Streets

Within the city boundary of Slayton there are 23.5 miles of municipal streets maintained by the City. The vast majority of streets in Slayton are paved and have curb and gutter. However, some city streets are gravel.

²⁶ Federal Highway Administration. Highway Functional Classification Concepts, Criteria and Procedures. Accessed: 8/20/15. Available: http://www.fhwa.dot.gov/planning/processes/statewide/related/highway_functional_classifications/fcauab.pdf

Gravel streets

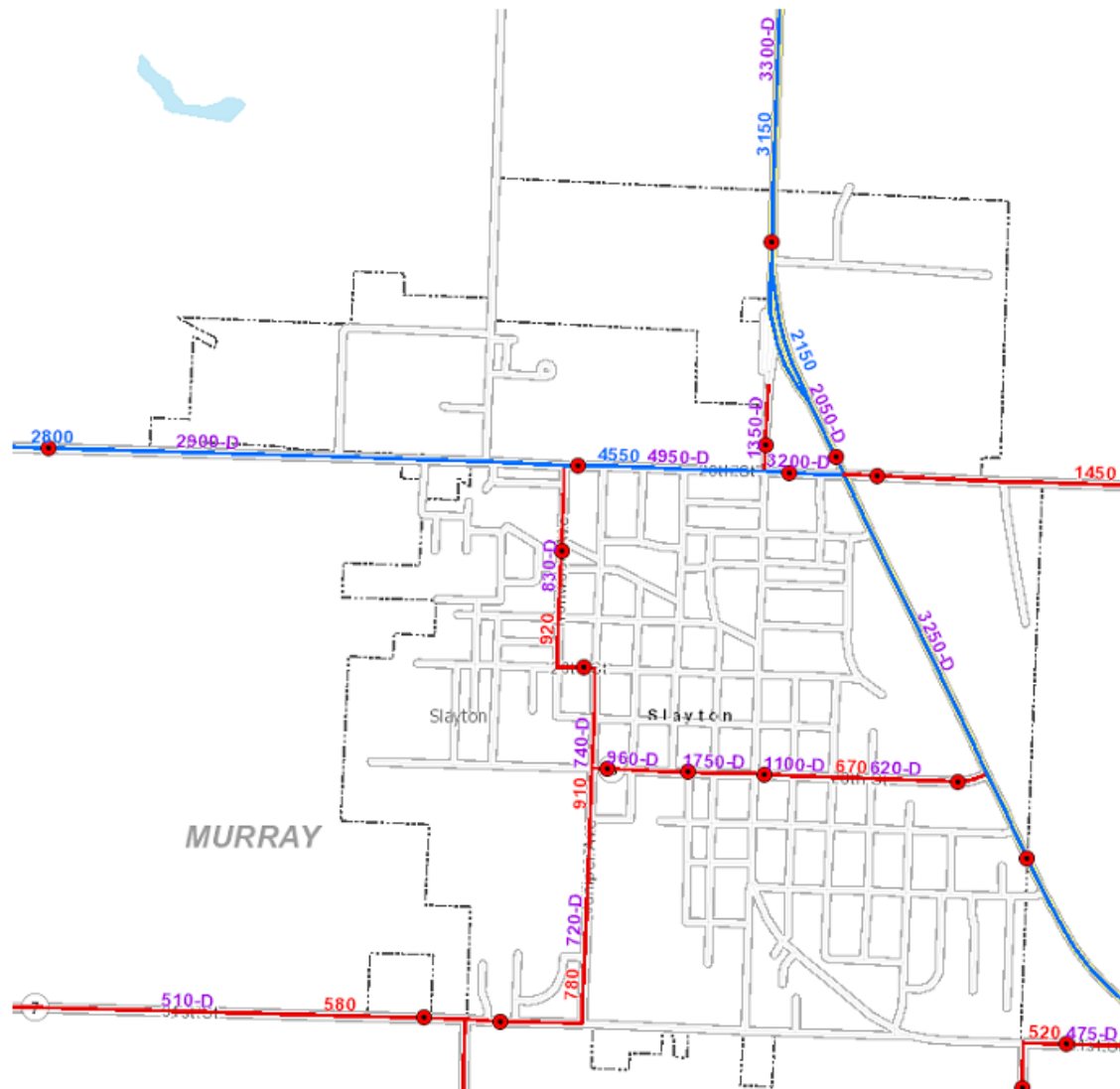
The following streets are gravel: Engebretson Street from Erlandson Avenue to the west; Toma Court from Murray Avenue to the east; Elm Avenue from 22nd Street north to Highway 30; 15th Street from Highway 59 to the east; North Oak Avenue from 15th Street to the north; 19th Street from Maple Avenue east to Highway 59; Norwood Avenue from Highway 30 south past 22nd Street; Oak Ave from 22nd Street south to 26th Street; and 31st Street from Pine Avenue to Queen Avenue. Ironwood Lane from Highway 30 to the north is also gravel, but it is a private road. There are no plans to pave any of the city owned gravel roads.

Traffic Volumes

The Slayton Land Use Plan with Active Living Component Planning Process analyzed traffic volumes from 2013.

T-Figure #3

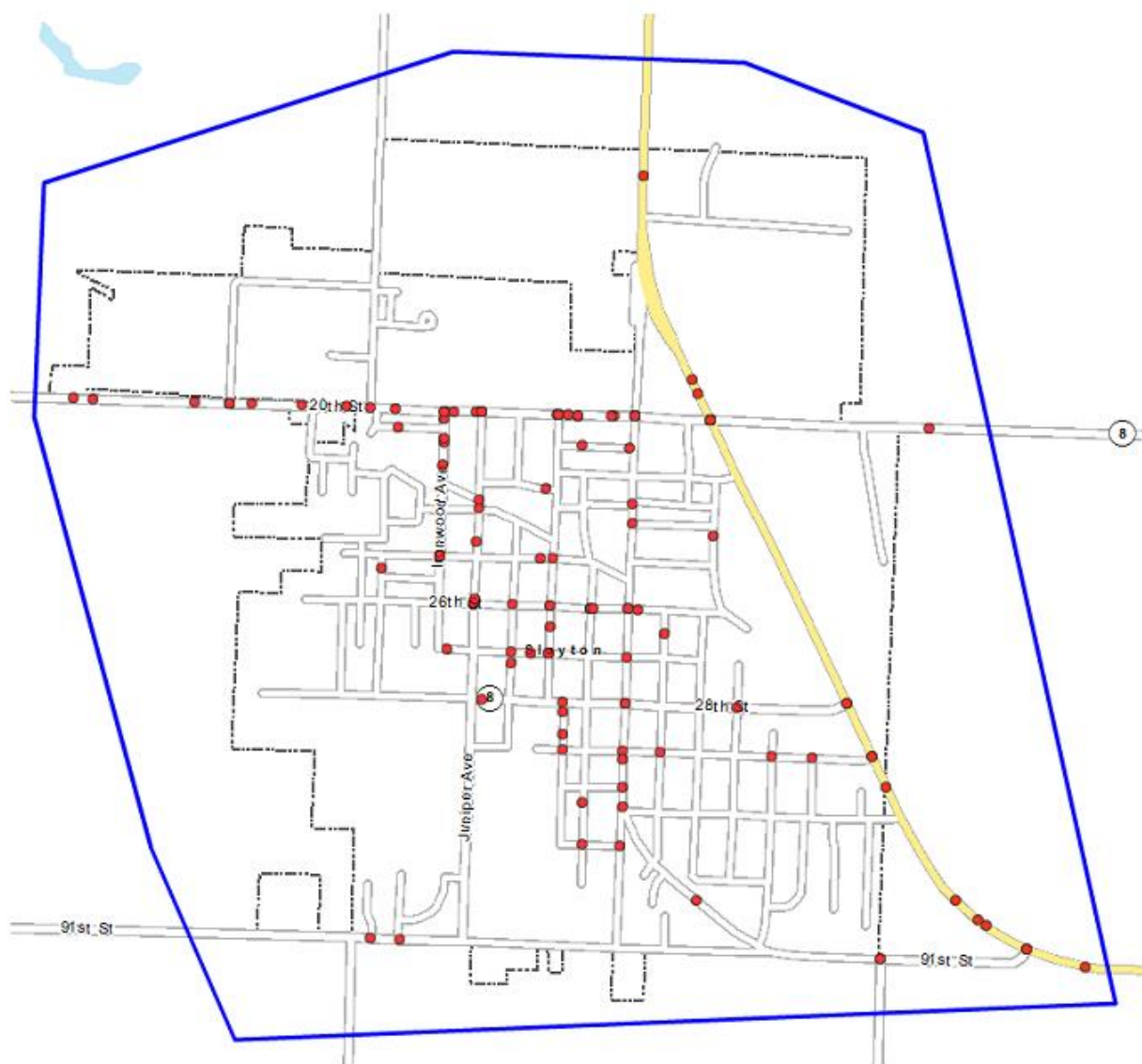
Average Daily Traffic Volumes 2013 - City of Slayton



Crash Data

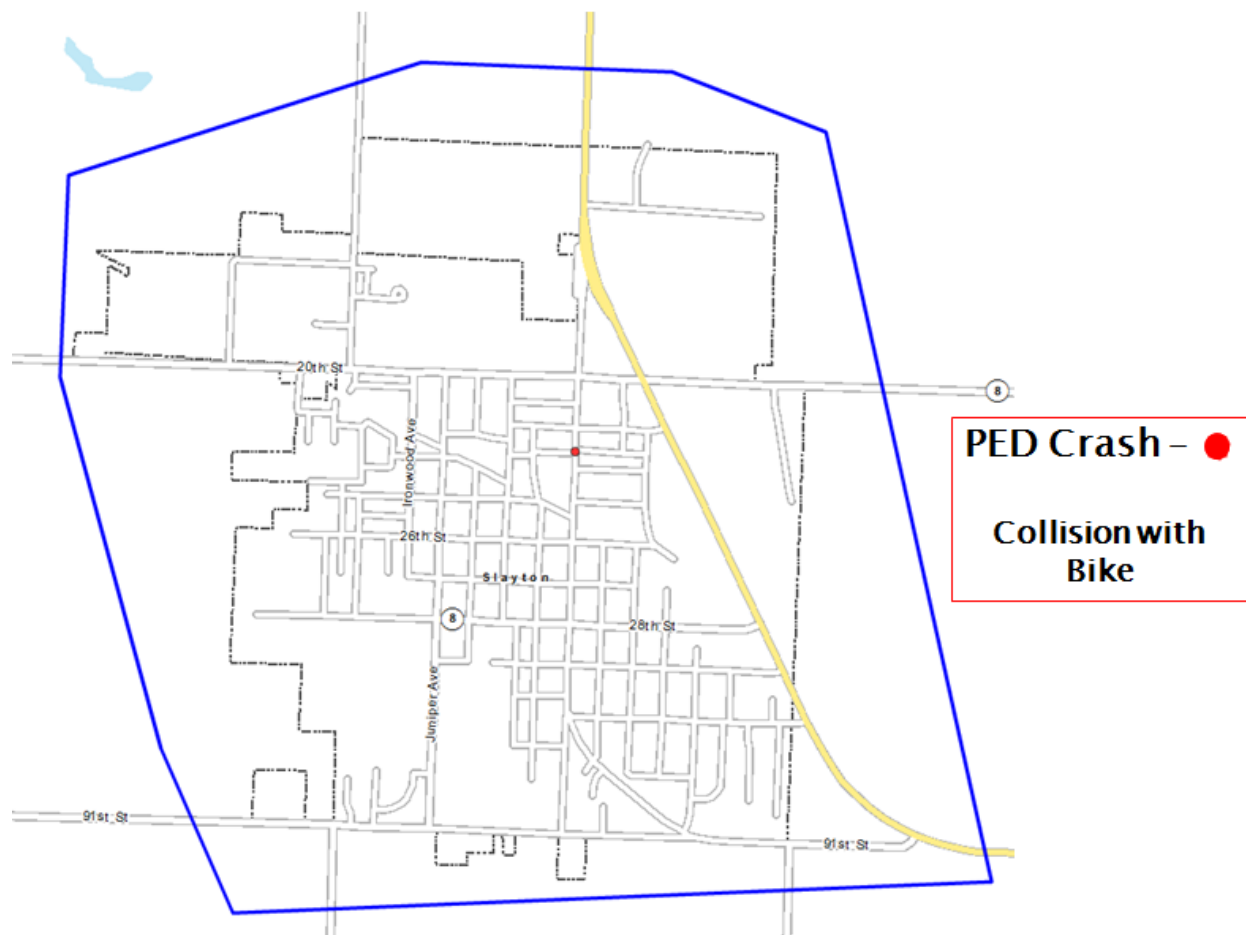
The Slayton Land Use Plan with Active Living Component analyzed crash data within the City of Slayton. Within the City of Slayton, there were 138 reported crash occurrences from 2005 through April 2015. One of the outlined crashes involved a biker. The crash occurred at the intersection of Maple Avenue and 23rd Street. The crash involved no improper driving. The crash was caused by the biker failing to yield. The crash was not fatal. There were no reported crashes involving pedestrians.

T-Figure #4 **Crash Data - City of Slayton**



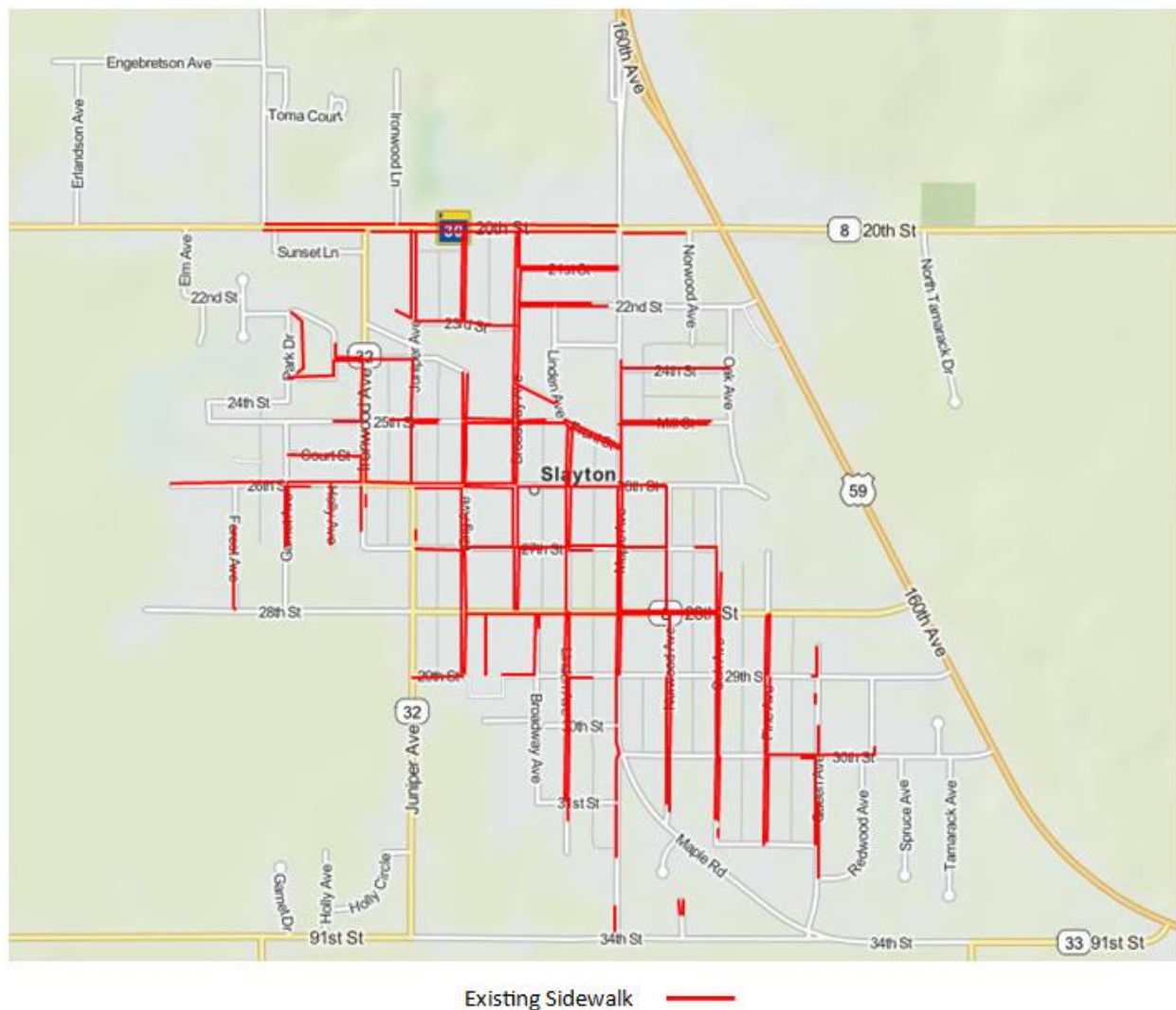
T-Figure #6

Crash Data: PEDs – Slayton



Sidewalk Network

Within the City of Slayton, there are roughly 17,362 miles of sidewalk. This existing sidewalk network is an asset and helps to make walking and biking safer and more convenient. Refer to T-Figure #6 below for the Slayton Sidewalk Map.

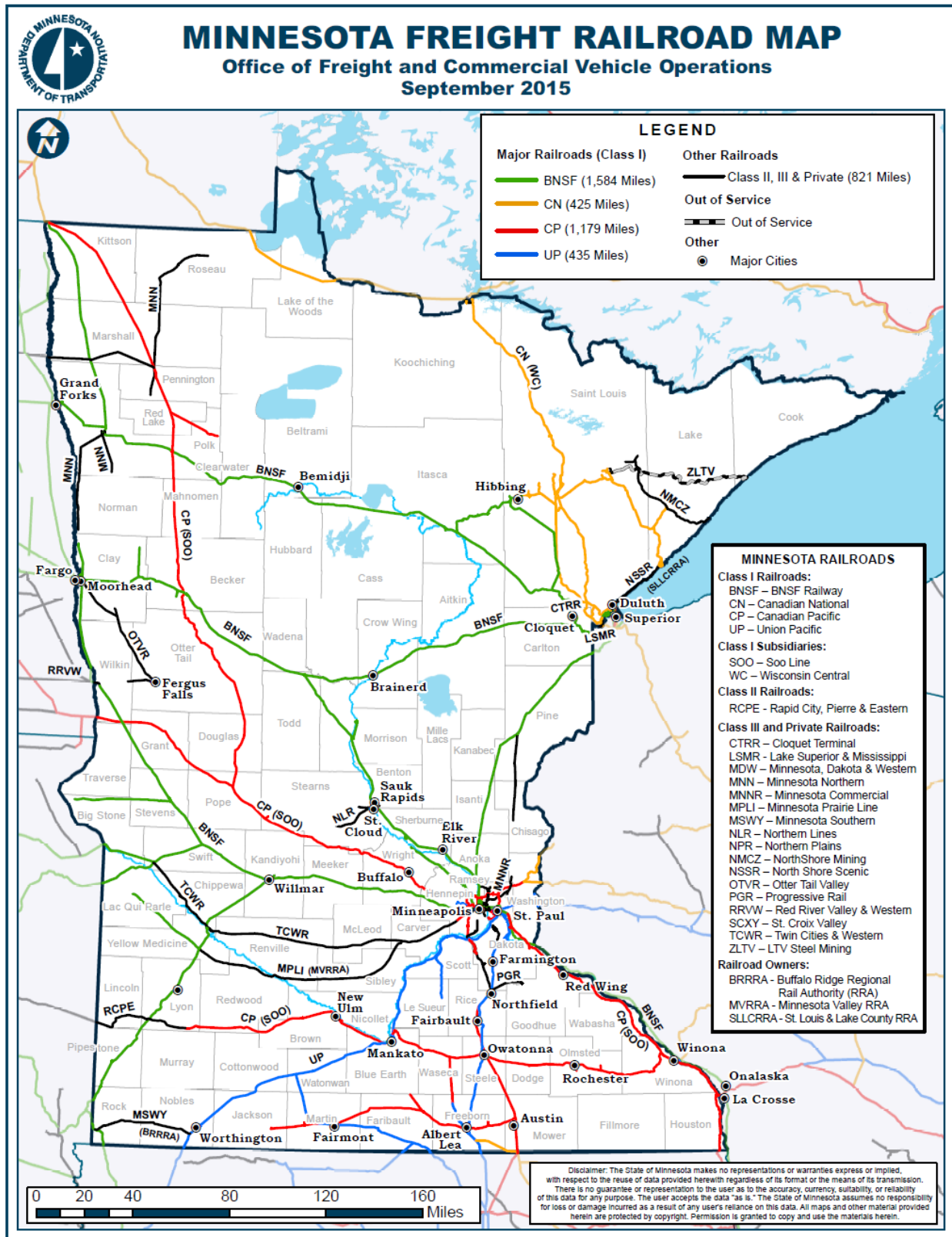
T-Figure #6**Sidewalk Map – City of Slayton****Freight**

A safe, efficient, high-capacity freight transportation system is essential to the economic competitiveness of the community and region. Freight moves by several modes. Around Slayton freight moves primarily by truck, since there is no freight railroad in Murray County.

The primary freight routes in and out of Slayton are U.S. Trunk Highway 59 and Minnesota Trunk Highway 30. Special attention should be made to accommodate truck traffic on the Major and Minor Connectors in and around Slayton that connect to Principal Arterial (Highway 59) and Minor Arterial (Highway 30) roadways. Truck traffic on local roads is often regarded as incompatible land uses. Slayton should plan to minimize truck traffic on local roads.

T-Figure #7

Minnesota Freight Railroad Map



Aviation

The Slayton Municipal Airport is located one mile west of the City of Slayton. The airport features a 3200 by 60 feet bituminous runway. The runway has full lighting, but there are no instrument approach capabilities available at the airport, it is restricted VFR only. Recreational flights and sprayer planes are the most common air traffic at the airport.

T-Figure #8

Slayton Municipal Airport



Regularly scheduled airline services are located in Worthington, MN (30 miles south), Marshall, MN (33 miles north), and Sioux Falls, SD (75 miles southwest).

Community Input

Community input was critical in the development of the Plan. The Planning Process section above highlighted the various opportunities community members had to participate in the planning process. Below is a summary of community input from the Neighborhood Assessment Survey.

Neighborhood Assessment Survey

Community members in the City of Slayton had an opportunity to rank the existing conditions in regards to walking and biking on a scale of one to 10 (10 being best and 1 being the worst). The categories that were ranked include: general atmosphere, did you have room to walk, was it easy to cross streets, did drivers behave well, could you follow safety rules, and was your walk pleasant. Refer to Appendix A for the survey and the variables that impact each category. Below is a summary of the ranking for arrival and departure.

T-Table #4

Neighborhood Assessment Survey Summary

1. General Atmosphere	2. Room to Walk	3. Easy to Cross Street	4. Drivers Behave Well	5. Follow Safety Rules	6. Was Walk Pleasant	Average 1,2,3
5.0	4.3	6.8	6.2	6.7	6.4	5.9

Main Themes

- Sidewalk condition and availability
- Access and pedestrian safety
- Driver behavior – in certain areas of Slayton there are issues
- Atmosphere – areas of town not well lit, littering, and dogs
- Positive Aspects – wide streets, some sidewalks, and traffic is not that bad

Sidewalks Condition & Availability

- "Lots of issues with sidewalks that are not properly maintained in certain areas"
- "Some of the sidewalks are in need of repair on Maple"
- "Very few sidewalks"
- "There are several areas of missing sidewalks"
- "We walk on the streets a lot because of the lack of sidewalks on poor side walk conditions"
- "No sidewalks and no shoulders in some areas"
- "Some sidewalks are cracked and uneven"
- "No sidewalks or shoulder to walk on"
- "Several sidewalks that start and stop"
- "Icy sidewalk in winter, unshoveled sidewalks"
- "We try to take paths that have sidewalks but that isn't always possible. I have sidewalks my neighbors do not."
- "Gaps all over the entire town"
- "Not all streets have sidewalks, some sidewalks in bad shape"
- "Many times I walk on the side of the road because of incomplete or narrow sidewalks"
- "Very few usable sidewalks in town"

Access & Pedestrian Safety

- "Very few dedicated walk paths or bike lanes"
- "There is no crosswalk on Broadway Avenue crossing Highway 30"
- "Have waited up to 10 min. to cross Highway 30 on Broadway"
- "No paved bike path"
- "It is not safe crossing Highway 59"
- "Highway 267 is very dangerous"
- "traffic is dangerous at times"
- "We don't cross Maple Ave from the West side of town due to heavy traffic and no safe places to cross."
- "There are minimal crosswalks encouraging people to walk to key destinations (grocery store)."

Driver Behavior

- "It's easy except for the speed limit not being enforced on 28th Street between the high school and elementary"
- "In general most people drive to fast"
- "Right before and after school is different, much faster, more careless drivers"
- "Backed out without looking"
- "Didn't stop for stop sign"
- "I see many teenage drivers going much above the posted speed limit on 28th street between the high school and elementary"
- "Drivers can't always see pedestrians on the street"
- "Been nearly hit when crossing in front of a car that did stop. Drivers feel they have the right a way when coming off street and crossing sidewalk."
- "Some drivers are still too fast after the 30 mph sign"

- “Generally people will stop, but have gotten ‘honked’ at”
- “Drivers do not yield”
- “Do not yield, sometimes drive very close”
- “28th street traffic between the high school and elementary is regularly going much faster than the posted speed limit.”

Atmosphere

- “Not well lit”
- “Too many dogs”
- “Dog poop not picked up”
- “Could be better lighting”
- “Some areas not as well lit”
- “Beer cans are often in the ditch”
- “Poorly lit”
- “Not well lit”

Positive Aspects

- “Walking conditions are great because of the many wide streets”
- “Good – have room to walk”
- “Sidewalks in some areas are in good shape. Others are not-cracked, broken, or uneven.”
- “Good crosswalk systems”
- “Traffic in town is not that bad. Except along Highway 30”

Gaps in the Sidewalk & Trail Network

A number of gaps in the sidewalk network were discussed at the community meeting as part of the Planning Process (refer to Chapter III: Planning Process for more information). When examining different sidewalk gaps you have to consider the function of the streets.

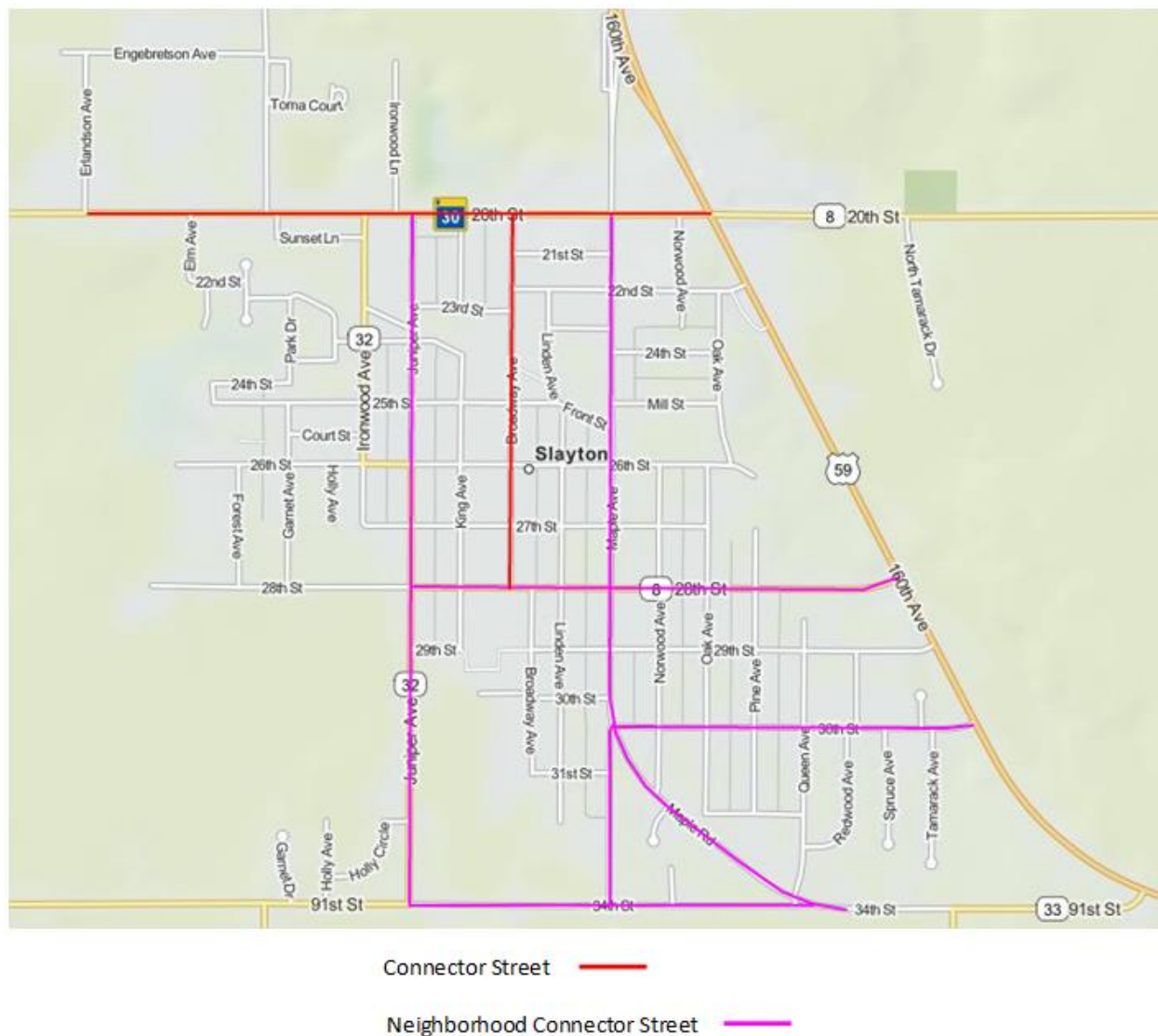
A Complete Street does not have a singular definition. A Complete Street is any street you feel safe walking or biking on. A Complete Street does not have to have a sidewalk on both sides of the street, but you have to consider all users when deciding if it is safe for pedestrians.

Different Streets require different pedestrian amenities. Younger children may need a sidewalk to separate them from vehicle traffic. Younger children may be learning how to ride a bike, so it is not safe for them to share the road with vehicle traffic. When making a decision whether a street needs sidewalks or not, the function of the street needs to be considered.

Below are the three classifications that were used to describe the need for sidewalks and other pedestrian infrastructure on streets in Slayton. The classification system was based on traffic volumes, traffic speeds, and perceived safety. The classification system helped to provide guidance when making transportation decisions.

- ▶ Connector Streets
 - Connects primary destinations

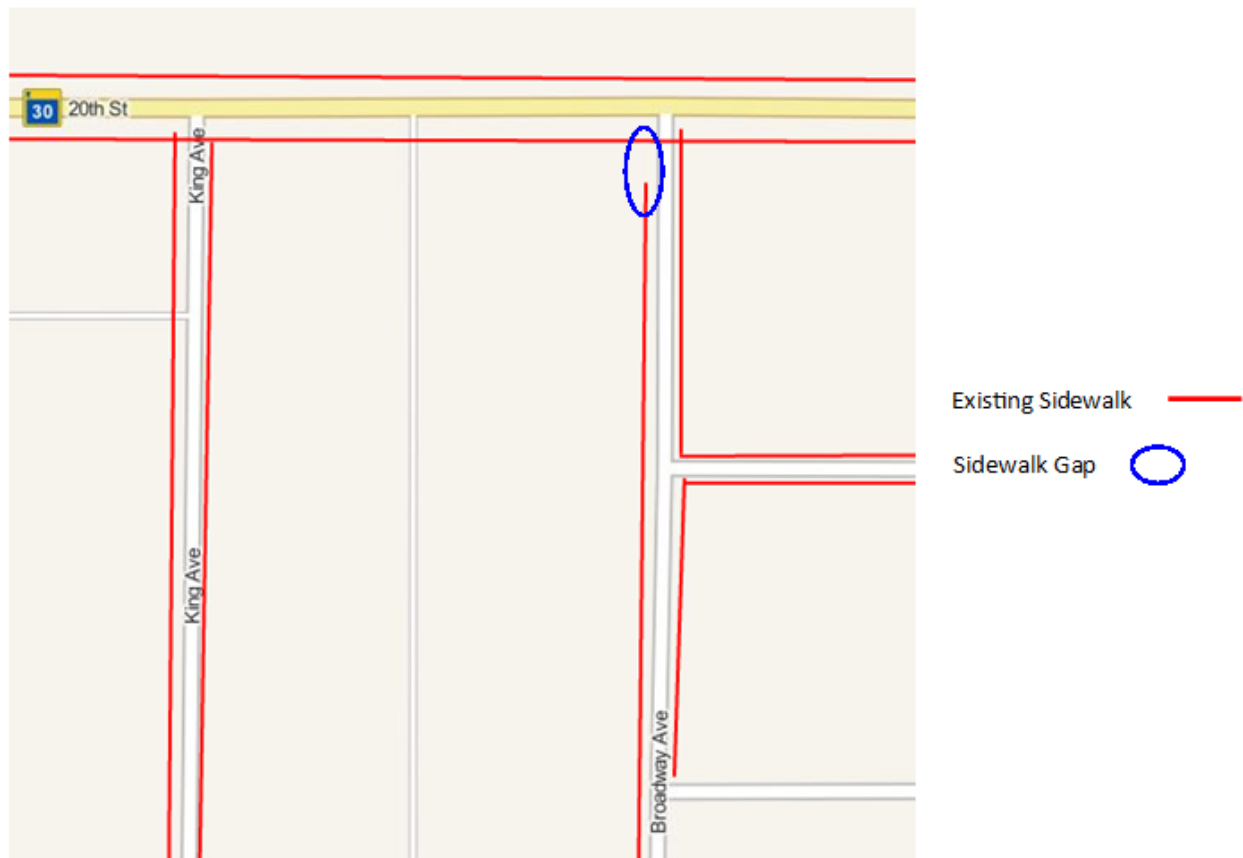
- Highest traffic volumes streets
- Typically require the highest level of pedestrian amenities - Sidewalks on both sides of the street or a trail conveniently located along the corridor that connects key locations.
- ▶ Neighborhood Connector Streets
 - Connects Residential Streets to Connector Streets
 - Medium level traffic volume streets
 - Typically require some pedestrian amenities – A sidewalk on one side of the street or the other is required or a trail conveniently located that connects the neighborhood to key locations. The sidewalk needs to have continuity throughout, so the route is not jumping back and forth from one side of the street to the other.
- ▶ Residential Streets
 - All other streets
 - Lower traffic speeds
 - Lower traffic volumes
 - Typically have no sidewalk requirement. Sidewalks are encouraged but there is no sidewalk requirement.

T-Figure #9**Pedestrian Functional Classification System Map – Slayton**

Connector Streets and Neighborhood Connector Streets are generally not safe to walk on. These streets require higher levels of pedestrian infrastructure and providing this pedestrian infrastructure serves more as a community benefit. The sidewalk gaps below are along Connector Streets and Neighborhood Connectors or are primary routes to school.

Broadway Avenue Sidewalk Gap

Broadway Avenue functions as a Connector. The sidewalk gap along Broadway Avenue was identified during the community meetings as a critical sidewalk gap. A continuous sidewalk along both sides of Broadway Avenue would serve a community benefit.

T-Figure #10**Broadway Avenue Sidewalk Gap*****28th Street Sidewalk Gap East***

Twenty-Eighth Street functions as a Neighborhood Connector. The sidewalk gap along 28th Street was identified on Wikimapping and during the community meetings as a critical sidewalk gap. A continuous sidewalk along 28th Street would serve a community benefit.

A sidewalk along 28th Street would provide a safe and convenient connection to Rupp Park, Village Apartments, and neighborhoods around 28th Street. A continuous sidewalk on one side of the street is needed to provide a safe place for pedestrians. It is generally not safe to walk on 28th Street, due to higher traffic volumes, higher traffic speeds, and through traffic.

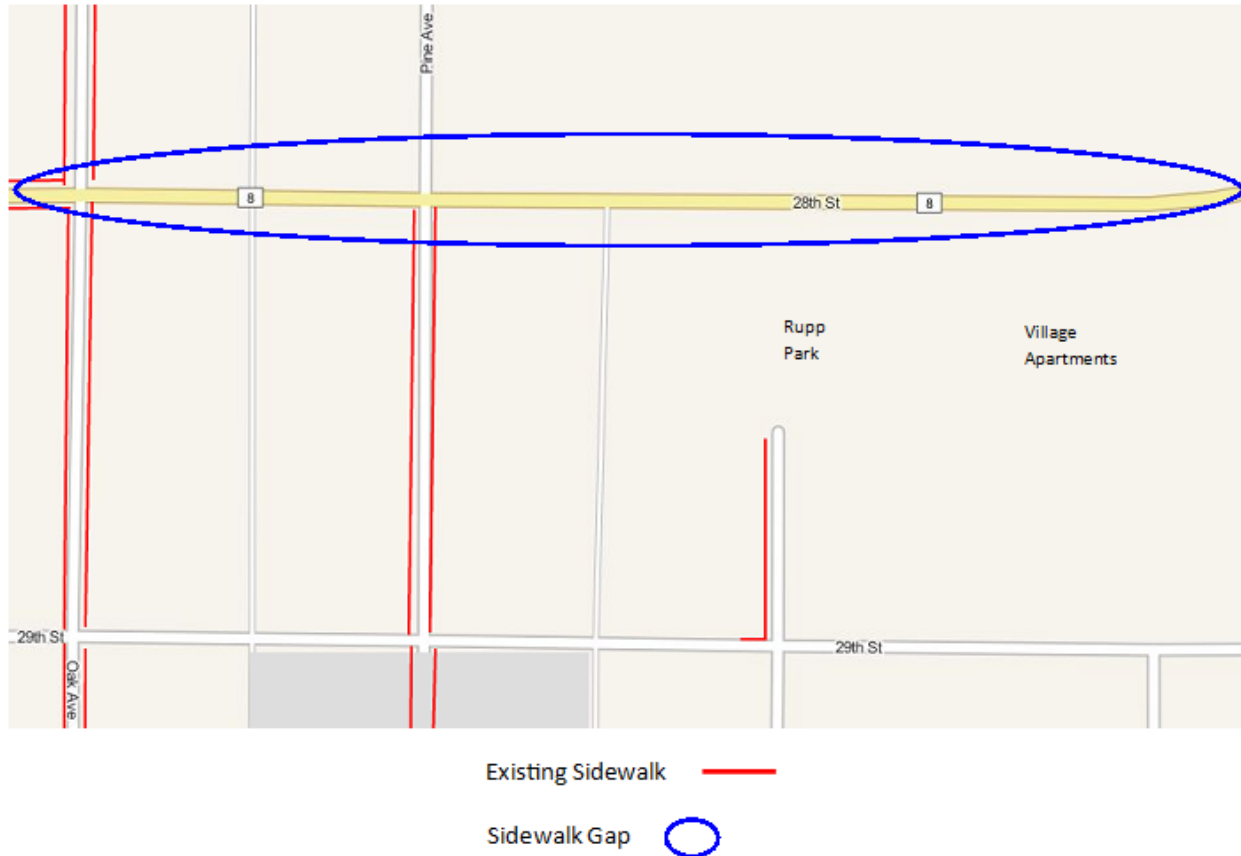
Public Input – Community Assessment Survey and Wikimapping

- “Busy street, no sidewalk on either side of street. Kids are constantly on the road with bikes or people walking. Young families in the area and I consider this a high stress point due to no access to Rupp Park for either walkers or kids on bikes.”
- “This street is very busy. Especially in evening after work hours many young children in area and people walking on the street. Potentially very dangerous.”
- “Adding a sidewalk will make it safer to walk. Need places for all the kids in neighborhood.”
- “No side walk here is very dangerous!!! I live in this area and have witnessed a couple horrible accidents.”

- “Traffic is too fast on 28th street and there are many kids that use this route as well. It needs a separate bike/walk path!”
- “The Rupp park area lacks sidewalks coming to that block in several directions.”

T-Figure #11

28th Street Sidewalk Gap East



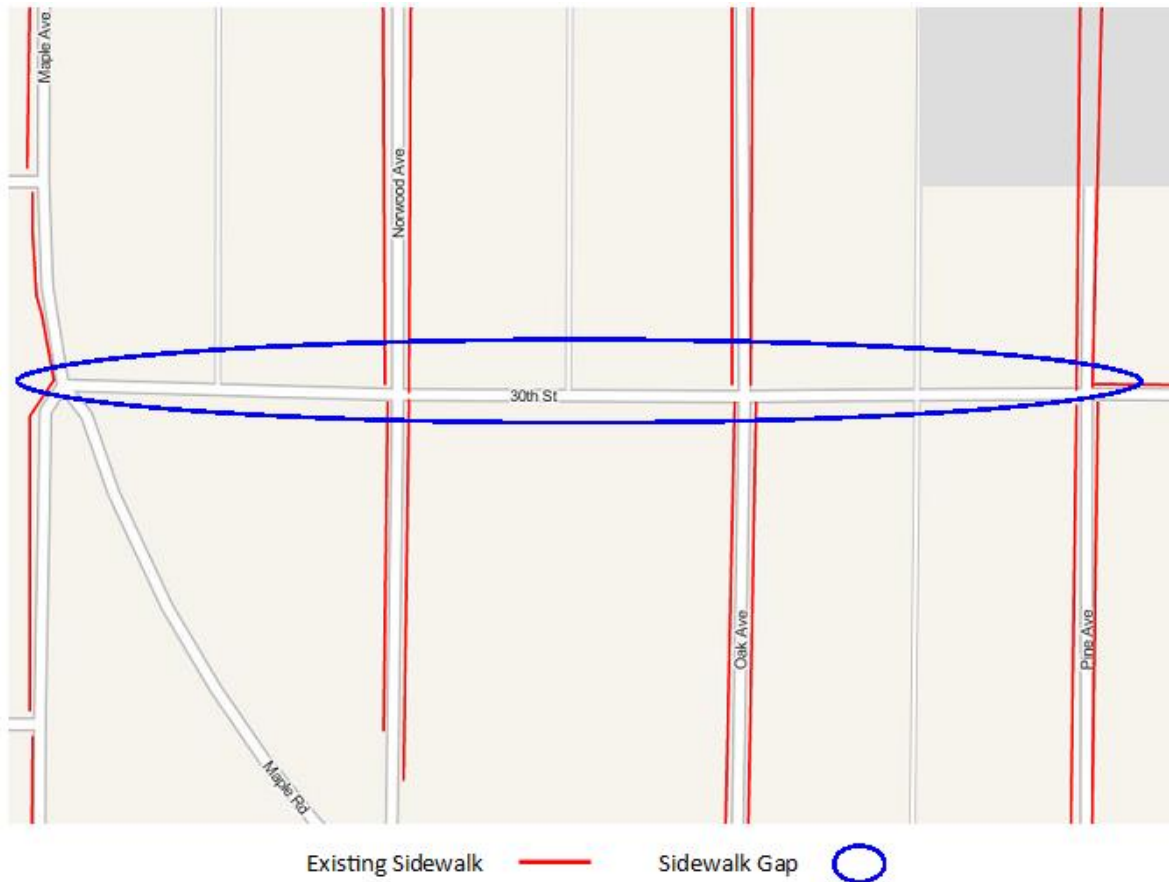
30th Street Sidewalk Gap

Thirtieth Street functions as a Neighborhood Connector. The sidewalk gap along 30th Street was identified on Wikimapping and during the community meetings as a critical sidewalk gap. A continuous sidewalk along 30th Street would serve a community benefit.

A sidewalk along 30th Street would provide a safe and convenient connection to neighborhoods around 30th Street. A continuous sidewalk on one side of the street is needed to provide a safe place for pedestrians. It is generally not safe to walk on 30th Street, due to higher traffic volumes, higher traffic speeds, and through traffic.

T-Figure #12

30th Street Sidewalk Gap West



T-Figure #13

30th Street Sidewalk Gap East



Maple Avenue Sidewalk Gap

Maple Avenue functions as a Neighborhood Connector. There are two sidewalk gaps along Maple Avenue. The southern and northern sidewalk gap was identified on Wikimapping and during the community meetings as a critical sidewalk gap. A continuous sidewalk along Maple Avenue would serve a community benefit.

A sidewalk along Maple Avenue would provide a safe and convenient connection to neighborhoods and numerous destinations along Maple Avenue. A continuous sidewalk on one side of the street is needed to provide a safe place for pedestrians. It is generally not safe to walk on Maple Avenue, due to higher traffic volumes, higher traffic speeds, and through traffic. Below is community feedback from the Neighborhood Assessment Survey.

- “Sidewalk needs to be completed on Maple Ave in front of the Grain Exchange.”
- “Yes, there is a gap on Maple and at the North end by Highway 30.”

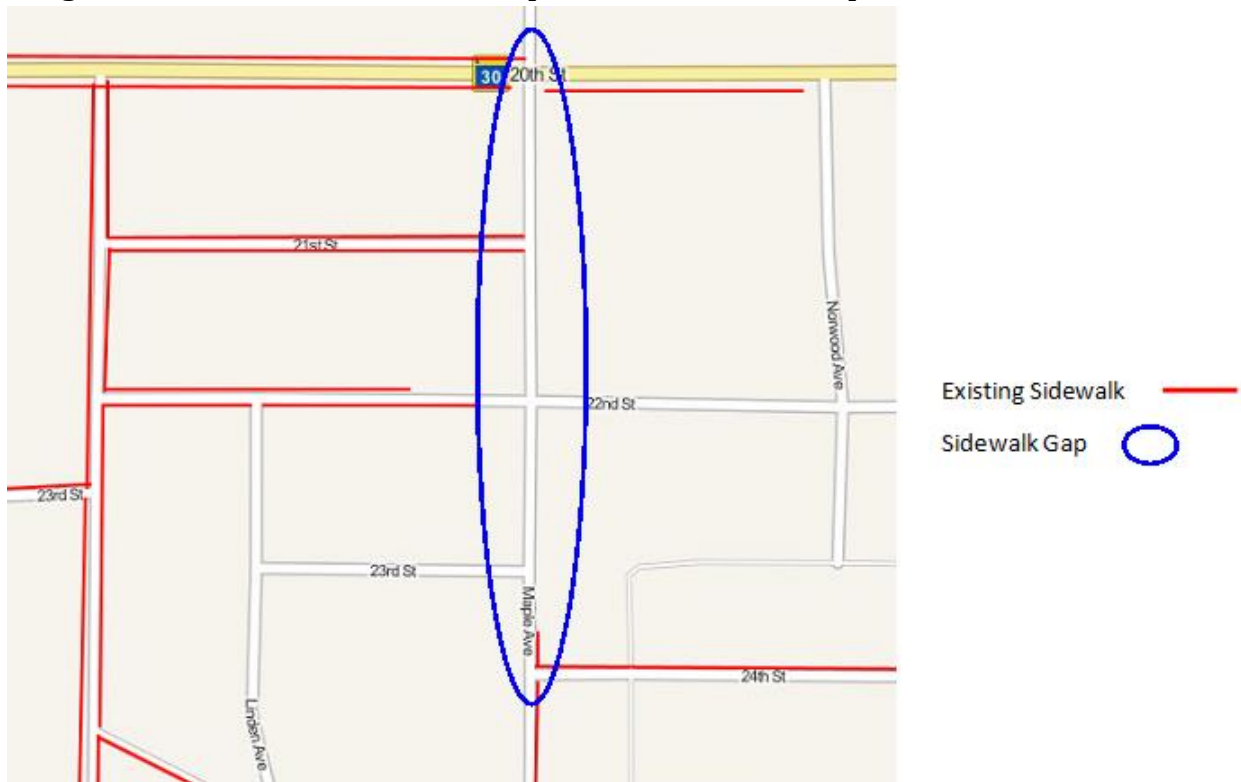
T-Figure #14

Maple Avenue Sidewalk Gap South



T-Figure #15

Maple Avenue Sidewalk Gap North



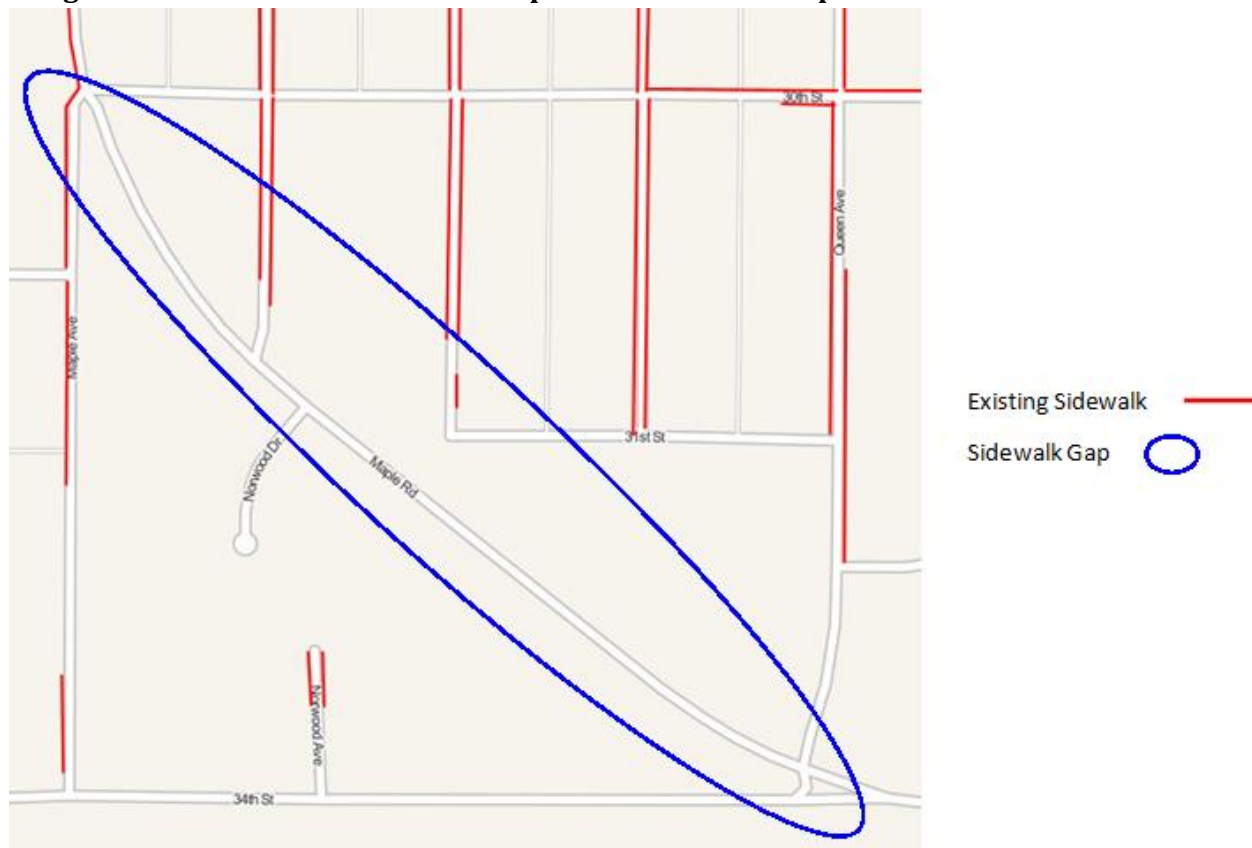
Maple Road Sidewalk Gap

Maple Road functions as a Neighborhood Connector. The sidewalk gap along Maple Road was identified on Wikimapping and during the community meetings as a critical sidewalk gap. A continuous sidewalk along Maple Road would serve a community benefit.

A sidewalk along Maple Road would provide a safe and convenient connection to neighborhoods around Maple Road. A continuous sidewalk on one side of the street is needed to provide a safe place for pedestrians. It is generally not safe to walk on Maple Road, due to higher traffic volumes, higher traffic speeds, and through traffic.

T-Figure #16

Maple Road Sidewalk Gap



34th Street Sidewalk Gap

Thirty-Fourth Street functions as a Neighborhood Connector. The sidewalk gap along 34th Street was identified on Wikimapping and during the community meetings as a critical sidewalk gap. A continuous sidewalk along 34th Street would serve a community benefit.

A sidewalk along 34th Street would provide a safe and convenient connection to neighborhoods around 34th Street. A continuous sidewalk on one side of the street is needed to provide a safe place for pedestrians. It is generally not safe to walk on 34th Street, due to higher traffic volumes, higher traffic speeds, and through traffic.

Public Input – Community Assessment Survey, Wikimapping, and

- “The most dangerous place is 34th Street. The road is bad and there is a lot for people.” walking/biking. When the sun is just right it is even more dangerous.”
- “34th Street is a hazard as there are no shoulders to walk on if there happen to be 2 cars meeting.”
- “No room to walk on 34th Street.”
- “34th Street – Traffic, not enough lighting, not wide enough street.”
- “34th Street is the worst. It’s narrow and lots of traffic.”
- “34 Street is very crowded between Maple Ave and Juniper Ave.”
- “34th street is narrow.”

34th Street Sidewalk Gap

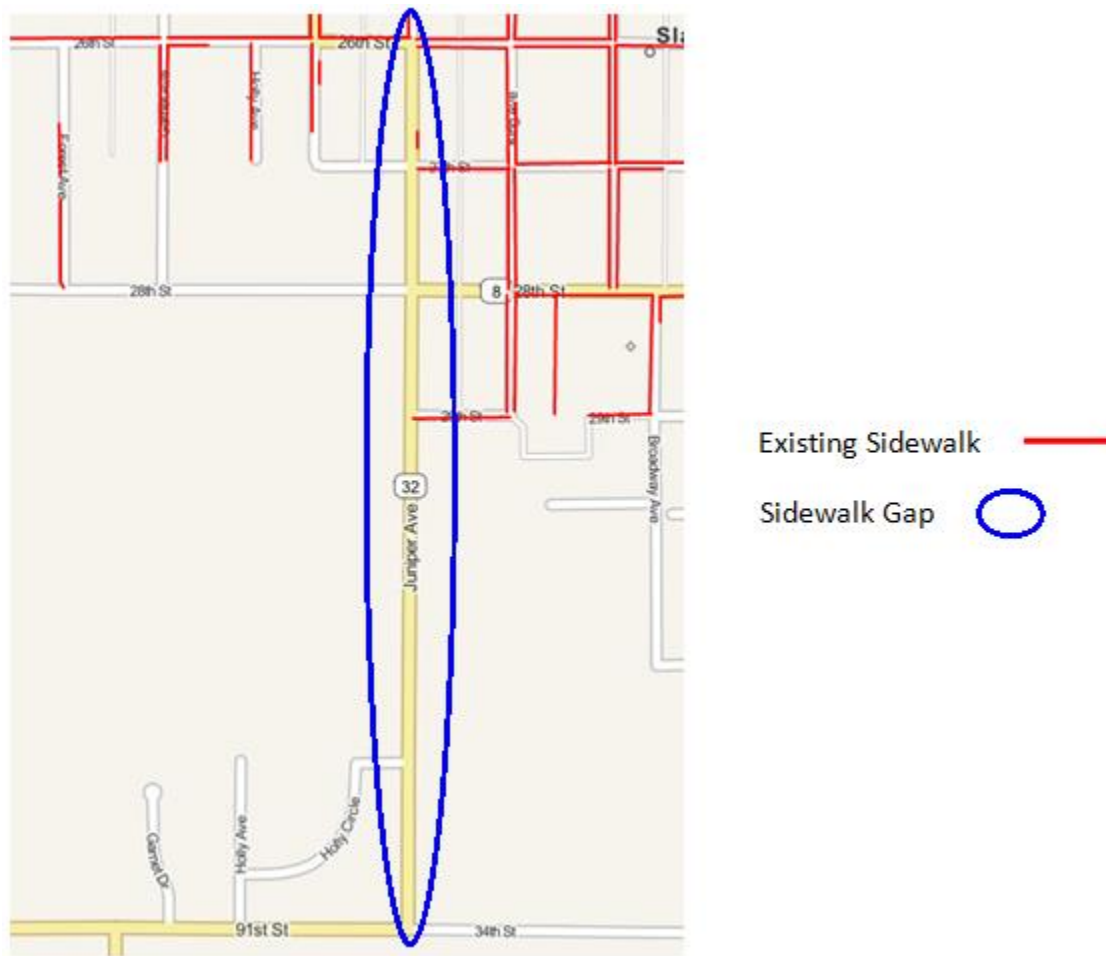


A sidewalk along Juniper Avenue would provide a safe and convenient connection to neighborhoods around Juniper Avenue. A continuous sidewalk on one side of the street is needed to provide a safe place for pedestrians. It is generally not safe to walk on Juniper Avenue, due to higher traffic volumes, higher traffic speeds, and through traffic.

Juniper Avenue Sidewalk Gap North

T-Figure #19

Juniper Avenue Sidewalk Gap South



Safe Routes to School

It is critical to have pedestrian infrastructure in school zones and along primary routes to school. School zones are increasingly becoming areas that have a high density of traffic during arrival and departure. During arrival and departure, there are higher traffic volumes.

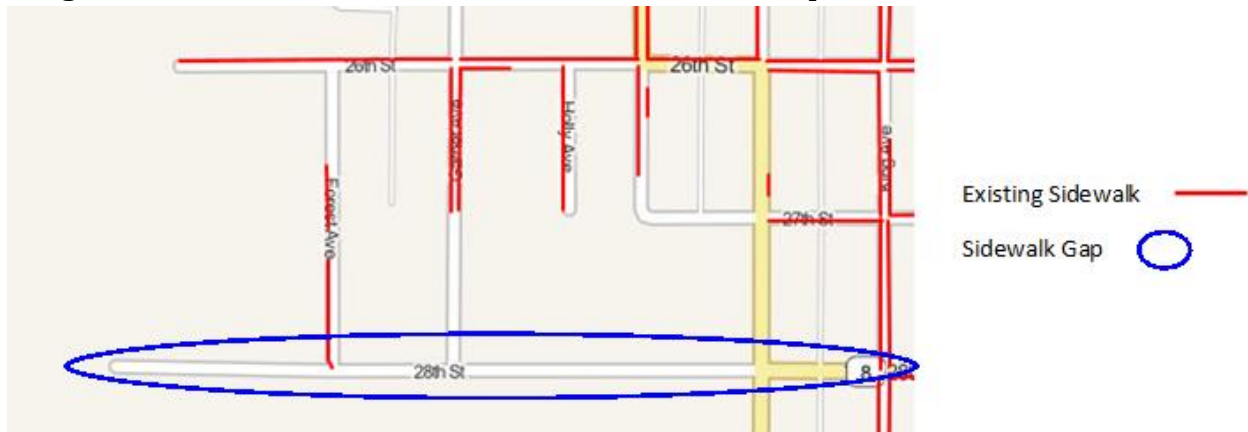
28th Street Sidewalk Gap East

Twenty-Eighth Street from King Avenue west to the Murry County Central (MCC) Elementary School is a primary route to school. Twenty-Eighth Street is also the main connection between MCC Secondary School and MCC Elementary School. A number of students walk between the schools before, during, and after school.

Currently, students walk on the street. There is a pedestrian area on the south side of 28th Street. This area is outlined with paint, but there is no physical barrier between vehicle traffic and pedestrians. A sidewalk along the south side of 28th Street would provide a safer place for pedestrians.

T-Figure #20

28th Street Sidewalk Gap West

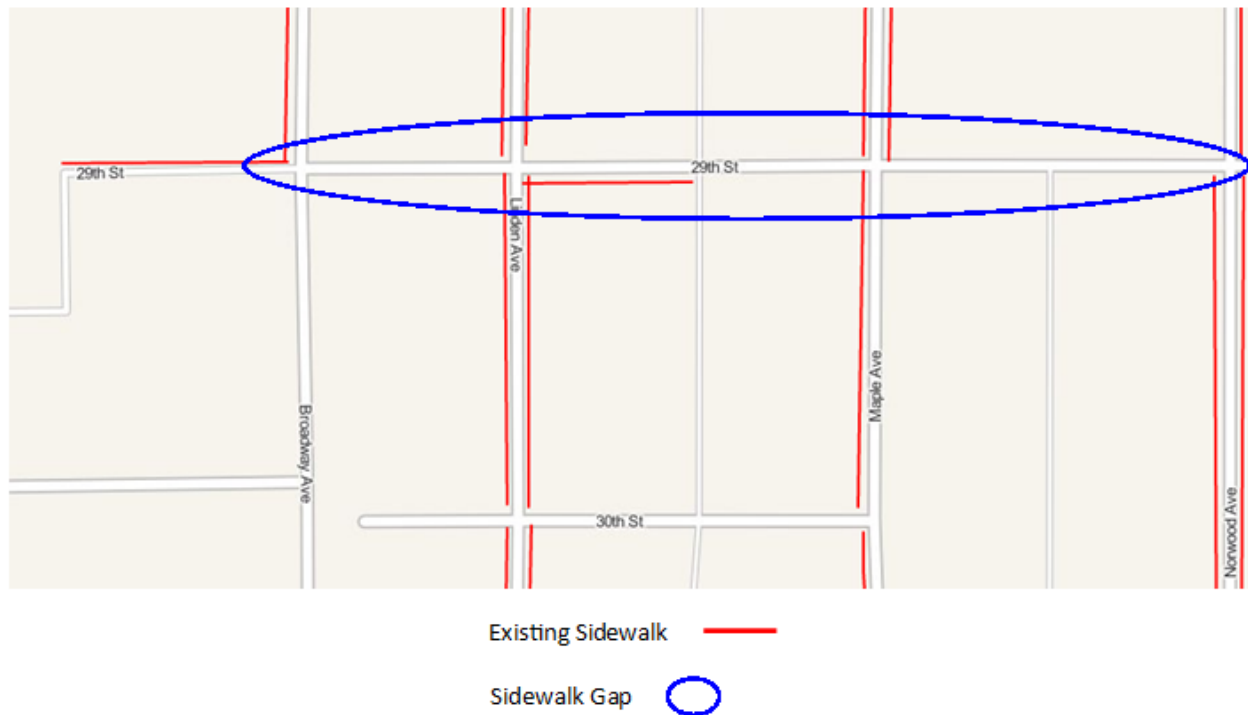


29th Street Sidewalk Gap

Twenty-Ninth Street from Norwood Avenue west to the Murry County Central (MCC) Secondary School is a primary route to school. Twenty-Ninth Street is also the main route to the parking lot, so high school drivers make this route extremely dangerous. A sidewalk is needed to provide a safe place for pedestrians. It is not safe for pedestrians to share the street with high school drivers.

T-Figure #21

29th Street Sidewalk Gap



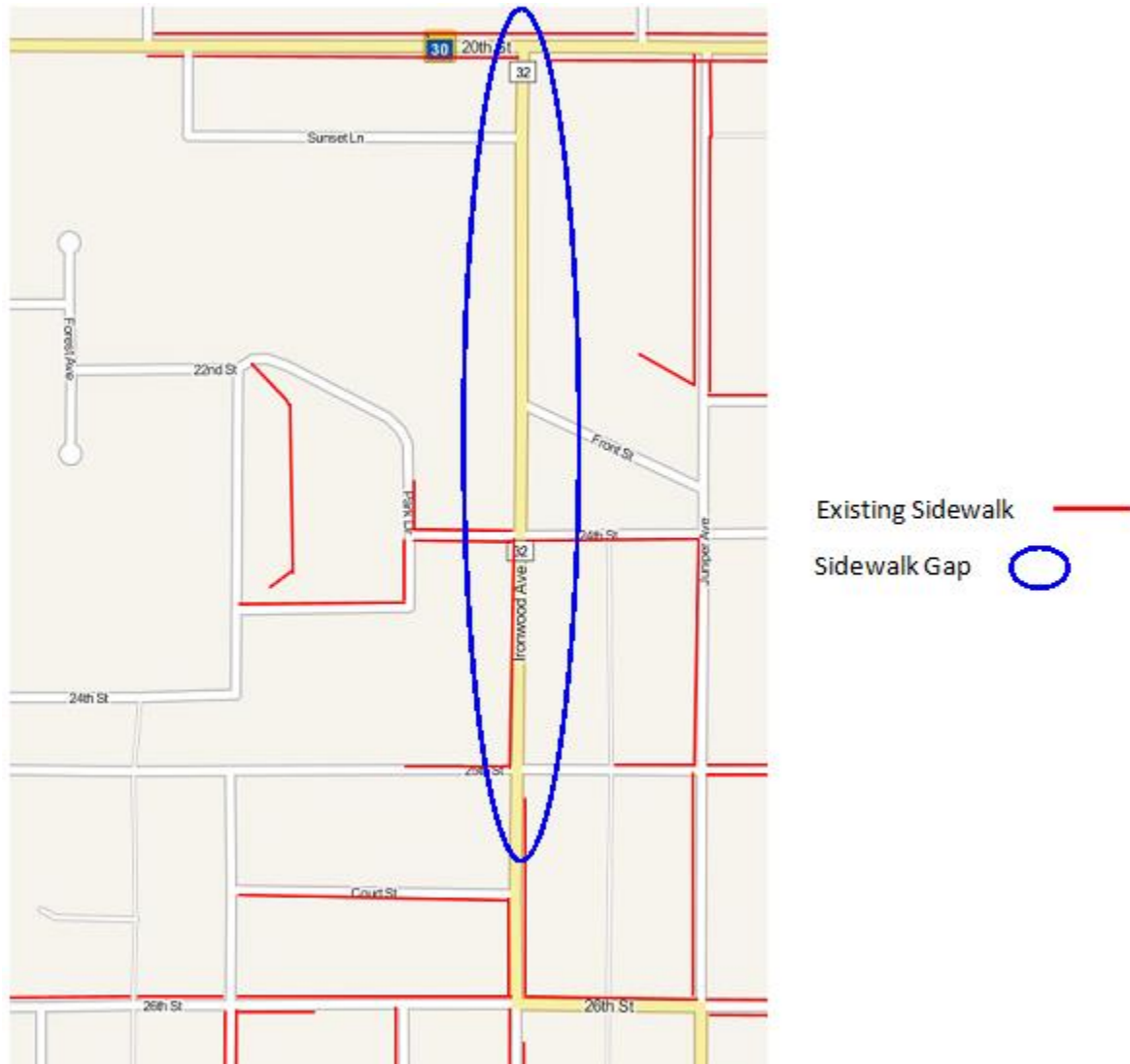
Other Gaps in the Sidewalk & Trail Network

A number of gaps in the sidewalk network were determined to be less critical than the gaps identified previously. These sidewalk gaps are on Residential Streets, so it is generally considered safe to walk or

bike on those streets. Sidewalks are encouraged on Residential Streets, but the community benefit is not as great as Connector Streets and Neighborhood Connector Streets.

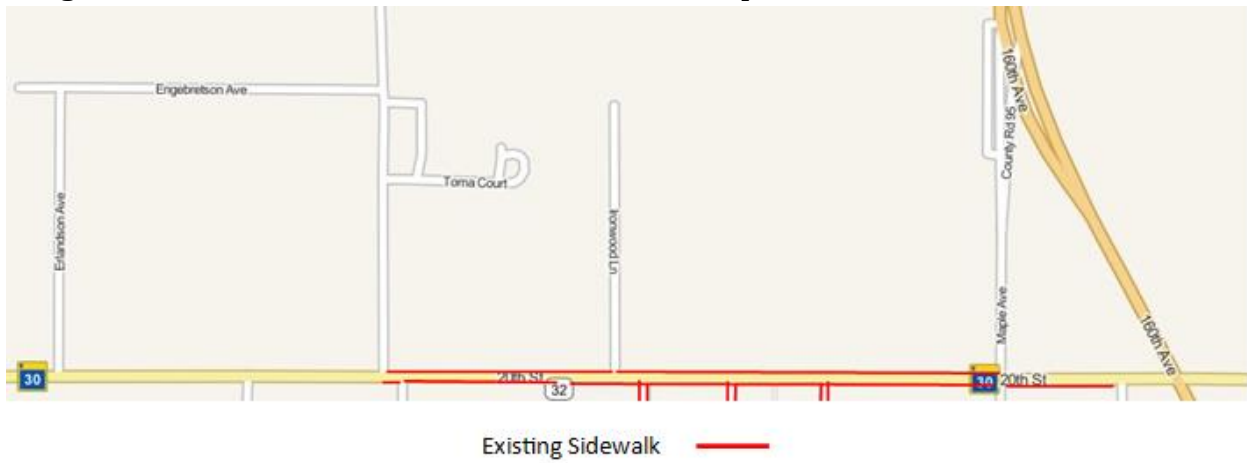
T-Figure #22

Ironwood Avenue Sidewalk Gap



T-Figure #23

North Sidewalk Map



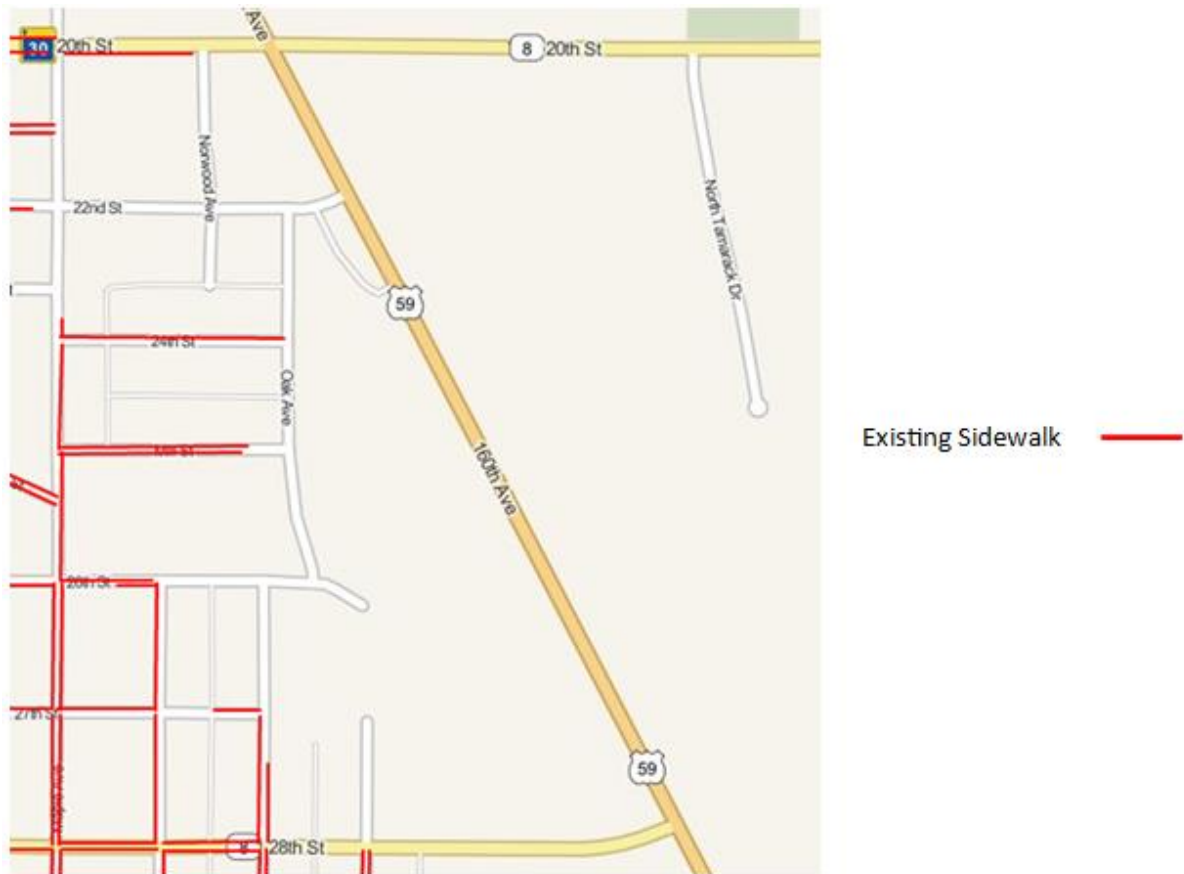
T-Figure #24

Central West Sidewalk Map



T-Figure #25

Central East Sidewalk Gaps



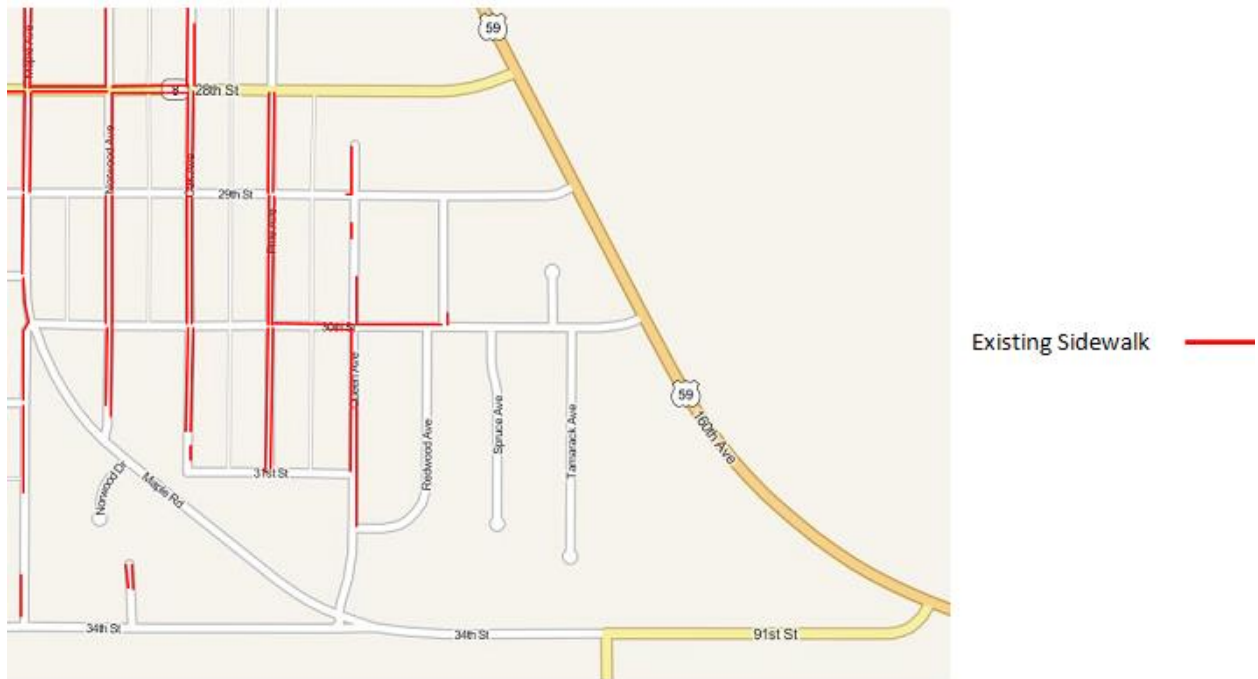
T-Figure #26

Southwest Sidewalk Gaps



T-Figure #27

Southeast Sidewalk Gaps

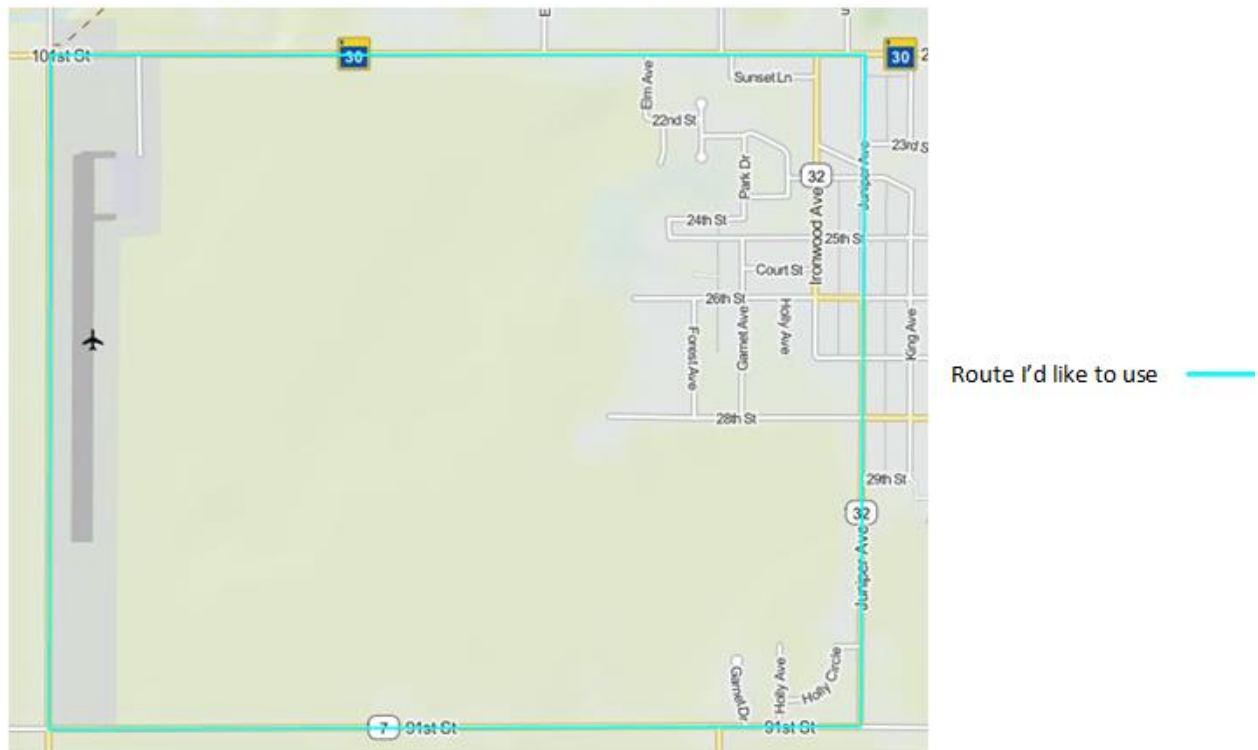


Route I'd Like to Use

Below are routes that were identified and discussed as part of the Planning Process.

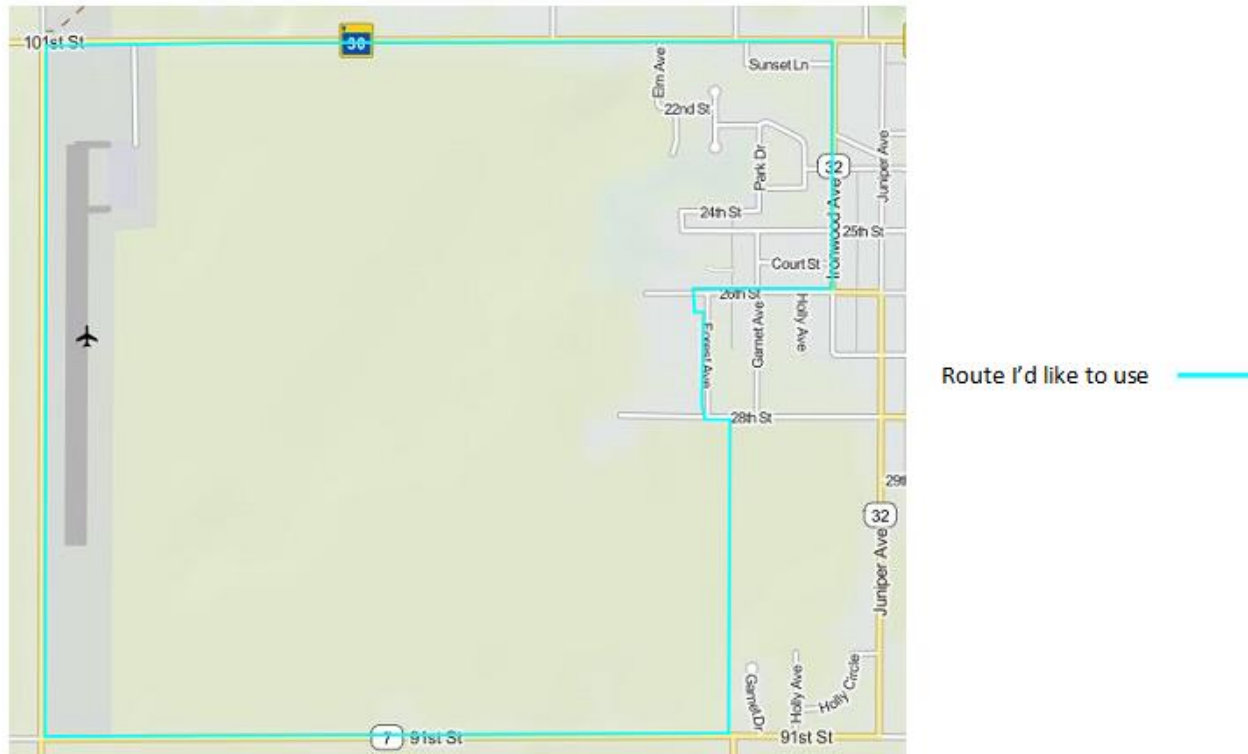
T-Figure #28

City Edge Trail – Scenario 1



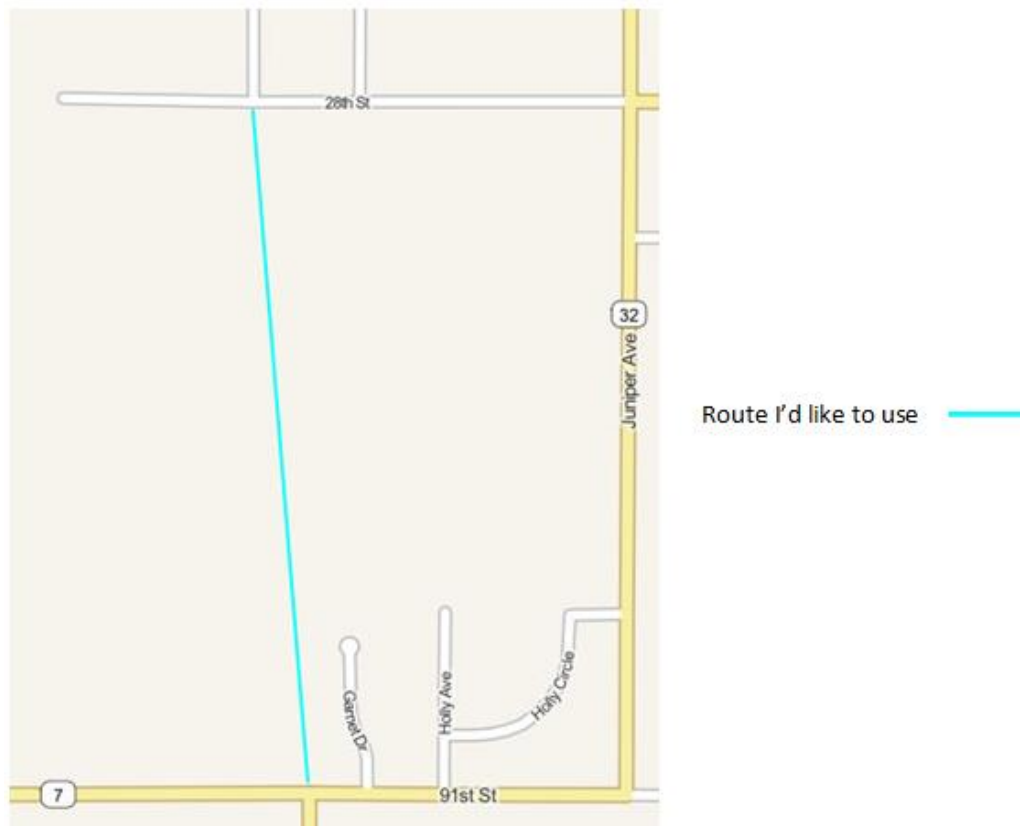
T-Figure #29

City Edge Trail - Scenario 2



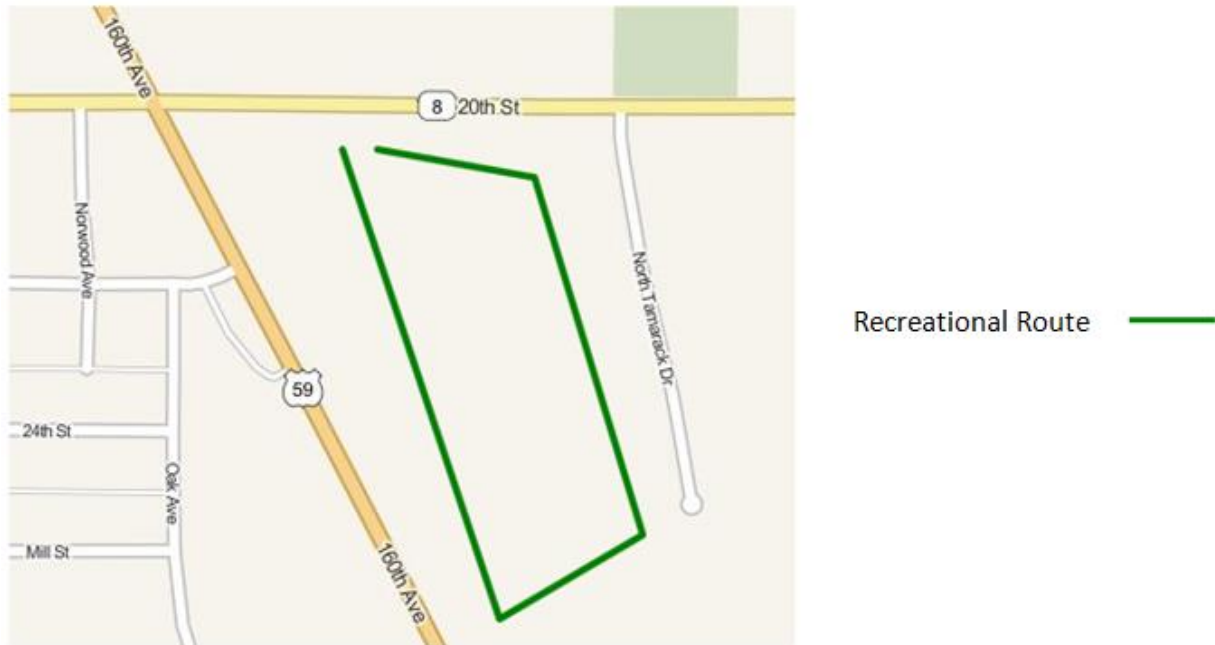
T-Figure #30

MCC Elementary Safe Routes to School Trail



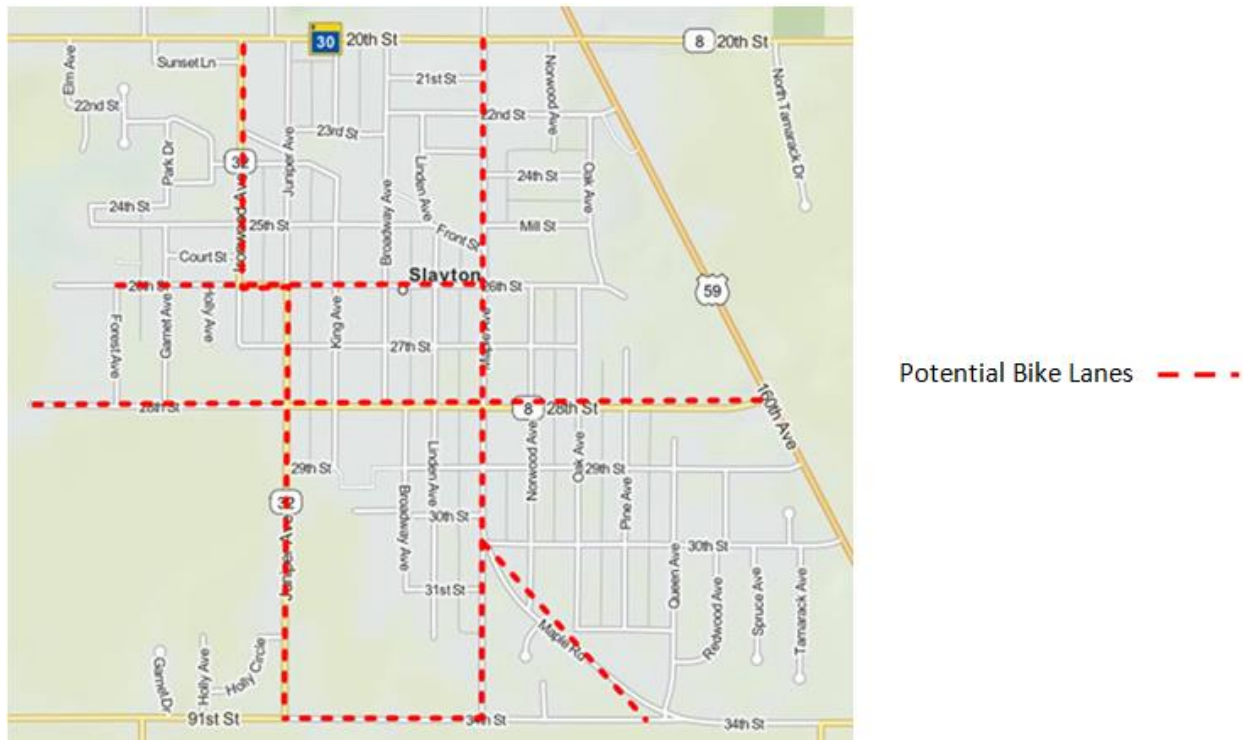
T-Figure #31

Lake Elsie Nature Trail



T-Figure #32

Potential Bike Lanes



Goals & Strategies – Transportation & Active Living

Below are a list of goals and strategies related to transportation and active living in the City of Slayton. These goals and strategies are divided into policies, infrastructure projects, and non-infrastructure projects. The goals and strategies in each subgroup were ranked by the Slayton City Council. Refer to the Description of Goals and Strategy Rankings in the Planning Process Chapter for more information regarding the ranking of goals and strategies.

Goals & Strategies – Policies

Complete Streets

Goal: Ensure all streets in the City of Slayton are Complete Streets.

Strategy:

Implement a Complete Streets Policy.

Maintain the Pedestrian Functional Classification System that classifies all the streets in Slayton in regards to their pedestrian infrastructure needs.

Existing Conditions:

A Pedestrian Functional Classification System was established as part of the Planning Process for this plan. The classification system used three levels to determine pedestrian infrastructure needs on all streets within the City of Slayton. The three tiered classification system included: Connector Streets, Neighborhood Connector Streets, and Residential Streets. Below are descriptions of the classifications that were used to describing the need for sidewalks and other pedestrian infrastructure on streets in Slayton. The classification system is based on traffic volumes, traffic speeds, and perceived safety. The classification system helped to provide guidance when making transportation decisions.

► Connector Streets

- Connects primary destinations
- Highest traffic volume streets
- Require the highest level of pedestrian amenities - Sidewalks on both sides of the street or a trail conveniently located along the corridor that connects key locations.

► Neighborhood Connector Streets

- Connects Residential Streets to Connector Streets
- Medium level traffic volume streets
- Require some pedestrian amenities – A sidewalk on one side of the street or the other is required or a trail conveniently located that connects the neighborhood to key

locations. The sidewalk needs to have continuity throughout, so the route is not jumping back and forth from one side of the street to the other.

► Residential Streets

- All other streets
- Lower traffic speeds
- Lower traffic volumes
- Sidewalks are encouraged but there is no sidewalk requirement

New Developments

In new developments, the developer is required to get an exemption from the Slayton City Council for why a sidewalk is not needed (street is wide, low traffic volume, it is reasonable to walk on the street...). As such, new developments require sidewalk(s), unless an exemption from the Slayton City Council is granted. This will help to ensure an adequate discussion occurred regarding pedestrians.

Existing Sidewalks

To remove an existing section of sidewalk the landowner is required to get approval from the Slayton City Council. This will help to prevent gaps in the sidewalk and trail network.

Goals & Strategies – Infrastructure Projects

Complete Streets

Goal: Ensure all Connector Streets and Neighborhood Connector Streets have pedestrian infrastructure.

Strategy: Fill in the sidewalk gap along 28th Street between Oak Avenue and Village Apartments.

Fill in the sidewalk gap along 30th Street between Maple Avenue and Pine Avenue.

Fill in the sidewalk gap along 30th Street between Queen Avenue and Tamarack Avenue.

Fill in the sidewalk gap along Maple Avenue between 31st Street and 34th Street.

Fill in the sidewalk gap along Maple Avenue between 24th Street and Highway 30.

Fill in the sidewalk gap along Maple Road between 30th Street and 34th Street.

Fill in the sidewalk gap along 34th Street between Juniper Avenue and Maple Road.

Fill in the sidewalk gap along Juniper Avenue between 24th Street and 23rd Street.

Fill in the sidewalk gap along Juniper Avenue between 26th Street and 34th Street.

Existing Conditions:

All of the gaps above are along Neighborhood Connector Streets. Neighborhood Connector Streets require higher levels of pedestrian infrastructure to create a safe environment for pedestrians. The need to address these sidewalk gaps can be found in the Gaps in the Sidewalk Network Section.

A Neighborhood Connector requires a sidewalk on one side of the street or the other or a trail conveniently located that connects the neighborhood to key locations. The sidewalk needs to have continuity throughout, so the route is not jumping back and forth from one side of the street to the other. Engineering work is needed to determine which side of the street the sidewalk should be established on.

If a sidewalk is continuous on one side of the street, the new sidewalk should be established on the same side. Sidewalk placements should also take into consideration utilities and trees. Easements should be pursued, so established trees can be maintained.

Juniper Avenue Sidewalk Gap South

Goal: Increase pedestrian safety along Juniper Avenue.

Strategy: Short Term – Establish no parking on the west side of Juniper Avenue between 26th Street and 34th Street.

Long Term – Fill in the sidewalk gap along Juniper Avenue between 26th Street and 34th Street.

Existing Conditions:

Juniper Avenue is a Neighborhood Connector Street, so a continuous sidewalk is needed on one side of the street. A sidewalk on the west side of Juniper Avenue should be developed. A sidewalk is the preferable solution, but this may be more of a long term project.

A short term solution is to establish no parking on the west side of Juniper Avenue between 26th Street and 34th Street. Juniper Avenue is a wide street, so a pedestrian area can be established on the west side of the street. This would create a safer space for pedestrians.

Parking is an issue for soccer games along Juniper Avenue. Parking for soccer games extends two to three blocks away from the corner of Juniper Avenue and 28th Street. When discussing this issue, a safety concern regarding visibility along Juniper Avenue was one of the variables to consider. It is difficult to see children trying to cross Juniper Avenue due to the parking on the west side of the road. This is a very busy area during soccer games.

The elementary school is only two blocks away from the soccer fields. Since there is parking at the elementary school, it is reasonable to encourage parking around the elementary school. There is a pedestrian area along the south side of 28th Street, so this would provide a safe connection between the elementary school and the soccer fields.

28th Street Safe Routes to School Connection

Goal: Increase pedestrian safety along 28th Street between the Murray County Central Elementary School and the Murray County Central Secondary School.

Strategy: Fill in the sidewalk gap along 28th Street from King Avenue to the elementary school and aquatic center.

Existing Conditions:

Refer to page 58 for a description of the 28th Street Sidewalk Gap East.

City Edge Trail

Goal: Increase walking and biking of community members in Slayton.

Strategy: Short Term – Add a paved shoulder to the east side of Highway 267 and a pedestrian area along Juniper Avenue.

Long Term – Build a separate off road trail in the public right-of-way along Highway 7, Highway 267, and Highway 30.

Existing Conditions:

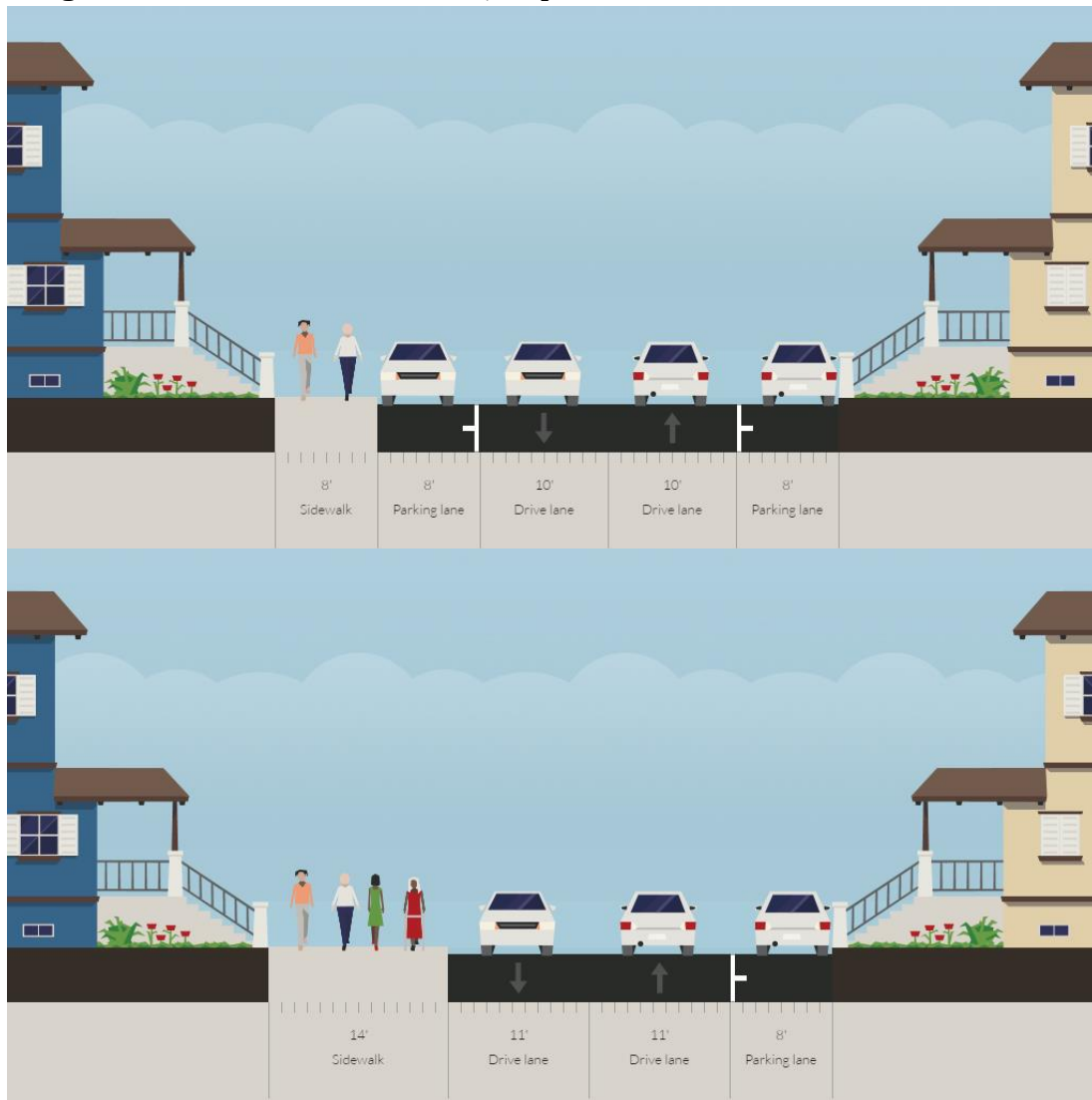
Community members in the City of Slayton do not have any trails or established walking routes. The City Edge Trail would be a convenient 4.3 mile walking or biking route. The route would provide a scenic view of the prairie, agricultural fields, and the airport on the west side of Slayton. The route would connect businesses along Highway 30 and Juniper Avenue and increase their exposure to community members.

The route would be a square starting on Juniper Avenue leading to County Road 7, Minnesota 267, and Minnesota 30. There are wide paved shoulders along County Road 7 and Minnesota 30. Juniper Avenue is a wide Street, and there are sidewalks along the majority of Juniper Avenue. The sidewalk gaps are proposed to be filled in as part of the Complete Streets Goal.

Juniper Avenue is 44 feet wide curb to curb. A pedestrian area could be established on the west side of Juniper Avenue. Parallel parking could be eliminated on the west side of Juniper Avenue or it could be used as a buffer between pedestrians and motor vehicle traffic. Below are two examples of how the street could be configured.

T-Figure #33

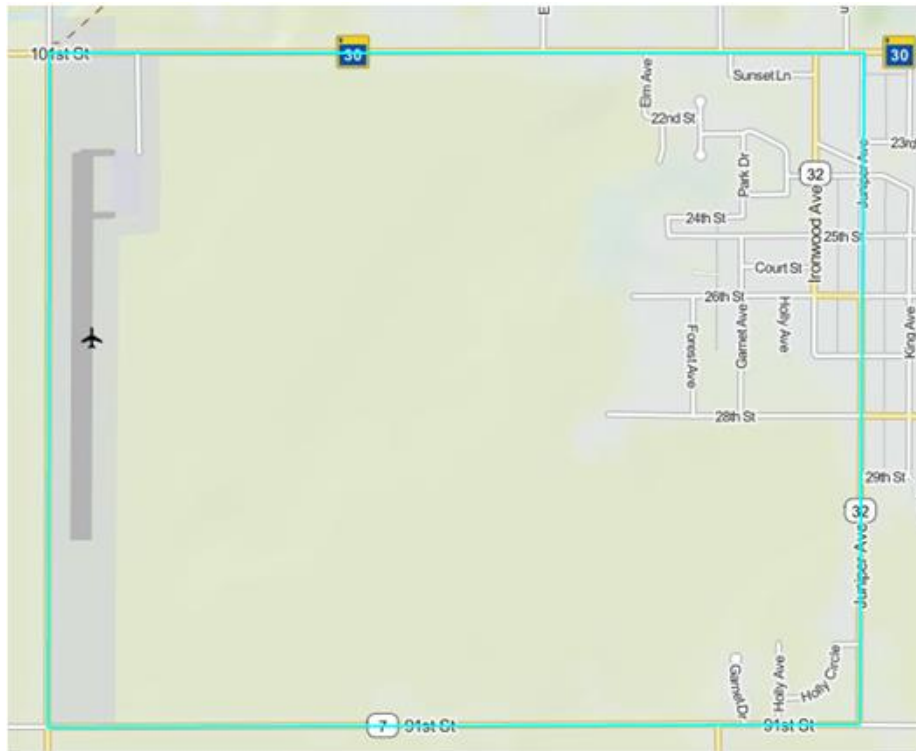
Juniper Avenue Scenario #1 & 2




Minnesota 267 has a narrow gravel shoulder. The short term strategy is to add a paved shoulder to the east side of Minnesota 267. This would provide a safer place for pedestrians and would complete the Airport Recreational Route. Below are street views of the Airport Recreational Route.

T-Figure #34

City Edge Trail



Route I'd like to use 

T-Figure #35

Juniper Avenue – Street View



Juniper Avenue—North End



Juniper Avenue—South End

T-Figure #36

County Road 7 – Street View



County Road 7—East End



County Road—West End

T-Figure #37

Highway 267 & Highway 30 – Street View



Minnesota 267



Minnesota 30

T-Figure #38

The long term goal is to have a separate trail in the public right-of-way along County Road 7, Minnesota 267, and Minnesota 30. This is the safest option for all users. Pedestrian would have a separate space with a grass buffer between them and vehicle traffic. To the right is an example of a trail in the public right-of-way of a road (ditch).

Trail Example



Neighboring Community Connections

Goal: Increase pedestrian connectivity between the City of Slayton, Lake Shetek, and the Cities of Currie, Iona, Hadley, and Lake Wilson.

Strategy: Add paved shoulders on County Road 8, County Road 35, and Minnesota 35 between the City of Slayton and the City of Currie.

Add paved shoulders on Minnesota 267 between the City of Slayton and the City of Iona.

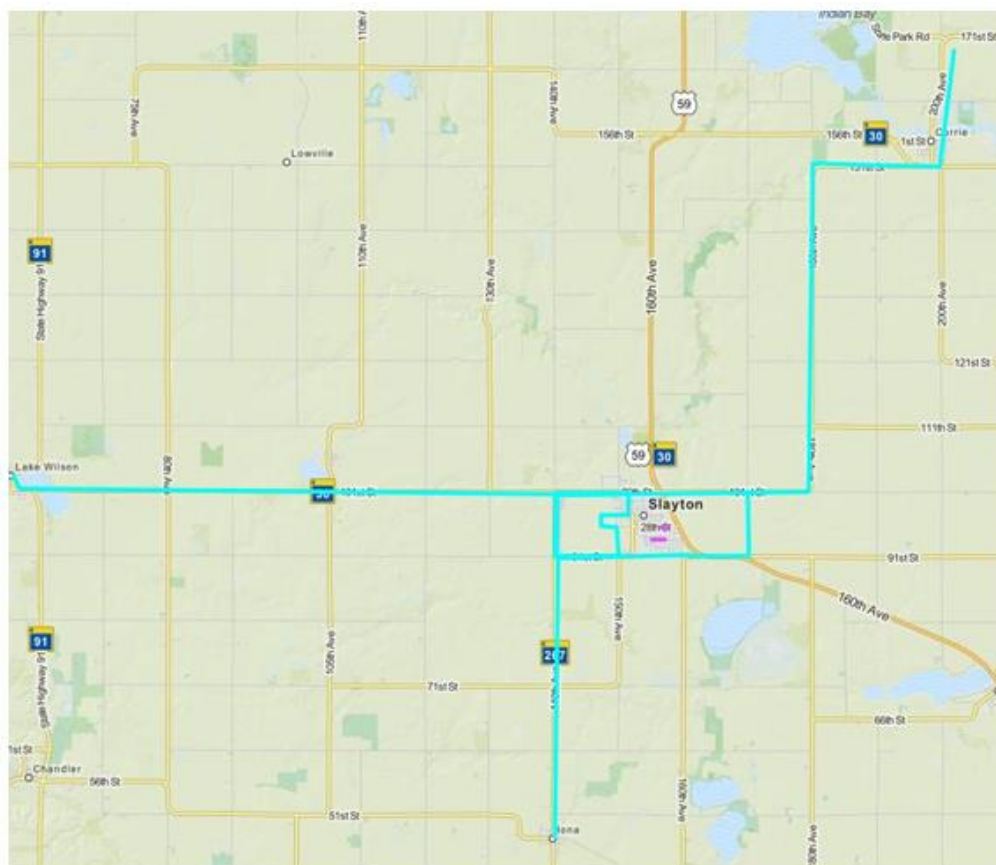
Add paved shoulders on Minnesota 30 between the City of Slayton and the Cities of Hadley and Lake Wilson.

Existing Conditions:

Pedestrian connections to Lake Shetek and neighboring communities were identified via Wikimapping and at the community meetings. These connections are within a reasonable distance to bike. Paved shoulders would provide a safe place for bikers and a destination for biking. Below is an outline of the routes.

T-Figure #39

Neighboring Community Connection Map



Route I'd like to use —

Broadway Avenue Street Redesign

Goal: Increase safety along Broadway Avenue.

Strategy: Explore options to make Broadway Avenue more inviting, safer, and pedestrian friendly.

Add bumpouts to Broadway Avenue.

Add a parklet(s) to Broadway Avenue.

Existing Conditions:

Broadway Avenue is the Central Business District. The central business district is the primary center for office and government employment and retail activities. Investment in the Central Business District should be encouraged by improving the atmosphere along Broadway Avenue.

Broadway Avenue currently has angle parking in the center and on the sides of the street. This does encourage drivers to slow down, but visibility is an issue. Broadway is also a wide street, so pedestrian safety when crossing could be improved. There is also a lack of greenspace and landscaping that help to create an atmosphere where people want to be.

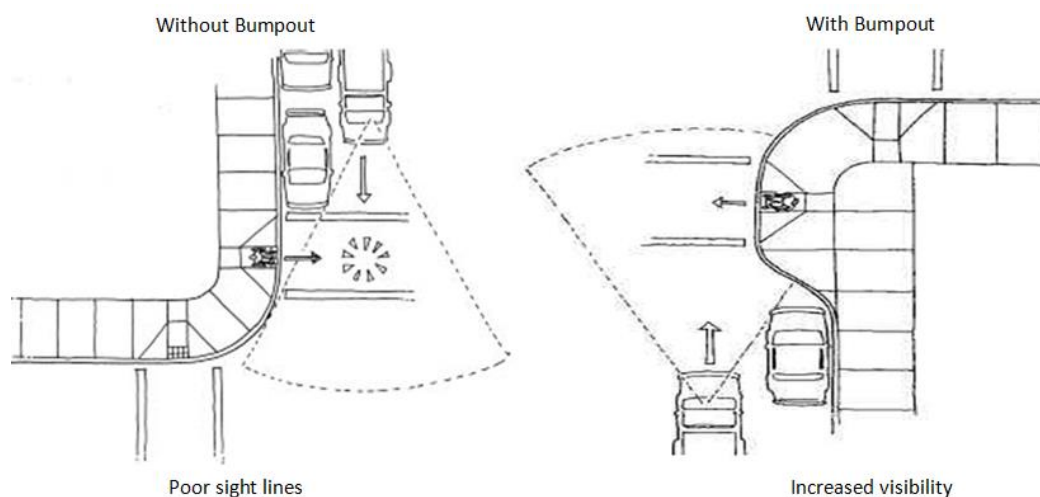
There are a number of businesses along Broadway Avenue, but a pedestrian friendly atmosphere is missing. You are encouraged to drive to Broadway Avenue and drive from one business to another. Options to improve the atmosphere along Broadway Avenue vary. Some potential improvements include adding bumpouts, parklets, street trees, landscaping, benches, and other pedestrian amenities.

Bumpouts

Curb extensions are also a traffic calming device that helps to slow traffic speeds, increase visibility, and reduce crossing times. Curb extensions narrow the street crossing distance for pedestrians. This helps to increase safety at the crossing, since pedestrians are in a better position to look past parked vehicles to see oncoming traffic.

T-Figure #40

Bumpout (Curb Extension) Visibility Comparison



Curb extensions can be permanent or removable. Removable curb extensions can be put in to test their effectiveness at slowing traffic and making the environment safer for pedestrians. Removable curb extensions give the city time to evaluate this action before installing permanent curb extensions. If the removable curb extension is effective, a more permanent curb extension can be installed.

Curbs and storm water drainage do not have to be altered with removable curb extensions. Rebuilding curbs and modifying storm water drainage can be very expensive. A removable curb extension is an add-on to the existing street.

Curb extensions not only make it safer for pedestrians, but they can also help make the street more aesthetically pleasing. During the summer months landscaping can be done within the curb extension to make the area stand out and to provide natural drainage. During winter months a removable curb extension can be removed to allow for easier snow removal.

T-Figure #41

Removable Curb Extension



T-Figure #42

Removable Curb Extensions – Planters



T-Figure #43

Curb Extensions – Landscaping Examples



Parklets

Parklets are an extension to the sidewalk that provides space for amenities and people to better utilize a space. Parklets help to break up the street and concrete feel by adding seating, plants, trees, and bike racks. Parklets are designed with pedestrians in mind, so people have a comfortable and convenient place to relax and enjoy the atmosphere of the city or business district.

Parklets can be designed to be permanent fixtures or seasonal. A seasonal parklets can be removed for easier snow removal. Parklets benefit local businesses by providing unique public spaces that attract customers and foster community feel. Below are a few examples of existing parklets.

T-Figure #44

Parklet Examples



Protected Pedestrian Area

Broadway is a very wide street, so a reconfiguration of parking to pedestrian space could be discussed. To create a place where pedestrians want to be, additional pedestrian space could be added. This could be in the form of a protected pedestrian area. The protected pedestrian area could include street gardens, open space, and a place for pedestrian and bikers. Below are a few examples.

Placemaking Broadway Avenue into a Destination

Community members of Slayton need to envision the kind of place they want Broadway Avenue to be. Broadway Avenue does still have economic vitality and is a hub for commercial activity. The question is how this can be improved to be a hub of social activity and increase the economic vitality of the Central Business District. The suggestions above are just that, suggestions. Additional public engagement and planning is needed before decisions are made to improve Broadway Avenue. Refer to the footnote below for a starting point for the discussion to make Broadway Avenue a destination.²⁷

²⁷ Institute on Rural Design. Placemaking Main Street into a Destination Downtown. Accessed: 11/24/15. Available: <http://www.rural-design.org/blog/placemaking-main-street-destination-downtown>

T-Figure #45

Protected Pedestrian Area & Parking Reconfiguration



Goals & Strategies – Non-infrastructure Project

Casey Jones Trail

Goal: Have the Casey Jones Trail connect to the City of Slayton.

Strategy: Short Term – Advocate for and support the Casey Jones Trail.

Long Term – Advocate that Casey Jones Trail continue on the planned route of connecting with the City of Slayton.

Existing Conditions:

The Casey Jones Trail was the first state trails authorized by the State of Minnesota when State Trail legislation was passed in the late 1960s. The trail has not been completed. There are currently three main sections, but none of these sections are connected. The three exiting sections include:

- Thirteen miles between the City of the Pipestone and the Pipestone/Murray County line. Five miles of that section are paved, from a trailhead in the City of Pipestone along County Highway

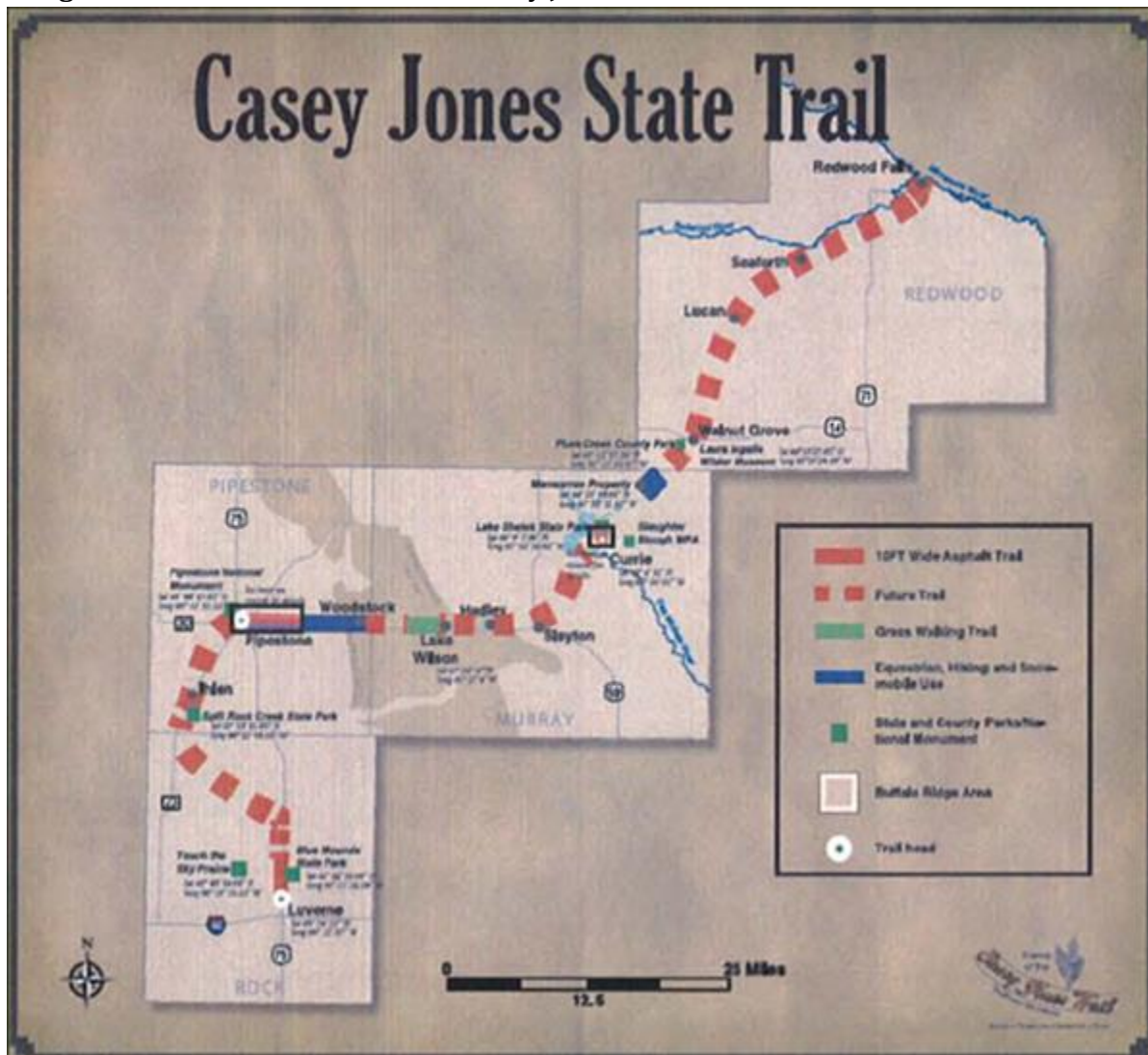
16. There is a naturally-surfaced trail parallel to the paved section for horse, mountain bike and snowmobile use.

- A naturally-surfaced segment runs from two and a half miles west of Lake Wilson into the City of Lake Wilson.
- A six mile, paved loop between Lake Shetek State Park and the city of Currie.

The trail is planned to connect with the City of Slayton. A trail connection would provide a convenient connection to Lake Shetek and other neighboring communities, and destinations along the trail. Once the Casey Jones Trail is completed, it will be an asset in Southwest Minnesota and a destination for tourist. For more information regarding the Casey Jones State Trail visit <http://caseyjonestrail.org/fcjt/>.

T-Figure #46

Casey Jones State Trail



Critical Crossings

Goal: Increase safety at critical crossings.

Strategy: Install a push button activated Rectangular Rapid Flashing Beacon (RRFB) at the following intersections:

- Minnesota Highway 30 and Juniper Avenue.
- Minnesota Highway 30 and Broadway Avenue
- U.S. Highway 59 and Minnesota Highway 30

Existing Conditions:

Highway 30 is a Connector Street, so there are higher traffic volumes. The intersection of Highway 30 and Juniper Avenue is a very busy pedestrian intersection, since the largest parking lot for the hospital is across Highway 30 on the north side. There is currently a painted crosswalk and 'Stop for PED' signs with a constantly blinking beacon.

These two pedestrian safety improvements do make the crosswalk safer, but the constant blinking beacon is not as effective as a push button activated rapid flashing beacon. Installing a push button activated RRFB would help to alert drivers when a pedestrian is trying to cross. A constant blinking beacon does not alert drivers when a pedestrian is present. Drivers get used to the constant blinking beacon, so over time the effectiveness of the blinking beacon diminishes.

The visibility of the crossing is increased with the RRFB. Drivers will be able to see the flashing beacon easier than a pedestrian. The RRFB is also more effective than a static sign, since it will only be flashing when pedestrians are crossing the road. An RRFB will also help to supplement the crosswalks in making the crossing more visible.

T-Figure #47

Rectangle Rapid Flashing Beacon



The RRFB is a rectangular shaped, high intensity signal head, which flashes in a wig-wag, rapid flickering pattern. The alternating signals provide direct, ultra-bright concentration as well as wide-angle intensity. The beacons are pedestrian activated: push button or passive detection

Broadway Avenue is the Central Business District. Broadway Avenue is a very busy pedestrian area and is the main connection to a number of businesses along Highway 30. There is currently no crosswalk or pedestrian crossing sign. A crosswalk along with a RRFB would greatly improve safety at this intersection.

Highway 59 divides the City of Slayton. The Lake Elsie Wetland Nature Area and Trail is located on the east side of Highway 59. There is some development on the east side of Highway 59, but the majority of residents live on the west side of Highway 59. As the Lake Elsie Wetland Area and Trail is improved and promoted, the safety of crossing Highway 59 should be addressed.

The speed limit on Highway 59 at the intersection of Highway 30 is 45mph. There is a crossing ahead sign with a blinking beacon with an advised speed limit of 35mph. This does help to notify drivers of the intersection and the recommended slower speed limit, but safety at this intersection should also be combined with increased patrols and a rapid flashing beacon for pedestrians. Refer to the enforcement goal on page 88 and 89 for more information regarding areas to target for enforcement.

Stop for Pedestrian Signs – School Crossings

Goal: Increase safety for pedestrians at designated crossings.

Strategy: Establish Stop for pedestrian signs at the following intersections:

- Broadway Avenue & 25th Street
- Broadway Avenue & 26th Street
- Broadway Avenue & 28th Street
- Maple Avenue & 28th Street
- Highway 30 & Broadway Avenue

Existing Conditions:

Drivers in Minnesota are supposed to stop for pedestrians in a crosswalk, but the majority of drivers do not stop for pedestrians. 'Stop for Pedestrian' signs will help to educate drivers on their responsibility to stop for pedestrians. Seeing more of these signs will help to make all crosswalks safer for pedestrians.

The intersections above were identified through the community meetings. These intersections were identified as higher risk intersections and intersections that have higher pedestrian traffic. These signs can and should be rotated around to other intersections within the City of Slayton. These signs can be used during community events.

T-Figure #48

The Minnesota Crosswalk Law

- ▶ Drivers **MUST** stop for crossing pedestrians at marked crosswalks and at all intersections without crosswalks or stop lights.
- ▶ Pedestrians **MUST** obey traffic signs and signals at all intersections that have them.
- ▶ Vehicles stopped for pedestrians can proceed once the pedestrian has completely crossed the lane in front of the stopped vehicle.
- ▶ Pedestrians **MUST NOT** enter a crosswalk if a vehicle is approaching and it is impossible for the driver to stop. There is no defined distance that a pedestrian must abide by before entering the crosswalk; use common sense.
- ▶ When a vehicle is stopped at an intersection to allow pedestrians to cross the roadway, drivers of other vehicles approaching from the rear **MUST NOT** pass the stopped vehicle. Failure to obey the law is a misdemeanor. A second violation within one year is a gross misdemeanor.²⁸

Stop for PED Sign



Areas for Increased Enforcement

Goal: Increase safety at critical intersections and identified locations within the City of Slayton.

Strategy: Increase police patrols at the following intersections and problem areas.

- Intersection of Highway 59 and Highway 30

²⁸ Minnesota Safety Council. Accessed: 4/17/15. Available: <http://www.minnesotasafetycouncil.org/facts/factsheet.cfm?qs=BD3BE1A6DFA3335E>

- Juniper Avenue and 28th Street

Existing Conditions:

Highway 59 & Highway 30

Pedestrian traffic crossing Highway 59 at the intersection with Highway 30 is anticipated to increase as the Lake Elsie Wetland Nature Area and Trail is improved and promoted. The existing speed limit is 45mph and there is a crossing ahead sign with a blinking beacon with a recommended speed limit of 35mph. Community members have identified speeding as an issue in this area. Increased patrols and coordination with the Minnesota State Patrol should be pursued to increase compliance and safety in this area.

Juniper Avenue & 28th Street

There is a four-way stop at the intersection of Juniper Avenue and 28th Street. Twenty-Eighth Street is a safe route to school and is the primary connection between Murray County Central (MCC) Elementary School and the MCC Secondary School. Community members expressed concern that a number of drivers do not stop at this intersection. Increased patrols could help to increase compliance and safety at this intersection.

Bike Parking

Goal: Increase biking within the City of Slayton.

Strategy: Make biking more convenient within the City of Slayton by installing bike racks at key locations.

Existing Conditions:

Bike racks make it convenient and safe to ride, store, and lock your bike. Not having bike racks in convenient locations discourages biking and leads potential bikers to not ride their bike.

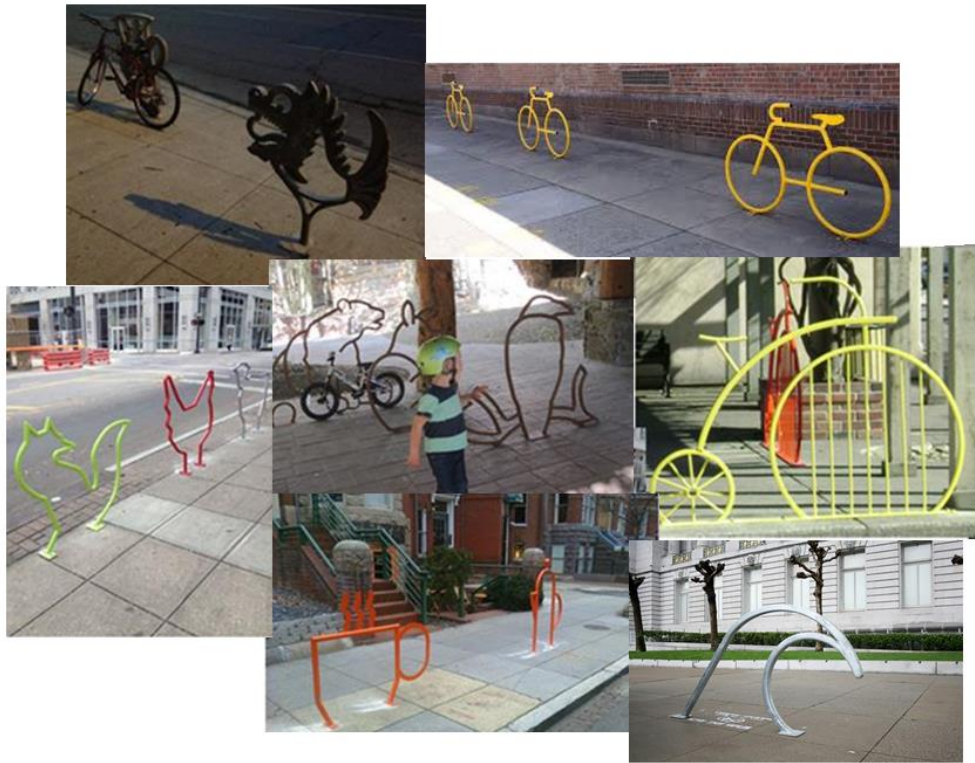
During the planning process a number of locations were identified that need bike parking. These locations are major destinations in the community. Below is a list of locations that need bike parking.

- | | |
|----------------------------------|---------------------------------|
| • Library | • Hospital |
| • Pocket Park on Broadway Avenue | • Wellness Center |
| • Grocery Store | • Corners along Broadway Avenue |

The bike racks could be unique and double as art in the community. Having unique bike racks will increase the community feel and promote biking. Bike rack use may increase, since children may be more likely to use a bike rack shaped like a fish than a plain metal bike rack. The Planning Team did not choose a specific bike rack. Below are a few examples.

T-Figure #49

Bike Rack Examples, Singles – Public Art



T-Figure #50

Bike Rack Examples, Multiple – Public Art



Weight Restrictions

Goal: Ensure all local roads in Slayton follow recommended weight-restrictions.

Strategy: Properly sign local roads that have weight-restricts (includes spring thaw weight restrictions).

Enforce weight-restrictions on local roads.

Existing Conditions:

It is critical to limit heavy load truck traffic on local roads. These streets were not designed for heavy load truck traffic. This is especially important during spring thaw.

New construction that results in hauling in and out loads of dirt should be limited to smaller loads. A construction project with larger loads can destroy a local road. This should be discussed before a construction permit is issued.

No Biking Signage on Broadway Avenue

Goal: Improve the no biking signage on Broadway Avenue.

Strategy: Replace the no bike signage on Broadway Avenue.

Existing Conditions:

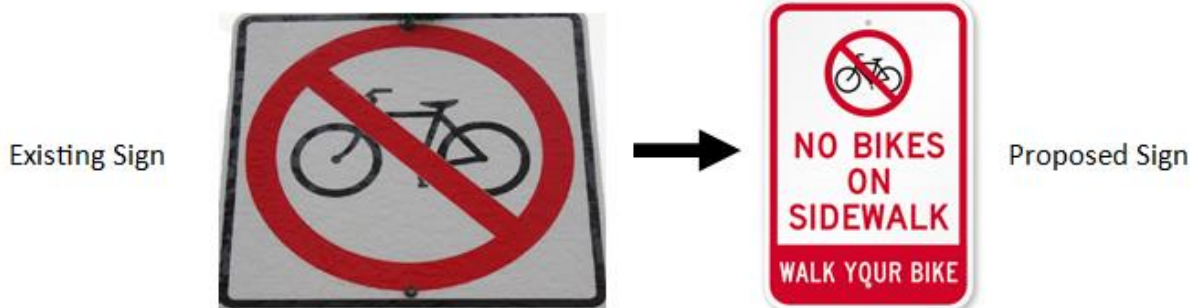
There is currently no biking signage posted on Broadway Avenue. It is confusing whether or not you are allowed to bike on Broadway Avenue. It is not legal to restrict biking on a city street.

The intent of the no biking signage is to prohibit biking on sidewalks along Broadway Avenue. There are a number of businesses along Broadway Avenue, so there are higher volumes of pedestrian traffic on the sidewalks. It would not be safe for a biker to be riding on the sidewalks along Broadway Avenue. A pedestrian could step out of a store front and get hit by a biker.

The existing no biking signage should be replaced with signage that says no biking on sidewalks – walk your bike.

T-Figure #51

No Bike Signage – No Bikes on Sidewalks



CHAPTER 6: PARKS & RECREATION

Introduction

Parks and Recreation is an important aspect of a community's social development, environmental stability, and economic development. As vital as parks and recreation are to a community's quality of life, they are often underestimated or neglected. Open spaces should be an integral component of future developments within a city. The responsibility for planning these facilities rests with municipal officials, community leaders, and local residents. Current demand needs to be considered during the planning process along with growth projections and future demand. Parks and recreational facilities must be maintained and enhanced to accommodate changing demands within the community.

“Historically, state and local policymakers have put their energies into trying to attract existing firms from somewhere else, either to relocate to a particular area or to build new facilities there.”²⁹ State and local policymakers have tried to attract firms by offering tax breaks or other financial inducements. Having states, cities or localities create a policy to encourage firms to locate new plants or headquarters in their region results in competition which is a positive economic driver. Attracting businesses is only one approach to economic development. Newer economic development theory focuses on attracting people to your community and these people will increase demand and create businesses.

For a city to help shift the supply of labor, there are various actions that can be undertaken. Attracting new residents to a city can be done by promoting the existing amenities in the area. Amenities are anything that increases the attractiveness of a city. This can simply be advertising the miles of trails in the area to promoting events and recreational activities the city has. A city can partner with local businesses or organizations to accomplish common goals.

Entrepreneurship is local because new firms must start somewhere. Individuals launch firms and if these local firms are successful, they expand and attract more people to the area. “Policymakers at local and state levels increasingly recognize that entrepreneurship is the key to building and sustaining their economies’ growth.”³⁰

It is important for a city to think of parks and recreational facilities as tools to attract people to your community. There is an upfront cost for building a new park or trail but the return could be two fold. First, the amenity increases the quality of life for the city’s current residents. Second, the amenity may attract more people to your community. Attracting more people to your community will increase demand for current products and services and will, hopefully, result in additional businesses being

²⁹ Acs Zoltan and etc. “Entrepreneurship and Urban Success: Toward a Policy Consensus.” Ewing Marion Kauffman Foundation. February 2008. Accessed: 10/19/15. Available: http://sites.kauffman.org/pdf/state_local_roadmap_022608.pdf

³⁰ Acs Zoltan and etc. “Entrepreneurship and Urban Success: Toward a Policy Consensus.” Ewing Marion Kauffman Foundation. February 2008. Accessed: 10/19/15. Available: http://sites.kauffman.org/pdf/state_local_roadmap_022608.pdf

established.

There are general rules of thumb that apply to land use planning for parks and recreational facilities. When planning to update or build a park, all population groups should be considered. This will help to maximize the usage of the park by appealing to a wide range of citizen interests. As an example, small playground parks are necessary for residential areas which have multi-family housing units. Community parks are usually large areas which include facilities for numerous activities like ball fields, tennis or volleyball courts, shelters with grills, horseshoe pits, picnic areas, and publicly accessible restrooms. Semi-public recreation facilities may be open to the public at certain times and include facilities like school grounds or buildings, historical buildings, libraries, and golf courses.

There are two planning guidelines relating to parks and green space. First, municipalities should generally allocate at least 10 percent of their land acreage to parks and open spaces. According to the United States Census Bureau, the City of Slayton has an area of 1254.4 acres. According to the parcel map the total acres for the city are roughly 1148.7, excluding the airport and golf course.

Slayton currently has 70.4 acres dedicated to municipal parks and green space, which includes school property. Using the 10 percent guideline, Slayton does not reach the recommendation. To reach the 10 percent guideline the city should have 114.9 acres of land dedicated to parks and open spaces.

The Slayton Country Club is private property, but the course is used for cross county meets and community events. The Slayton Country Club is 52.9 acres. If the golf course is included in the land dedicated to parks and open spaces, the City reaches the recommendation.

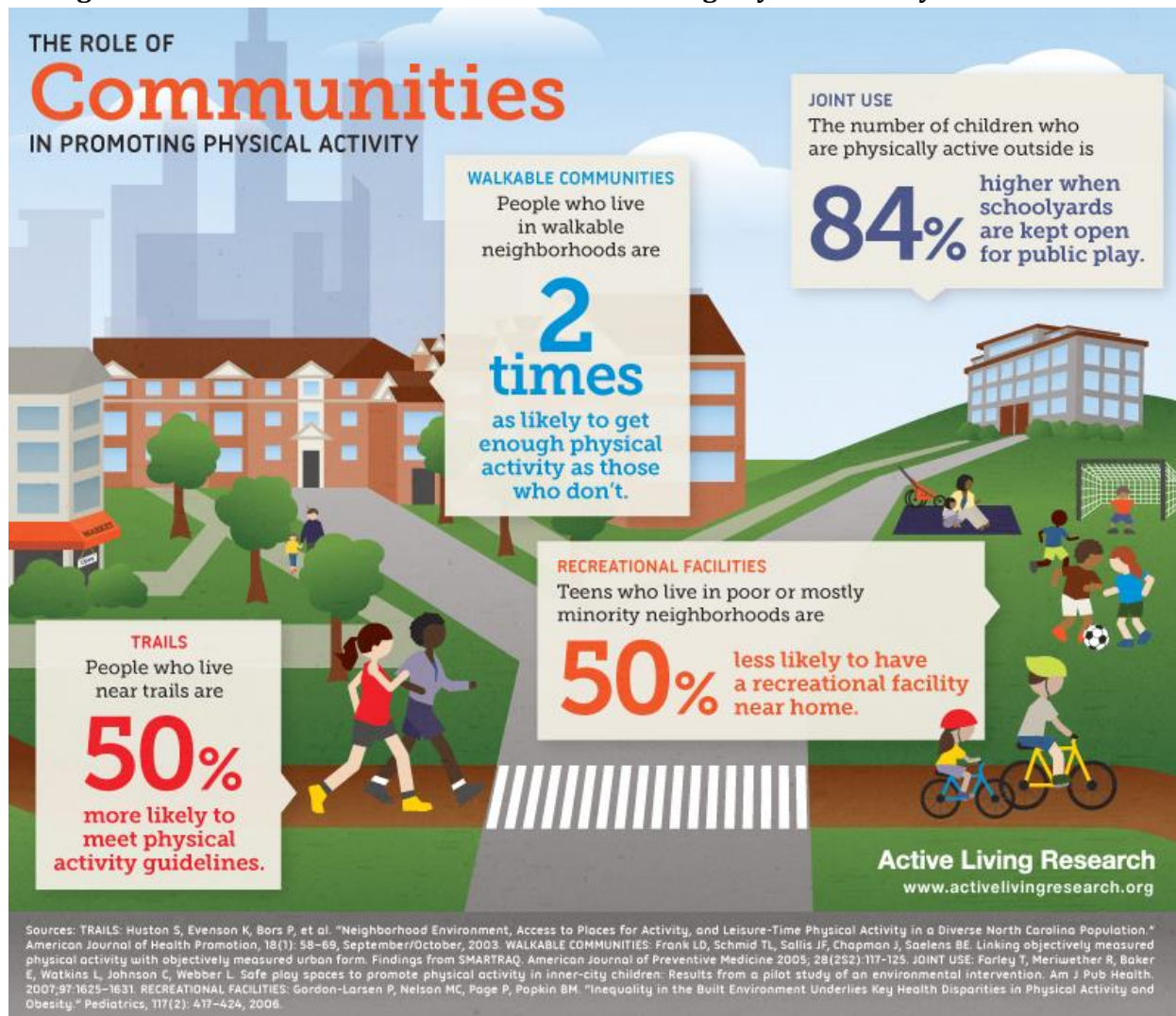
The second planning guideline is based upon population. General park and recreation planning suggests that ten acres of park land be dedicated for every 1,000 people in population. In 2010, Slayton had a population of 2,153; therefore, the guideline would require 21.5 acres of park land. Slayton more than meets this planning recommendation. Maintaining a well-developed park and recreation system is not only a tool to retain and attract residents, but parks and recreation activities should also be viewed as a tool to maintain a healthy community.

Community design can have a significant impact on health. "Evidence shows that people living in rural communities are more likely to be physically inactive, overweight and obese compared to those living in urban locations."³¹ People in rural areas face unique barriers such as dispersed land use and population which creates greater geographic distances to the nearest town center and other active living opportunities. Many of the resources (i.e. parks, sidewalks, and bike lanes) that encourage physical activity in urban settings are not available, inconvenient, or scarcely available in rural communities.

³¹ Using Active Living Principles to Promote Physical Activity in Rural Communities. Active Living Research. Accessed: 10/20/15. Available: <http://activelivingresearch.org/using-active-living-principles-promote-physical-activity-rural-communities>

PR-Figure #1

Role of Communities in Promoting Physical Activity



Parks & Greenspace

PR-Figure #2 shows the location of Slayton's municipal parks and open spaces. These facilities are found throughout the City, thus providing open space facilities, within a reasonable walking distance to most sections of the City.

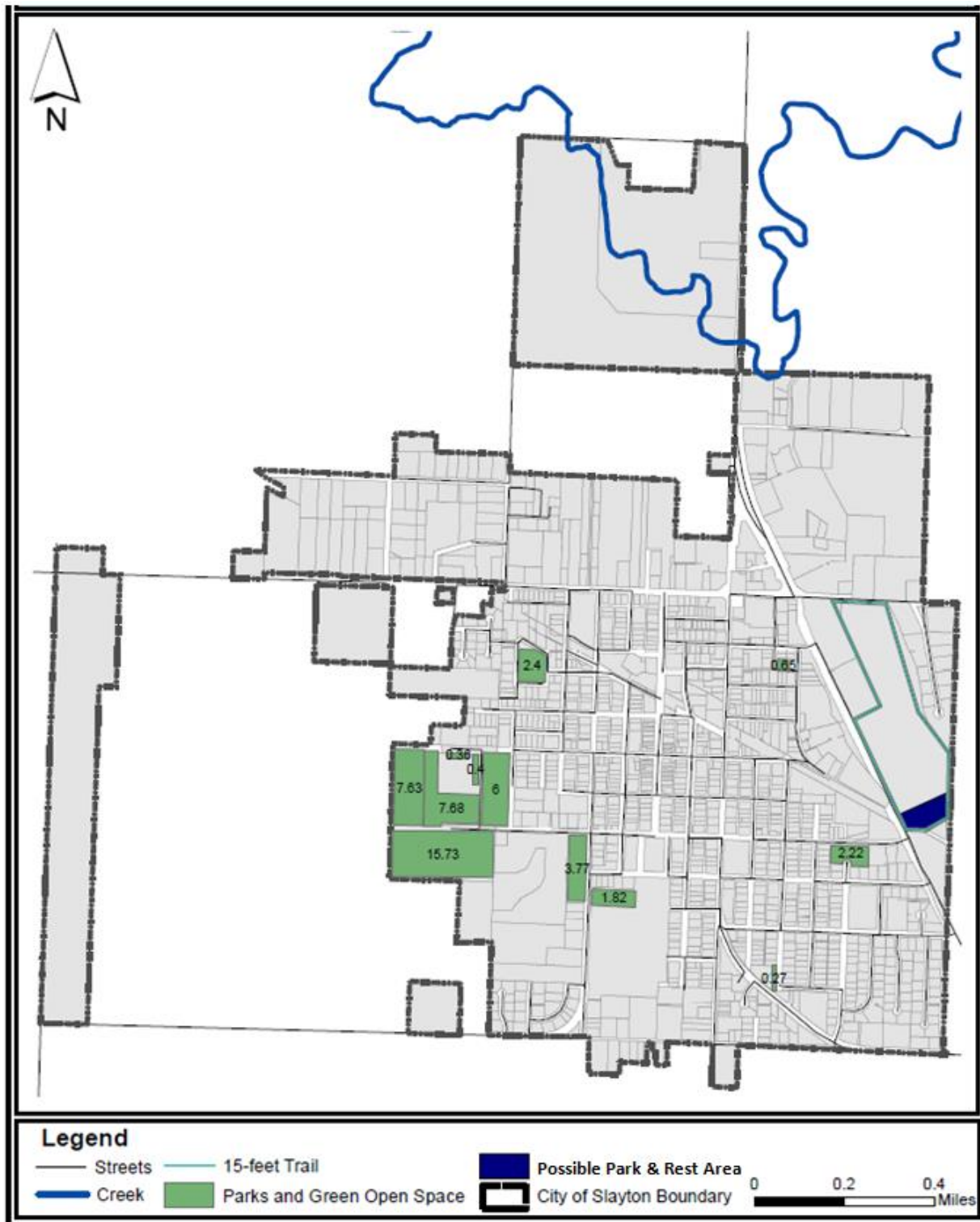
Bi-Centennial Park, School Facilities & Slaytona Beach West

The largest site is approximately 37.8 acres on the east side of Slayton. The site encompasses Bi-Centennial Park, Murray County Central Elementary School, Slaytona Beach West, athletic fields, and a track. Slaytona Beach West is Murray County's only aquatic center. The zero depth entry pool features a tea cup waterfall, drop slide, and lemon drop fountains. The aquatic center also features a flume slide, lap pool, speed slide, diving board, drop slide, and several floats.

The athletic fields offer open space for practice facilities, three softball diamonds, a baseball diamond, football field, and track and field facilities. The athletic fields have a concession stand, restrooms, and seating for spectators. The playground at the elementary school is a popular site during sporting events

and throughout the year by offering younger children a place to play. This entire site is utilized by all ages and an asset in the community.

PR-Figure #2 Parks & Open Greenspace Map – Slayton



PR-Figure #3

Bi-Centennial Park



Playground equipment, benches, and open greenspace.

Softball fields, picnic shelter, and restrooms



Lake Elsie Wetland Nature Area & Trail

The second largest site is the Lake Elsie Wetland Nature Area located on the east side of town south of County Highway 8 and east of U.S. Highway 59. This city owned site is approximately 33 acres and offers community members a mowed nature trail in the Lake Elsie Wetland area. This site is vastly underutilized and is in need of repair. There is an easement covering approximately 30 acres of the nature area. Two of the acres in the easement are dedicated to a bank and nature trail. There are approximately 3.3 acres to the south that are not in the easement that could be developed into a park.

PR-Figure #4

Lake Elsie Wetland Nature Trail



Mowed Nature Trail —
Lake Elsie Wetland Nature Trail

Gullord Park

Gullord Park is located on Park Drive just west of 24th Street in the northwest section of Slayton and is approximately 2.4 acres. This city park features lighted basketball and tennis courts, horse shoe pits, playground equipment, a band shell, three picnic shelters, and restrooms. There are a number of mature trees that provide shade and ambiance in the park.

PR-Figure #5

Gullord Park



Playground equipment, band shell,
and beautiful mature trees



Rupp Park

Rupp Park is located on east 28th Street in the east central part of Slayton. Rupp Park is 2.2 acres and was dedicated in 1972. The park features lighted basketball and tennis courts, a sand volleyball court, and a picnic shelter, open greenspace, swings, and playground equipment.

PR-Figure #6

Rupp Park



Playground equipment, and open
greenspace



Ebbers Park

Ebbers Park is located on Oak Avenue in the southcentral part of Slayton. Ebbers Park is a pocket park or neighborhood park, since it is only .3 acres. The park features open greenspace, swings, picnic tables, and a small merry-go-round.

PR-Figure #7

Ebbers Park



Swings, picnic tables, and
open greenspace

May's Park

May's Park is located on Norwood Avenue by 22nd Street. May's Park is a pocket park or neighborhood park, since it is only .7 acres.

PR-Figure #8

May's Park



Playground equipment, picnic tables,
and beautiful mature trees

Juniper Soccer Fields & Greenspace

There is also open greenspace on Juniper Avenue south of 28th Street. This open greenspace is used for soccer and other community events. This area is 3.8 acres.

PR-Figure #9

Juniper Soccer Fields & Greenspace



Greenspace / Soccer Fields
on Juniper Avenue

State and County Parks – Murray County

Murray County has an impressive park system for both the traveler and the local resident. There are one state park and nine county parks in Murray County. The park system in Murray County is an integral part of the recreational facilities available in and around Slayton. Refer to PR-Figure #14 for a map of State and County Parks in Murray County.

Lake Shetek State Park

Lake Shetek State Park is located on the east side of Lake Shetek. Lake Shetek is roughly 10 miles from Slayton and is the largest lake in southwest Minnesota. Lake Shetek is the headwaters of the Des Moines River and is a recreational destination for locals and tourists.

Lake Shetek State Park provides a boat ramp for launching boats and canoes. The park also rents out non-motorized watercraft. A swimming area lays at the foot of the beachhouse, and there are portage trails that provide access to two smaller lakes within the park. Game fish in Lake Shetek include walleye, northern pike, perch, bullhead, crappie, and channel catfish. The Eastlick Marsh on the east side of the park boasts an observation deck with a spotting scope to aid in birdwatching.

The park contains 70 drive-in campsites spread across three separate campgrounds. All but six sites have electrical hookups. The Oak Woods Campground also offers four camper cabins, eight cart-in sites for tenters, flush toilets, and showers. Elsewhere in the park there is a group camp accommodating up to 30 people in tents and one more cart-in site.

The park boasts 14 miles of hiking trails, including a 1.5-mile interpretive trail across the causeway and around Loon Island. A 6-mile paved loop is designated as a section of the Casey Jones State Trail. The Casey Jones State Trail connects the park and the City of Currie, and there are plans to connect this segment of the Casey Jones Trail with the segment by the City of Lake Wilson and the City of Pipestone. Slayton would be a natural connection along the Casey Jones Trail as it traverses east from Lake Wilson.

County Parks

County parks in Murray County include: Corabelle Park, End-O-Line Railroad Park, Forman Acres, Lake Sarah East, Sundquist Park at West Lake Sarah, Lime Lake Park, Marsh's Landing, Seven Mile Lake Park, and Swenson Park. These county parks offer a wide variety of amenities ranging from camping facilities with picnic shelters to playground equipment and lake access.

Corabelle Park

"South side of Corabelle Lake just off gravel County Road 1. Offers boat landing, dock, picnic shelter, and restroom facilities."³²

End-O-Line Railroad Park

"North of Currie. Features playground equipment, picnic area, and railroad museum."

PR-Figure #10

End-O-Line Railroad Park



Forman Acres

"Southeast side of Lake Shetek, adjacent to Shetek State Park. Accessed by County Road 37. One acre in size. Boat landing, and dock."

Lake Sarah East

"East side of Lake Sarah on U.S. Hwy. 59. 1.6 acres in size. Boat landing, dock, picnic shelter, playground equipment, and restroom facilities."

³² Murray County Parks. Accessed: 1/15/16. Available: <http://murray-countymn.com/parks-department/>

Sundquist Park at West Lake Sarah

“West side of Lake Sarah off County Road 30. Over ten acres. Boat landing, two docks, handicap accessible fishing pier, swimming area, dressing rooms, four picnic shelters, playground equipment, and multiple restroom facilities. Overnight camping with electrical hookups. 14 camping sites available on a first come, first serve basis.”

Lime Lake Park

“South side of Lime Lake just west of Avoca. Accessed by County Road 6. Four acres. Boat landing, dock, fishing area off dam, picnic shelter, 3 campsites with electric hookups and restroom facilities.”

PR-Figure #11

Lime Lake Park



Marsh's Landing

“On Valhalla Island on the west side of Lake Shetek. Accessed by Valhalla Drive. Boat landing, docks, handicapped accessible fishing pier, fish cleaning station, and restroom facilities.”

PR-Figure #12

Marsh's Landing Fishing Pier



Seven Mile Lake Park

“West side of Fulda, first lake off South Lafayette Avenue. Over 10 acres. Boat landing, dock, swimming beach, two picnic shelters, playground equipment, ball field, and multiple restroom facilities with showers. Fourteen overnight camping sites with electrical hookups. Tent camping space available. Camping available on a first come, first serve basis.”

Swenson Park

“East side of Current Lake off Minnesota Highway 91. Ten acres. Boat landing, dock, two picnic shelters, playground equipment, and multiple restroom facilities. Eighteen overnight camping sites with electrical hookups. Camping available on a first come, first serve basis. “

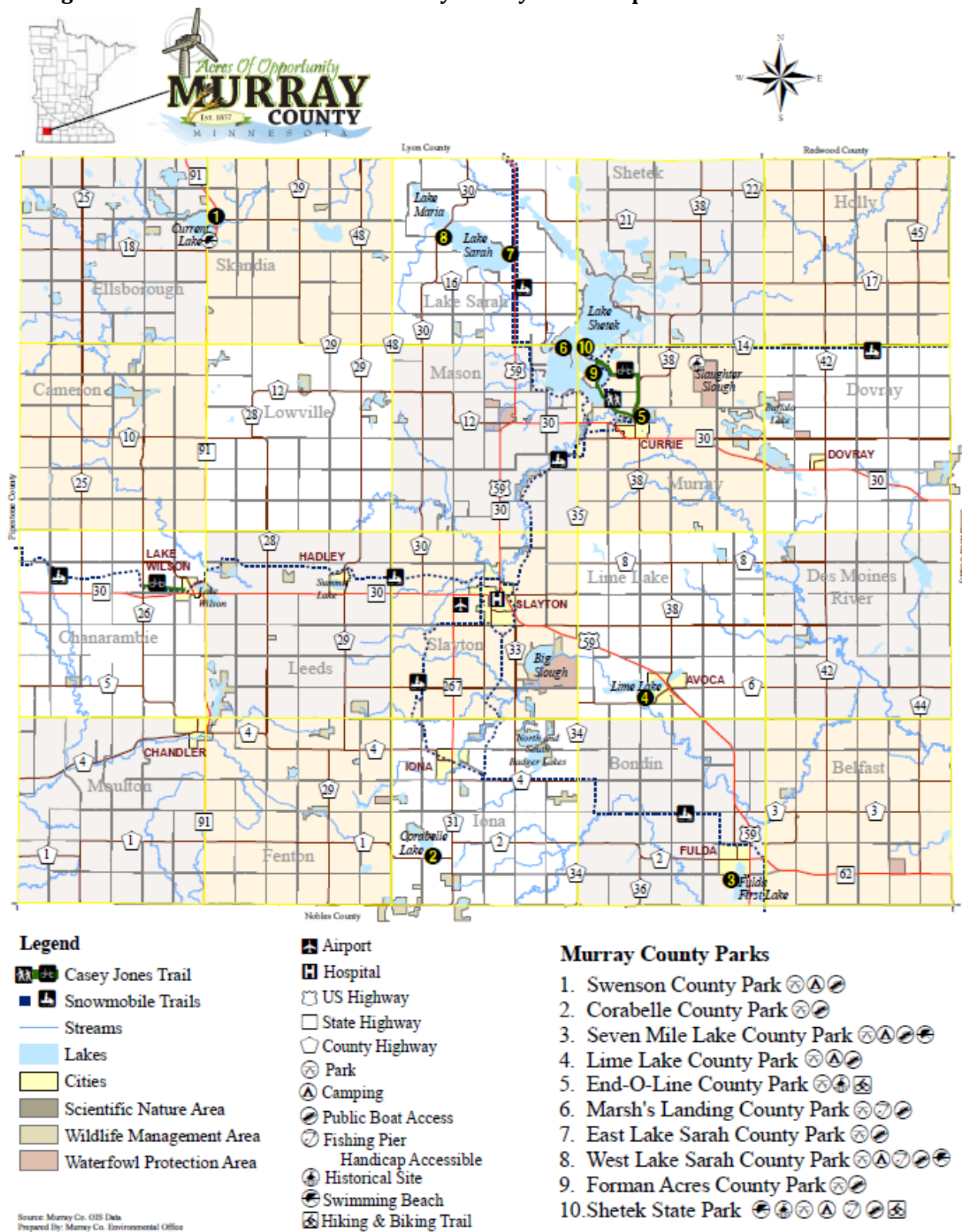
PR-Figure #13

Swenson Park



PR-Figure #14

Murray County Parks Map



Points of Historical Significance – Murray County

According to the National Register of Historic Places, there are several points of historical interest that exist within Murray County and there are two in Slayton. They are listed as the following:

National Register

1. Avoca Public School (Avoca)
2. Chicago, Saint Paul, Minneapolis, and Omaha Turntable (Currie)
3. Lake Shetek State Park WPA/Rustic Style Group Camping (Currie)
4. Lake Shetek State Park WPA/Rustic Style Historic District (Currie)
5. First National Bank (Fulda)
6. Chicago, Milwaukee, Saint Paul, and Pacific Depot (Fulda)
7. Dinehart-Holt House (Slayton)
8. 4-H Club Building, Murray County Fairgrounds (Slayton)

Service Organizations

Slayton has a wide variety of service groups that help to promote livability and recreational activities in the community. Recreational activities in rural communities, like Slayton, include numerous community sponsored activities. These activities range from community festivals to smaller group activities. These social and community organizations help to bring the community together. There are also a variety of social organizations for the young and old. These groups and organizations in Slayton include: Boy Scouts, 4-H, Hadley Lions Club, Kiwanis Club, Freemasons, Relay for Life, Women of Today, and the Slayton Chamber of Commerce.

Goals & Strategies – Parks & Recreation

Below are a list of goals and strategies related to Parks and Recreation in and around the City of Slayton. The goals and strategies in this chapter were ranked by the Slayton City Council. Refer to the Description of Goals and Strategy Rankings in the Planning Process Chapter for more information regarding the ranking of goals and strategies.

Lake Elsie Wetland Nature Area, Trail, Park, and Rest Area

Goal: Improve the Lake Elsie Wetland Nature Area and Trail.

Establish a park and rest area in the southern portion of the city owned parcel.

Strategy: *Short Term –*

Organize a group of community members or a service organization(s) to work with the City to oversee the Lake Elsie Wetland Nature Area.

Conduct a biannual cleanup campaign in the Lake Elsie Wetland Nature Area and Trail.

Long Term –

Maintain the Lake Elsie Wetland Nature Area and Trail.

Pursue funding to assist with developing a park and rest area in the southern portion of the city owned parcel.

Increase safety when crossing U.S. Highway 59 by 28th Street.

Existing Conditions:

According to the Conservation Easement, the Lake Elsie Wetland Nature Area is approximately 33 acres. Two of the acres in the easement are dedicated to a bank and nature trail. The trail can be 15 feet wide and 5,200 feet long.

The entire Lake Elsie Wetland Nature Area is owned by the City of Slayton. The Lake Elsie Wetland Nature Area could be a community asset, but redevelopment of the nature area needs to occur. There is approximately 3.3 acres of city owned property south of the easement that could be development into a park and rest area.

Broadway Avenue Pocket Park

Goal: Improve the pocket park on Broadway Avenue.

Strategy: Add seating, landscaping, and other amenities to make the space more inviting.

Existing Conditions:

The pocket park on Broadway Avenue is in the center of the Central Business District, but you rarely see people in the pocket park. This area is the busiest pedestrian area in Slayton, so the pocket park should be a hub of active living and a meeting place.

Improving the pocket park will provide a space for pedestrians to rest and observe Broadway Avenue. A more inviting pocket park will help to create a destination to walk and bike to. Possible improvements could include: nonintrusive trees and landscaping, picnic tables, benches, art, playground equipment, and a children's sand box. Below are a few pocket park examples.

PR-Figure #15

Pocket Park – Examples



CHAPTER 7: Physical Features & Natural Resources

Introduction

Physical features and natural resources impact the community's overall quality of life. Southwest Minnesota has an abundance of natural resources including: lakes, rivers, wetlands, woodlands, prairies and bluffs. The region's landscape is one of the reasons we live in Southwest Minnesota. These natural areas and their associated benefits contribute to the Slayton's marketability and are a key factor in its growth.

Lake Shetek and Buffalo Ridge are two distinct physical features in the region. These and other physical features are key components of the health, livability, and active living theme common throughout the plan. Community and economic growth need to be balanced in a way to support, protect, and restore the natural environment.

Topography

The elevation of Slayton ranges between 1500 to 1700 feet above sea level. The predominate soil association in Slayton is Flo-Aastad. This association includes nearly level gently undulating land which is predominately poorly drained. Some erosion takes place, but is not a serious problem. The other soil association is Barnes-Buse, which is found in the northern section of the City. This area includes rolling to hilly land with irregular to complex slopes.

Slayton is located in the Beaver Creek basin with the exception of the southwest section of the City, which is drained by Lime Creek. There are some localized drainage and flooding issues in northern sections of the City. Drainage issues are the result of complex slopes. Erosion is a potential issue in the northern section of the City.

The highest risk of flooding is in the northern section of the City along Beaver Creek. Flooding in this area typically only affects the golf course. The golf course acts as a natural drainage system, so erosion can be minimized.

Assets – Related to Physical Features & Natural Resources

Below are a few of the regional physical features and natural resource assets identified by the planning team and at the community meetings.

Lake Shetek

Lake Shetek is the largest lake in southwestern Minnesota and is the headwaters of the Des Moines River. Lake Shetek's shoreline totals 31.7 miles. There are portions of the lake that are developed with homes and cabins and areas of the lake that are undeveloped.

There are a number of destinations around the lake from restaurants to Lake Shetek State Park. Lake Shetek has three islands that add to the unique landscape of the lake. Loon Island is 45 acres and is accessible on foot via causeway, which includes an interpretive trail. There is also a six mile paved bike

trail that extends into the City of Currie. Lake Shetek is a hidden gem in southwest Minnesota and is only 12 miles from Slayton.

Buffalo Ridge

The Buffalo Ridge is a sixty mile expanse of rolling hills in southwest Minnesota that stands 1,995 feet above sea level. Buffalo Ridge juts up from the open prairie and adds unique beauty to the Prairie Landscape. The Ridge runs through Lincoln County, Pipestone County, Murray County, Nobles County, and Rock County.

Buffalo Ridge is roughly 15 minutes west of Slayton. The high altitude and average wind speed along the Ridge make it a great location for alternative energy production in the form of wind energy. The Ridge ends near the City of Worthington and Lake Okabena. The consistent wind speeds also translate into a premier location for wind sports.

Worthington Wind Surf Regatta – U.S. Windsurfing National Tour

The Worthington Windsurf Regatta is held annually in Worthington on Lake Okabena. Lake Okabena is located on the western side of Worthington and is a worldwide destination for windsurfing. The U.S. Windsurf National Championships were held on Lake Okabena multiple times and most recently in 2014. The annual Worthington Windsurf Regatta was founded in 1999 and is part of the U.S. Windsurfing National Racing Tour.

Open Prairie & Farm Land

Southwest Minnesota is a mixture of open prairie, farm land, and dotted tree cropping (groves). This unique mixture of landscapes combined with prairie lakes creates a natural setting to be promoted. First time visitors to the Midwest often comment on how open and relaxing prairie and farm land can be.

Conservation

Physical features and natural resources impact the community's overall quality of life. It is important to strike a balance between development and economic productivity with conservation. The Soil and Water Conservation District along with Minnesota Pollution Control, and other organizations have helped to educate residents on strategies to protect and preserve the natural environment.

There is also a strong economic interest in protecting and preserving the natural environment. Residents do not want to live in a contaminated environment. Residents in southwest Minnesota enjoy being outside enjoying the natural environment. This self-interest will drive conservation and strike a balance between human activity and natural systems.

Within the City of Slayton there are development strategies that can be pursued that increase livability while striking a balance between natural and manmade physical features. Examples of best practices are listed below.

Innovative Stormwater Management

- Reduce the volume of storm water runoff, erosion, and improve the aesthetic appeal of the City.
- Install curbside water retention gardens to reduce storm water runoff.

- Install a curb extension to increase safety at higher traffic volume intersections and to increase plant cover to help reduce erosion.
- Add landscape to curb extensions to increase neighborhood feel and the aesthetic characteristics of the City.

These water retention gardens can be in the form of curbside gardens, curb extension, or other innovative planting strategies. There are a number of retention garden examples from other cities.

NR-Figure #1

Curbside Landscaping – Examples



The objective of increasing curbside landscaping around the City of Slayton is twofold. First, it is to soften the ‘impervious urban landscape’ of asphalt and concrete and absorb rainfall that might otherwise funnel into the combined sewer system. During extreme rain events, storm water can exceed the capacity of the water treatment plant, and a bypass may occur. When a bypass to the water treatment plant occurs, the overflow is discharged into local waterways. Bypassing the water treatment plant can result in sewer water and storm water harming water quality in local waterways.

Rain gardens are one way to reduce the amount of runoff and water that has to be treated. New York City installed 250 rain gardens. “The New York City’s gardens are expected to capture more than 200

million gallons of storm water each year that might otherwise run into waterways like the Gowanus Canal, Flushing Bay or Newtown Creek.”³³

Second, curbside landscaping enhances the aesthetic character of the city. Increasing the aesthetic character of the city will help to encourage more walking and biking. The street will feel more inviting and the landscaping provides a barrier between vehicles and pedestrian on the sidewalk.

Curb extensions are also a traffic calming device that helps to slow traffic speeds, increase visibility, and reduce crossing times. Curb extensions narrow the street crossing distance for pedestrians. This helps to increase safety at the crossing, since pedestrians are in a better position to look past parked vehicles to see oncoming traffic. Refer to the Transportation Chapter and the Broadway Avenue Street Redesign Goal and page 80 for more information regarding curb extensions (bumpouts).

Health in the Environment

There is a common theme of health, livability, and active living in this plan. Health of the environment is part of the equation. If the environment is not healthy, it is more difficult to enhance individual health. Growth can negatively impact the natural environment and livability, but planned and orderly development will help to ensure a balance is struck. Managing the community’s growth in such a way as to preserve, protect, and restore its environment and natural resources offers numerous benefits including: increasing property values, supporting overall economic growth while, providing low-cost storm water management and flood control, supplying a purification system for drinking and surface water, providing habitat and biological diversity, contributing to air purity, and creating a sense of place and identity for the community

³³ Hazen and Sawyer, Environmental Engineers & Scientists. Accessed: 7/9/15. Available: <http://www.hazenandsawyer.com/news/new-york-plants-curbside-gardens-to-soak-up-storm-water-runoff/>

CHAPTER 8: Community Facilities

Introduction

Community facilities have traditionally been defined as public and semi-public structures and or services which provide for the community's wellbeing. These facilities help create a desirable environment for the overall functioning of a city. Community facilities include the social, religious, recreational, and governmental aspects of a community. Despite their importance, they are often neglected or underestimated in marketing the community.

In rural communities, community members have to work together to increase livability. Community members have to reach out to service organizations, schools, Chambers of Commerce, city staff, and other organizations to implement livability strategies. Livability can vary from working with the school to create a pottery class through community education to working together to organize annual events and festivals. In rural communities, it takes everyone working together to make communitywide events happen.

These community events are part of creating a livable and active community. This chapter will profile various community facilities. This profile will help community members identify issues and potential goals for improving community facilities, increasing livability, and marketing everything the community has to offer.

Schools

Murray County Central

Murray County Central (MCC) is the only Kindergarten through 12th grade school in Slayton. The communities that make up MCC include Slayton, Lake Wilson, Iona, Chandler, Hadley, and Avoca. All Kindergarten through 12th grade education programs and schools are located in Slayton. MCC has worked hard to earn a reputation for excellence in both academic and extracurricular activities.

MCC continues to rank above state standards in math, reading, and science assessments. The same holds true for the schools attendance and graduation rates. MCC Elementary was recently named a Minnesota Celebration School! It is the schools goal each day to develop successful learners with high values and integrity.

Murray County Central Mission Statement:

“Providing educational excellence through diverse learning experiences to develop respectful, responsible, and productive citizens with high values and integrity.”³⁴

Trinity Lutheran Church Preschool

Trinity Preschool was founded in 1984 as the first preschool in Slayton. Trinity Preschool is a preschool designed to help prepare children three and a half to five years of age for Kindergarten. Trinity Preschool offers 4 types of classes. All classes include activities that are age appropriate and are taught

³⁴ Murray County Central Schools. Accessed: 11/2/15. Available: <http://www.mcc.mntm.org/>

with a Christian emphasis. Their activities include Bible stories, music, art, finger plays, pre-math skills 1-20, social skills and manners, fine and gross motor skills, the alphabet, field trips, the public library including the computer lab, programs, and the printing of their first name.

Trinity Preschool's Motto:

"Children are a precious gift from God."³⁵

Trinity Preschool's Mission Statement:

"Trinity Preschool is a teaching ministry of Trinity Lutheran Church. We are committed to providing a quality Christian education in a loving atmosphere. It is our goal to instruct, guide, and nurture each child that they may develop into the special person that God has created them to be."

Wonder World Preschool

Wonder World Preschool, Inc. is a Child Care Center in Slayton MN. It has a maximum capacity of 76 children. The center accepts Infants, toddlers, and school age children for their preschool and early childhood development program.

Slayton Public Library

The Slayton Public Library was organized in 1940 by the Monday Study Club and was housed in two locations before moving to its present home on Slayton's main street. The library is located at 2451 Broadway Avenue.

The library is a member of the Plum Creek Library System, a nine-county, 25 member federated library system. In addition to more than 35,000 volumes, the Slayton Library has a collection of over 700 movies that can be checked out for a 1-week period. There is also a song book collection containing over 400 books and more than 14,000 unique, indexed song titles. The library also houses subscriptions to over 50 magazines and newspapers, as well as more than 850 audio books.

The library has a 12-station computer lab for public use during regular hours of operation, and is also equipped with wireless internet service. The computer lab can be reserved for use by groups when the library is closed.

Also available is the Community Room that can be reserved for meetings and other gatherings. For more information visit <http://www.plumcreeklibrary.org/slayton/>.

³⁵ Trinity Lutheran Preschool. Accessed: 11/2/15. Available: http://www.trinityslayton.net/pre-k/Trinity_PreK/Trinity_Home.html

Health Care Related Facilities

Murray County Medical Center

Since 1951, Murray County Medical Center has been providing quality healthcare close to home. The medical center offers state-of-the-art equipment and professional staff trained in the latest protocols for medical, surgical and emergency care. The medical center is located at 2042 Juniper Avenue.

Murray County Medical Center Mission:

“Murray County Medical Center is committed to improving the health of the individuals and communities we serve, providing a comprehensive range of health services and education, serving local and regional needs with superior quality and value, providing care to all irrespective of age, sex, nationality, religious creed, or place of origin.”³⁶

For more information visit: <http://www.murraycountymed.org/web/index.php>

Murray County Clinic Slayton

Murray County Clinic Slayton is a Sanford Health Clinic. Sanford Health is dedicated to the work of health and healing. They show that commitment by delivering the highest quality of care to the communities they serve. They are leaders in health care and strive to provide patients across the region with convenient access to expert medical care, leading-edge technologies and world-class facilities. Murray County Clinic Slayton is located at 2040 Juniper Avenue.

Murray County Clinic Slayton Motto:

“Dedicated to the work of Health and Healing.”³⁷

For more information visit: <http://www.sanfordhealth.org/Locations/1425088130>

GuidePoint Pharmacy

GuidePoint Pharmacy has a team of experienced pharmacists specializing in helping to better your health. Their pharmacists are an extension of your family doctor, an advocate for your health. Services include everything from offering cholesterol and blood pressure checks to administering vaccines and filling prescriptions, we take your health personally. GuidePoint Pharmacy is located at 2010 Juniper Avenue.

For more information visit: <http://www.guidepointpharmacy.com/index.html>

Thrifty White Pharmacy

Thrifty White Pharmacy is a pharmacy chain fully owned by their employees. Thrifty White Pharmacy is committed to providing healthcare to small towns and cities in the rural Midwest that range from 1,000 to 90,000 in population. Thrifty White Pharmacy is located at 2622 Broadway Avenue.

³⁶ Murray County Medical Center. Accessed: 11/2/15. Available: <http://www.murraycountymed.org/web/index.php>

³⁷ Sanford Health. Accessed: 11/2/15. Available: <http://www.sanfordhealth.org/>

Thrifty White Pharmacy Motto:

“Committed to Healthy Outcomes.”³⁸

For more information visit: <http://www.thriftywhite.com/>

Heartland Eye Care

Heartland Eye Care is here to serve you, whether you are interested in LASIK surgery, lid surgery, contact lenses, or the management of glaucoma, macular degeneration and other eye diseases. Their team of eyecare specialists are passionate about providing their patients with the most up-to-date and effective eye treatments available. Heartland Eye Care is located at 2310 26th Street.

Heartland Eyecare Center Goal:

“Our goal is to provide quality, comprehensive eyecare to all age groups - infants to elderly.”³⁹

For more information visit: <http://heartlandeyecarecenters.com/>

Shetek Dental Care

Shetek Dental Care is dedicated to making sure every visit is a pleasant one that leaves you smiling. Shetek Dental Care offers complete family dentistry. Dr. Plotz and Dr. Enberg understand that knowing what to expect can help make any dental appointment more pleasant for you and your family. Shetek Dental Care is located at 2711 Broadway Avenue.

For more information visit: <http://www.shetekdental.com/>

Key Ingredients for Health LLC

Key Ingredients for Health in southwest Minnesota is a source for nutritious food and healthy living. They specialize in offering natural products that include: green cleaning products, organic food, unrefined foods, supplements, personal care items, items with no artificial preservatives, gluten free foods, and nutritional counseling. Key Ingredients for Health is located at 2505 Maple Avenue.

For more information visit: <http://healthykeys.com/>

Muldoon Chiropractic

Joseph Muldoon, D.C., DABCI, DACBN, is trained in both chiropractic care and nutritional counseling. Dr. Muldoon can diagnose and treat common spinal misalignments that can occur from lifestyle or injuries causing pain, discomfort and degenerative conditions. In addition, Dr. Muldoon can advise and counsel on diet, weight and fat loss, and on matters of how food and nutrition impacts one's health. Muldoon Chiropractic is located at 2710 Broadway Avenue.

Slayton Chiropractic Clinic PA

Dr. Mae Beth Lindstrom-Wold is a chiropractor focusing on all-natural care. Services and products include: acupuncture, electro current therapy, detox foot baths, biofeedback, 'Weight Perfect' weight

³⁸ Thrifty White Pharmacy. Accessed: 11/2/15. Available: <http://www.thriftywhite.com/>

³⁹ Heartland Eyecare Center. Accessed: 11/2/15. Available: <http://heartlandeyecarecenters.com/>

loss program, breast thermography, and other treatments related to pain, discomfort, and degenerative conditions. Slayton Chiropractor Clinic is located at 2002 Broadway Avenue.

Southwest Minnesota Orthopedics & Sports Medicine

Southwest Minnesota Orthopedics and Sports Medicine is a total orthopedic care center. Their staff specializes in orthopedic surgery, and the diagnosis and treatment of bones, muscles, nerves, ligaments and tendons. Southwest Minnesota Orthopedics and Sport Medicine is located at 2331 20th Street.

Southwest Minnesota Orthopedics & Sports Medicine Motto:

"We're committed to providing excellence in orthopedic care to the communities of Southwest Minnesota."⁴⁰

For more information visit: <http://swm-ortho.com/site/>

New Horizons Crisis Center

"New Horizons Crisis Center works with individuals and families who have been victimized by crime, while also providing preventative and educational services. We believe that being a victim can be an ongoing, life-altering experience. We are committed to providing a safe and non-judgmental environment through listening, advocating, and empowering our clients to transition from victim to survivor. New Horizons Crisis Center is dedicated to the cause of reducing and preventing crime in rural Minnesota. We strive to maintain this philosophy to the best of our abilities."⁴¹ New Horizons Crisis Center is located at 2524 Broadway Avenue.

New Horizons Crisis Center Mission:

"To build a safer rural Minnesota for children, women and men."⁴²

For more information visit: <http://www.newhorizonscrisiscenter.org/>

Shetek Behavior Solutions

Shetek Behavior Solutions provides psychotherapy for individuals, families, and couples. They specialize in marriage counseling and family therapy. Their marriage counselors and family therapists are highly trained and licensed in mental health and family-oriented health care. Their treatment approach is to provide support with insight and feedback to help clients address current challenges and long-standing issues. Shetek Behavior Solutions is located at 2959 Queen Avenue.

Shetek Behavior Solutions Motto:

"With sensitivity and compassion, we help couples bring resolution to a wide range of life challenges and psychological issues."⁴³

⁴⁰ SW MN Orthopedic & Sports Medicine. Accessed: 11/2/15. Available: <http://swm-ortho.com/site/>

⁴¹ New Horizons Crisis Center. Accessed: 11/2/15. Available: <http://www.newhorizonscrisiscenter.org/index.php/home>

⁴² New Horizons Crisis Center. Accessed: 11/2/15. Available: <http://www.newhorizonscrisiscenter.org/>

For more information visit: <http://www.shetekmarriageandfamilycounseling.com/>

Kristen Peltola Family Therapist

Kristen Peltola is a family therapist in the Slayton Area. She works out of Christ Lutheran Church.

Shetek Therapy Services

Shetek Therapy Services provides a wide range of inpatient and outpatient services, including: physical therapy, occupational therapy, athletic training, and speech therapy. Shetek Therapy Services is located at 2711 Broadway Avenue.

Shetek Therapy Solutions Mission:

“Provide high quality rehabilitative assistance to the communities it serves.”⁴⁴

For more information visit: <http://www.sanfordtracy.org/about/shetektherapy/>

Steve Cohrs Wellness Center

“The wellness center is fully furnished with clean shower facilities and restrooms. State-of-the-art exercise equipment allows for those working out to have access to some of the latest workout equipment; full complement of high quality cardio (Life Fitness), circuit training (Hoist), and free weights. The Wellness Center equipment is designed to provide body conditioning as well as therapeutic exercise.”⁴⁵ Personal trainers are also available for athletic training and physical therapy. Steve Cohrs Wellness Center is located at 2711 Broadway Avenue.

For more information visit: <http://www.murraycountymed.org/web/index.php/mcmc-services/119-steve-cohrs-wellness-center>

The Massage Center

The Message Center is a massage center that features various massages and services including: Swedish Massage, Lymph Drainage, Reflexology, and Polarity. The Message Center is located at 2309 Broadway Avenue.

U Bodywork Therapy

U Bodywork Therapy is a massage center that features the following types of sessions: Swedish Massage, Deep Tissue Massage, Sports Massage, Prenatal and Postnatal, Shiatsu Therapy, Foot and Hand Reflexology and Cupping. U Bodywork Therapy is located at 2314 26th Street.

Hospice of Murray County

Hospice of Murray County is a unique part of the health care community. Hospice of Murray County is a free standing, community based, nonprofit organization. Their house is a four bedroom hospice facility

⁴³ Shetek Behavior Solutions. Accessed: 11/2/15. Available: <http://www.shetekmarriageandfamilycounseling.com/>

⁴⁴ Shetek Therapy Solutions. Accessed: 11/2/15. Available: <http://www.sanfordtracy.org/about/shetektherapy/>

⁴⁵ Steve Cohrs Wellness Center. Accessed: 11/2/15. Available: <http://www.murraycountymed.org/web/index.php/mcmc-services/119-steve-cohrs-wellness-center>

licensed as an Adult Foster Care for the terminally ill. Hospice of Murray County is located at 36 Park Drive.

Hospice of Murray County Goal:

“Hospice of Murray County is devoted to providing hospice services to patients and their families with comfort, compassion and dignity during the end stages of life.”⁴⁶

For more information visit: <http://hospiceofmurraycounty.com/>

Western Mental Health Center Inc.

“Western Mental Health Center has served residents of Lincoln, Lyon, Murray, Redwood, and Yellow Medicine counties since 1959. The Center is a non-profit corporation governed by a Board of Directors composed of two citizens from each county. Western Mental Health Center is licensed by the Minnesota Department of Human Services and has fully qualified, credentialed staff who offer a variety of mental health services.”⁴⁷ Western Mental Health is located at 3001 Maple Road.

Western Mental Health Center Mission:

“To promote and advance mental health, to treat persons with mental health or related needs, and to provide collaboration and education services to the community.”⁴⁸

For more information visit: <http://www.wmhcinc.org/>

Nursing Homes & Assistant Living

Golden Living Centers

Golden LivingCenter - Slayton offer patients personalized care while providing them with the comprehensive healthcare they require, helping them to recover successfully from injury or illness. Golden LivingCenter - Slayton is just one of our over 300 locations nationwide, specially designed to meet your needs, so that you can make a safe and effective recovery. From short-term rehabilitation to long-term skilled nursing, there's a Golden Living Center to meet your needs. Golden Living Center – Slayton is located at 2957 Redwood Avenue.

Golden Living Centers Motto:

“The kind, thoughtful care you deserve.”⁴⁹

For more information visit: <http://www.goldenlivingcenters.com/home.aspx?showpage=true>

⁴⁶ Hospice of Murray County. Accessed: 11/2/15. Available: <http://hospiceofmurraycounty.com/>

⁴⁷ Western Mental Health Center. Accessed: 11/2/15. Available: <http://www.wmhcinc.org/aboutUs.aspx>

⁴⁸ Western Mental Health Center. Accessed: 11/2/15. Available: <http://www.wmhcinc.org/>

⁴⁹ Golden Living Centers. Accessed: 11/2/15. Available: <http://local.goldenlivingcenters.com/>

Lindenwood Assistant Living

Lindenwood Assisted Living is an assisted living facility with 24 hour staff. If any emergencies occur no matter the time, there will be someone ready to help. Lindenwood Assisted Living offers activities for residents to encourage a healthy lifestyle. By encouraging movement and socializing with their peers residents are able to become part of the community and enjoy the common spaces inside and outside. Another benefit of living in an assisted living community is that making meals can be costly and a time consuming process, so Lindenwood Assisted Living provides meals for residents. Lindenwood Assisted Living is located at 2409 Linden Avenue.

Sunrise Terrace

Sunrise Terrace is a senior living community. This independent living complex will offer you fewer responsibilities, yet it will maintain your privacy. Living in this senior community offers the security of being attached to the hospital and is centrally located in Slayton. Sunrise Terrace is located at 2121 Ironwood Avenue.

Sunrise Terrace Motto:

“A home for your golden years.”⁵⁰

For more information visit: http://murray-countymn.com/mc/index.php?option=com_content&view=article&id=1018&Itemid=232

Churches

Christ Lutheran Church

Christ Lutheran Church has been serving the Slayton community since 1888. Christ Lutheran Church is a partner of the Evangelical Lutheran Church in America (ELCA). Christ Lutheran is located in the southeast part of Slayton at 2959 Queen Avenue. “As members of the Family of God, we at Christ Lutheran are called by Christ to proclaim His Gospel. We are believers, saved by Grace, who gather around the Word and Sacraments by which we are strengthened in Faith and Empowered for Mission.”⁵¹

Christ Lutheran Church Mission:

“We will seek God’s will, share God’s love, and serve as Christ’s people.”⁵²

For more information visit: <http://christinslayton.lutheranweb.net/>.

First Presbyterian Church

The First Presbyterian Church of Slayton was organized on September 23, 1882. The first baptism was performed in 1884. The church aspires to worship, love, and serve God and to spread the Gospel. The church is located at 2613 Linden Avenue.

⁵⁰ Sunrise Terrace. Accessed: 11/2/15. Available: http://murray-countymn.com/mc/index.php?option=com_content&view=article&id=1018&Itemid=232

⁵¹ Christ Lutheran Church. Accessed: 11/2/15. Available: <http://christinslayton.lutheranweb.net/>

⁵² Christ Lutheran Church. Accessed: 11/2/15. Available: <http://christinslayton.lutheranweb.net/>

First Presbyterian Church Motto:

“Honor God by loving others.”⁵³

For more information visit: <http://www.slaypres.org/>.

First Reformed Church

The Reform Church of America was established on this continent 150 years before the Revolutionary War. The word reformed comes from the Protestant Reformation which swept across Europe in the 1500s under the leadership of such men as Martin Luther and John Calvin. The First Reformed Church believes the Bible to be the Word of God and the final authority for faith and practice. The First Reformed Church believes in Jesus Christ as the Son of God and Savior of those who have faith in Him. The church is located a 2548 Ironwood Avenue.

First Reformed Church Motto:

“Sharing Christ with our community.”⁵⁴

For more information visit: <http://www.slaytonreformedchurch.com/Church/Home.html>.

St Ann's Catholic Church

The Catholic Church, also known as the Roman Catholic Church, is one of the oldest religious institutions in the world. The Catholic Church teaches a doctrine of faith and morals that it declares as definitive and infallible. St Ann's Catholic Church is located at 2747 29th Street.

United Methodist Church

The people of The United Methodist Church are putting our faith in action by making disciples of Jesus Christ for the transformation of the world, which is our church's mission. Through the power of our connection, we are making a positive difference in more than 125 countries. The United Methodist Church is located at 2764 Broadway Avenue.

Trinity Lutheran Missouri Synod Church

Trinity Lutheran is a member of the Missouri Synod. The Lutheran Church—Missouri Synod (LCMS) is a mission-oriented, Bible-based, confessional Christian denomination headquartered in St. Louis, Mo., founded on the teachings of Martin Luther. Trinity Lutheran is located 2105 King Avenue.

Missouri Synod Mission:

“In grateful response to God's grace and empowered by the Holy Spirit through Word and Sacraments, the mission of The Lutheran Church—Missouri Synod is vigorously to make known the love of Christ by word and deed within our churches, communities and the world.”⁵⁵

⁵³ First Presbyterian Church of Slayton. Accessed: 11/2/15. Available: <http://slaypres.org/>

⁵⁴ First Reformed Church of Slayton. Accessed: 11/2/15. Available: <http://www.slaytonreformedchurch.com/Church/Home.html>

⁵⁵ The Lutheran Church Missouri Synod. Accessed: 11/2/15. Available: <http://www.lcms.org/aboutus>

For more information visit: <http://www.lcms.org/>.

Lake Sarah Baptist Church

Lake Sarah Baptist is a growing family of believers who worship together in rural Slayton, MN. "We are a spiritual community of ordinary people, from all walks of life. We seek to be an oasis from the turmoil and pressures of the workaday world, where those who come can be renewed and encouraged. We are a friendly, somewhat informal church. Come as you are and you will be welcome."⁵⁶

Lake Sarah Baptist Church Mission:

"Worship and enjoy God, grow toward maturity in Christ and share the Good News of God's love with others."

For more information visit: <http://lakesarahbaptistchurch.org/>

Leisure Activities

Murray County Speedway

Murray County Speedway is a regional attraction. The track is a 3/8 mile dirt loop track. Races are Friday nights during the summer and include six classes: IMCA Modified, IMCA Stock Cars, IMCA SportMod, Sport Compact, and Pickups.

For more information visit: <http://www.murraycountyspeedway.net/index.htm>

Slayton Country Club

The Slayton Country Club is a beautiful nine hole, Par 35 golf course in Southwest Minnesota featuring 2,837 yards of course. There are a variety of tournaments and leagues throughout the spring, summer, and fall. The clubhouse has a full bar with many snacks and pizzas.

For more information visit: <http://www.slaytoncc.com/>

Slaytona Beach West

Slaytona Beach West is the only aquatic center in Murray County. The zero depth entry pool features a tea cup waterfall, drop slide, and lemon drop fountains. The aquatic center also features a flume slide, lap pool, speed slide, diving board, drop slide, and several floating toys. Slaytona Beach West is an area 'Hot Spot' offering a wide variety of activities such as Water-Aerobics, Lap Swim, Splash Night, Infant Aquatics, Adult Lap Swim, Swimming Lessons (public and private), and Beach Parties.

For more information visit: http://www.slayton.govoffice.com/index.asp?SEC=4B23019C-20FD-4861-8249-A5F4724C35D6&Type=B_BASIC

Murray County Museum

The Murray County Museum is the biggest little museum in Southwestern Minnesota. The museum has a collection of over 10,000 artifacts on display and a library that contains family histories, newspapers

⁵⁶ Lake Sarah Baptist Church. Accessed: 11/2/15. Available: <http://lakesarahbaptistchurch.org/about/>

and census records. The museum staff provides group tours, research assistance and historical presentations. The museum hosts special exhibits and open houses several times a year, with a Christmas Festival in December.

For more information visit: http://murray-countymn.com/mc/index.php?option=com_content&view=article&id=1148:murray-county-museum&catid=21:county-government&Itemid=252

Murray County Fair

The Murray County Fair is held the third week in August each year and is one of the best small town fairs in Minnesota. Admission is FREE and there is no fee for parking. There are a number of vendors and entertainment options throughout the week of the fair.

The fairgrounds are also used throughout the year for events that include: the Murray County Hospice Annual Garage Sale, Slayton Women of Today's Annual Autumn Boutique, Relay for Life, annual meeting, and other community events.

For more information visit: <http://murraycountyfair.com/>

Government Facilities

City Hall

Slayton's City Administrative Offices are housed in a centrally located building just west of the Central Business District along Broadway Avenue. Slayton City Hall is located at 2424 26th Street. City Council meetings and business operation are conducted out of city hall. The Slayton City Council meets every first and third Mondays of the month at 7:00 p.m. in the council chambers at city hall.

For more information visit: <http://www.slayton.govoffice.com/>

Slayton Police Department

The Slayton Police Department is located at 2223 Broadway Ave. The Slayton Police Department is staffed by 4 full time police officers and one part time clerical position. The police department is responsible for enforcing all state statutes and city ordinances as well as responding to all emergency calls 24 hours a day 7 days a week. Officers provide many outreach programs to all residents in the City of Slayton.

Slayton Fire Department

Slayton Fire Department is located at 2333 Maple Avenue. The Fire department is staffed by thirty volunteer fire fighters. Fire department volunteers meet twice each month for meetings and additional training opportunities.

Murray County Ambulance

The Murray County Ambulance serves a vital role in local healthcare by providing 24/7 Basic Life Support care to the sick and injured. The Murray County Ambulance service responds to over 350 emergency calls a year in Avoca, Chandler, Currie, Hadley, Iona, Lake Wilson, Slayton and the surrounding areas.

For more information visit: <http://www.murraycountymed.org/web/index.php/mcmc-services/80-ambulance>

Public Works Department

These facilities are located at 2250 Linden Avenue. The garage houses street and maintenance equipment, a shop and vehicle storage. There is also outside storage for equipment, and supplies, such as sand and gravel. Slayton Public Works has a variety of equipment to maintain city streets, lots, sewer system, and water system. This equipment can also be used to serve a community purpose. Contact city administration for a list of equipment.

Murray County Government

The government of Murray County was formally organized in 1872. The two government buildings, located at the south end of Broadway Avenue are the center point of county government activities. The traditional County Government Offices are located in the Government Center building, and Courts Administration and Law Enforcement occupy most of the Courts building. The Government Center is located at 2500 28th Street. The Murray County Courts building is located at 2848 Broadway Avenue.

For more information visit: <http://murray-countymn.com/mc/index.php>

Goals & Strategies – Community Facilities

Below are a list of goals and strategies related to community facilities in the City of Slayton. The goals and strategies in this chapter were ranked by the Slayton City Council. Refer to the Description of Goals and Strategy Rankings in the Planning Process Chapter for more information regarding the ranking of goals and strategies.

Community Recreation Center

Goal: Establish a community recreation center for Murray County in Slayton.

Strategy: Support the construction of a community recreation center in Slayton.

Annually review funding for the Community Recreation Center and discuss upcoming fundraising opportunities.

Existing Conditions:

There is an established group that has been fund raising for a community recreation center in Slayton. Slayton is a hub for business and social activity in Murray County. A community recreation center would be a tool to grow the community and Murray County.

The community recreation center could be similar to a YMCA and offer exercise classes, places for the elderly to meet and play cards, art classes, and a place for families to exercise and be active together. Community Education, Murray County Central Schools, and the City of Slayton could share in offering community members a place to promote health and wellbeing in the community.

Community Engagement & Volunteerism

Goal: Increase the opportunity for community volunteerism with city projects.

Strategy: Maintain a list of projects that could benefit from community volunteers.

Clearly outline opportunities for community members and service organizations to assist or lead city projects.

Organize annual cleanup days at city parks and other community facilities as needed.

Develop a livability working group and or at quarterly city council meetings discuss livability, trails, active living, and community projects.

Existing Conditions:

There are a number of goals and strategies outlined in the Slayton Land Use Plan that will only be achieved with support from community members. It is critical for city staff to clearly outline ways for community members to volunteer and how public/private partnerships can be formed. There are examples from communities in Region 8 (Southwest Minnesota) that have established working relationships with service organizations to assist in maintaining existing facilities.

One of the best examples is how the Lakefield Lions Club has helped to maintain Sparks Park. Sparks Park is a nature area with a number of trails winding their way through the woods, over a creek, and around a pond. The trails in the park were maintained and expanded with help from the Lakefield Lions Club. The Lakefield Lions Club also built a bridge in Spark Park to expand the network of trails.

Under the Parks and Recreation Goals in this plan, there is a strategy to organize a group of community members or a service organization(s) to work with the City of Slayton to oversee the Lake Elsie Wetland Nature Area. Community volunteerism is critical in improving the Lake Elsie Wetland Nature Area and Trail. Continued community support is also needed to maintain the natural area and trail once the improvements have been made.

A livability working group could be created to help support city staff. The working group would consist of city staff and community members who want to improve livability, trails, and active living in Slayton. This group could outline opportunities for community members and service organizations to assist or lead city projects. This group could also be directly involved in the Lake Elsie project and other community projects.

If creating this working group is problematic, time should be allocated at quarterly city council meetings to discuss livability, trails, and active living in Slayton. Dedicating this time and directing city staff to assist in outlining opportunities for volunteerism is critical to achieving a number of goals outlined in the Slayton Land Use Plan.

If community volunteerism does not occur, some community facilities may not be able to be maintained at a high level. A second alternative is, the costs associated with running the city and offering services will have to go up.

CHAPTER 9: Infrastructure

Introduction

The availability and adequacy of Slayton's infrastructure is a vital element necessary for the achievement and maintenance of a quality community environment. For the purposes of this document, infrastructure will be defined as the basic facilities, equipment, and installations needed for the functioning of a city. Such facilities would include streets, water, sewer, electricity, gas, etc. (Although streets are part of a city's infrastructure, they are addressed in detail within the transportation section.)

Infrastructure is one of the core responsibilities of government. Infrastructure generally is defined as a public good. Public goods have two distinct characteristics: nonexcludability and nonrivalrous consumption.

Nonexcludability means that the cost of keeping nonpayers from enjoying the benefits of the good or service is prohibitive. An example is a fireworks show. People can watch the show from their property without directly paying for the fireworks show. There is a free rider problem, so there is a chance the good or service will be under produced, since the one directly paying for the good or service may not be able to charge consumers.

Nonrivalrous consumption is when the consumption of a good does not diminish the ability of other people from using it. A national park is often used as an example, provided people do not damage the park (littering, etc.). This is only true up to a point, if too many people try to use the park at once it becomes congested and is no longer nonrival.

Nonexcludable is generally considered the more important of the two aspects of a public good. "One of the best examples of a public good is national defense. To the extent one person in a geographic area is defended from foreign attack or invasion, other people in that same area are likely defended also. This makes it hard to charge people for defense, which means that defense faces the classic free-rider problem."⁵⁷

In regards to city streets it would be very costly to exclude people. It would also be very costly to have multiple streets owned by different entities. City streets are an example of why government typically supplies transportation infrastructure.

Express lanes and toll roads are two examples of transportation infrastructure being privatized. Privatization can be a more cost effective option, but oversight has to occur since the private entity most likely will have monopoly power. Prices and service areas will have to be overseen.

⁵⁷ Library of Economics and Liberty. Accessed: 11/2/15. Available: <http://www.econlib.org/library/Enc/PublicGoods.html>

This mix between public and private is referred to as a semipublic good. Infrastructure discussed in this chapter is either provided by government or a semi-public entity. The semi-public entity may be a for-profit business or a non-profit business, but there is oversight from the government.

Conformance to high standards of service should always be encouraged in every aspect of the infrastructure system whether public or private. Competition is the key element in ensuring goods and services are delivered in a quality and competitive manner. If competition does not exist the next best option is to compare service and cost to a similar entity.

Water System

The original water distribution system in Slayton dates back to the 1930s, but the exact date is unknown. Since the original construction many upgrades and improvements have been continuously made throughout the years. The following is a brief description of the water system in Slayton, divided into four categories (supply, storage, distribution, and treatment).

I-Table #1 Excess Capacity

Water System	Capacity	Demand	Excess	Notes
Water Storage	400,000	238,000	162,000	gallons per day
Water Treatment	720,000	238,000	482,000	gallons per day
Wastewater Treatment	377,000	301,000	76,000	gallons per day

Water Supply

The water supply in Slayton is procured by three wells. Two of the wells are active and one of the wells is on standby. The total capacity is 1,300 gallons per minute. The Department of Natural Resources (DNR) permits Slayton to draw 120 million gallons from the well system.

I-Table #2 Wells – Slayton

Well Number	Year Installed	Depth	Well Diameter	Capacity (GPM)	Status
1	1993	220	8"	500	Active
2	1968	198	8"	300	Standby
3	1995	207	8"	500	Active

Water Storage

The water storage in Slayton is composed of an elevated water storage tank and a concrete ground water storage tank. The total storage capacity is 400,000 gallons. The five year average demand per day is 238,000 gallons. The water tower was last painted in 2007.

I-Table #3 Water Storage Capacity – Slayton

Storage Type	Year Built	Storage Capacity (gallons)
Elevated Storage (water tower)	1984	300,000
Ground Storage	1984	100,000

When assessing storage needs there are two basic rules of thumb which can be used to determine storage adequacy.

1. Minimum storage should be at least 40 gallons/capita. (40 gallons x 2,153 persons = 86,120 gallons)(2010 census)
2. The municipal water supply should have a minimum water storage capacity equal to the average daily water usage. (400,000 storage vs. 238,000 five year average demand per day)

It is necessary to maintain these standards in order to provide adequate fire flow demand, stabilize the system, and provide emergency storage in case of failures occurring in the municipal wells or during power outages. Currently, the City of Slayton meets both of these guidelines.

Water Distribution

The water distribution consists of water mains ranging in size from four inches to 12 inches. Roughly 80 percent of the system is cast iron dating back to the 1940s. The remaining 20 percent of the system is PVC.

The water treatment plant capacity is 720,000 gallons per day. Slayton is a Class C Facility. Fluoride and chlorine are both added to the water supply. Slayton recycles 100 percent of the backwash water in the system.

There are approximately 150 fire hydrants. There are three types of fire hydrants, which are classified by flow. Red cap fire hydrants have a flow between 0-500 gallons per minute. Yellow cap fire hydrants have a flow of 501-1000 gallons per minute. Green cap fire hydrants have a flow of 1001-1500 gallons per minute.

Sanitary Sewer System

The City of Slayton uses a stabilization pond system to treat wastewater. Wastewater stabilization ponds are large, man-made bodies of water that treat wastewater through a natural occurring process. Ponds can be used individually, or they can be linked in a series for improved treatments.

The Slayton sanitary sewer ponds are a Class D Facility and use a two pond system. The primary pond is 28.44 acres and was built in 1958. The secondary pond is 12.45 acres and was also built in 1958. There are two aerators in the primary pond for oxygen dilution. There is only one aerator in the secondary pond for oxygen dilution. The aerators were installed in 2002.

The ponds are working very well according to city staff. Wastewater stabilization ponds are low-cost for operation and maintenance. "Stabilization ponds are the most cost-effective (semi) centralized wastewater treatment technology for the removal of pathogenic microorganisms."⁵⁸

⁵⁸ Sustainable Sanitation and Water Management. Waste Stabilization Ponds. Accessed: 12/22/15. Available: <http://www.sswm.info/category/implementation-tools/wastewater-treatment/hardware/semi-centralised-wastewater-treatments/w>

Lift Stations

There are two lift stations that are part of the Slayton sanitary sewer ponds. The North lift station is responsible for pumping roughly 95 percent of the wastewater. There are two pumps in use at the station, and there is one backup pump. The pumps were purchased in 2010, 2012, and 2013. The North lift station was rehabbed in 1997 and with properly working pumps is in operational shape.

The South lift station lifts roughly five percent of the wastewater. The South lift station has two pumps that were purchased in 2002. The lift station was rehabbed in 2002 and with properly working pumps is in operational shape.

Sanitary Sewer Main

Sanitary sewer mains range in sizes from six inches to 14 inches. Roughly 80 percent of the system is glazed clay pipes from the 1940s and 1950s. According to city staff, these clay pipes look good for the most part.

The other 20 percent of the system is PVC. The PVC is new, but different pipe materials have different strengths. Manufacturing technologies have improved the laminations and voids that plagued older clay pipes. The positive aspects of clay or iron pipes are the strength and long lifespan. Plastic pipe is relatively easier to work with, but it is not as strong as clay or iron pipes.

System Capacity

The Minnesota Pollution Control Agency (MPCA) permits the Slayton sanitary sewer ponds to receive 377,000 gallons of wastewater per day. The Slayton sanitary sewer ponds average roughly 301,000 gallons per day. The City of Hadley pumps roughly 4,500 gallons per day of their wastewater to the Slayton sanitary sewer ponds.

Inflow & Infiltration

Inflow and Infiltration exists to some degree in all sanitary sewer systems. Infiltration is a result of either groundwater entering the sanitary sewer system through leaking pipes and manholes or rainfall percolating through the ground and entering the sewer system through foundation drains and/or coming through poorly constructed service connections.

Inflow and Infiltration can have a number of negative effects on a sewer system. Grit can be carried into the system, dilution can hinder treatment, and overloading can damage processing equipment. Extensive inflow can quickly cause a system to exceed capacity of the sewer system and cause wastewater to back up in basements. Elimination of excess Inflow and Infiltration in addition to saving tax dollars, can lower the costs of operating the system, reduce the threat of basement flooding, eliminate grit from the system, and eliminate the need for bypassing the sanitary sewer system.

During regular flows, the Slayton sanitary sewer ponds are well under their MPCA permit. During heavy rain events the lift stations will pump over 1,000,000 gallons per day. The City of Slayton has completed a number of studies to help minimize Inflow and Infiltration. This includes smoke testing, dye testing, and televising.

There is also a sump pump ordinance, which prohibits pumping sump pump water into the sanitary sewer system. Community members may apply for a permit to pump sump pump water into the sanitary sewer system from November 1st to April 1st. After April 1st permit holders must notify city hall that they are pumping to the outside of their house.

Fire Flow Requirements

The Insurance Services Office (ISO) is an independent ratings organization which rates fire protection services for communities and rural properties. A municipal water distribution is considered adequate if it can deliver either the maximum hour flow rate or the required fire flow rate with peak daily demands, whichever is greater. The minimum ISO recognized fire flow is 500 gallons/minute and the maximum for a single fire is 12,000 gallons/minute.

Slayton's water system currently only has the capability to pump 1,300 gallons per minute, which would meet the minimum ISO fire flow while still meeting daily demand. Slayton has an ISO rating of 6. ISO ratings range from 1 to 10, with 10 being the worst. An ISO rating of 10 means, there is no fire protection available. Receiving a rating of 6 is not bad, very few communities in Region 8 rank higher. Only the very largest cities in the area rate higher than Slayton.

Electric Utilities

The City of Slayton is served by Nobles CO-OP Electric and Xcel Energy.

I-Figure #1

Electric Utility Map – Slayton



Natural Gas & Propane

The City of Slayton is served by Lakes Gas Company, Northwest Gas, and Cenex Chandler Co-op.

Lakes Gas Company

Since 1959, Lakes Gas has been serving customers all over America's great Midwest. From Minnesota and Wisconsin to Michigan to South Dakota, we keep families warm and businesses running with reliable propane services and great prices. In 2014, Lakes Gas was named 12th on the list of top 50 U.S. propane gas companies in the February issue of LP Gas. For more information visit:

<http://www.lakesgasco.com/>.

Northwest Gas

In existence since 1991, Northwest Natural Gas began in the town of Ogilvie, MN with six members of the Gorham family. Northwest Natural Gas now employs four full-time and three part-time employees. As a family-owned entity, Northwest Natural Gas continues to serve its residential and commercial customers with the best of service. For more information visit: <http://nwnogas.com/>.

Cenex Chandler Co-op

The Cenex Chandler Co-op offers propane for residential, business, agriculture, and transportation needs. For more information visit: <http://www.cenex.com/>.

Internet Providers

Major internet service providers in Slayton include: Frontier, Mediacom, Vast Broadband, and MVTV Wireless. Mobile and satellite internet providers include AT&T, Verizon, and HughesNet. For more information visit: <http://broadbandnow.com/Minnesota/Slayton>.

Sanitation & Recycling

Schaap Sanitation is the only waste disposal company in Slayton. Schaap Sanitation offers residential, business, and construction waste disposal. Waste disposal is left up to each individual or business to contract for their service. The rates for garbage collection are based upon a volume system and size of the container. Rates for Schaap Sanitation can be found by visiting: <http://www.schaapsanitation.com/>.

The recycling services in Slayton are managed under the authority of Murray County. There is a recycling drop off center at 1820 Erlandson Avenue. Schaap Sanitation also does recycling pickup. Recycling pickup is left up to each individual or business to contract for their service. For more information visit: http://murray-countymn.com/mc/index.php?option=com_content&view=article&id=1254&Itemid=329.

Call Before You Dig

Gopher State One Call (811) is a one call notification system established to inform all Minnesota underground facility operators of intended excavation. The service has no cost to Minnesota residents in locating utility lines (electric, sewer, water, gas, telephone, etc.). They notify the utilities in the area who come out and mark the location of the buried lines. If an individual citizen is going to do any digging, whether the placement of trees or a construction project, it is their responsibility to find the location of the lines before any digging occurs.

Goals & Strategies – Infrastructure

Below are a list of goals and strategies related to infrastructure in the City of Slayton. The goals and strategies in this chapter were ranked by the Slayton City Council. Refer to the Description of Goals and Strategy Rankings in the Planning Process Chapter for more information regarding the ranking of goals and strategies.

Capital Improvements Plan

Goal: Improve coordination and efficiency of infrastructure projects in Slayton.

Strategy: Develop a Capital Improvements Plan for the City of Slayton

Existing Conditions:

A Capital Improvements Plan (CIP) is the long-range plan for all individual capital improvement projects and funding sources. The City of Slayton has typically replaced infrastructure when it is in need of repair. When you replace or fix something when it is in need of repair, it is often more expensive, since flexibility has been reduced.

Developing a plan to replace infrastructure helps to develop a schedule. A schedule can be more flexible, so you can wait for better pricing and bundle infrastructure projects together. Bundling infrastructure projects together can save time, money, and interruption to community members.

It is recommended that city staff and the Slayton City Council develop a five, 10, and 20 year CIP. The CIP will outline needs and regular replacement schedules for infrastructure and infrastructure related projects, like painting the water tower. Higher cost projects will be outlined, so they can be aligned with funding and a timeline. A CIP should include: transportation needs and projects, water supply needs and projects, water storage needs and projects, water distribution needs and projects, sanitary sewer needs and projects, and a replacement schedule for higher cost items: trucks, snow plows, loaders, etc.

The CIP Plan will be managed by the Public Works Director and the City Administrator. The CIP can also include high cost projects regarding: airports, bikeways, bridges, drainage, libraries, parks, police, fire, and other city needs.

Infrastructure Replacement Plan

Goal: Increase the reliability of infrastructure within the City of Slayton.

Strategy: Develop an Infrastructure Replacement Plan as part of the Slayton Capital Improvements Plan.

Existing Conditions:

The age of infrastructure in Slayton was identified as a weakness during the planning process. Roughly 80 percent of the water distribution system is cast iron dating back to the 1940s. Roughly 80 percent of the sanitary sewer system is glazed clay pipes from the 1940s and 1950s. These systems need upgraded.

It is recommended that a percentage of the water distribution system and the sanitary sewer system be replaced every year. These projects should be aligned with transportation projects. A schedule of replacement needs to be outlined in the Slayton Capital Improvement Plan.

Inflow & Infiltration Reduction Plan

Goal: Decrease Inflow & Infiltration in the sanitary sewer system.

Strategy: Document in the Inflow & Infiltration Reduction Plan the studies and projects the City of Slayton has implement to help reduce Inflow and Infiltration.

Existing Conditions:

The age of infrastructure in Slayton was identified as a weakness during the planning process. Roughly 80 percent of the sanitary sewer system is glazed clay pipes from the 1940s and 1950s. An older system is typically more susceptible to inflow and infiltration.

Inflow and infiltration has been managed well by city staff, but as staff turnover occurs knowledge of the sanitary sewer system can be lost. An Inflow & Infiltration Reduction Plan will help to document studies and projects that have been done, which helps to mitigate Inflow and Infiltration.

Documentation will help to show where progress has been made and areas where additional work is needed. An Inflow & Infiltration Reduction Plan will also help to show Minnesota Pollution Control Agency that the City of Slayton is working towards minimizing inflow and infiltration. It is often difficult to go back and identify all the studies and projects that have occurred in regards to minimizing inflow and infiltration.

CHAPTER 10: Energy

Introduction

The primary focus of the energy chapter is to identify personal energy units and renewable energy systems that could potentially be installed within the City of Slayton. Personal energy units are small scale energy producing devices designed to power a specific device or something as large as a home. It is important to consider possible conflicts regarding personal energy units and renewable energy systems. Addressing these conflicts before there is an issue may help to maintain orderly development. This section will address policy regarding solar panels, wind turbines, and geothermal energy units installed within city limits.

Solar

Solar energy can be harnessed in two ways, solar thermal or photovoltaic. Solar thermal technology uses the sun's energy, rather than fossil fuels, to generate low-cost, environmentally friendly thermal energy. This energy is used to heat water or other fluids, and can also power solar cooling systems. Photovoltaic (PV) is a method of generating electrical power and can be used to power a water pump or light in a garden to larger panels powering a house and contributing to the power system. Both thermal and PV require a solar panel to collect the energy.

The Planning and Zoning Code in Slayton requires a Permitted Use Permit for solar panels to be installed. Solar panels that require permits are any kind of solar panel used to power anything other than itself. Landscaping lights and other similar solar panel products are allowed without permits. These solar panels are classified as providing power for itself and would not require a permit. Contact the City of Slayton to get information regarding the permitting process.

Wind

Wind turbines also come in a variety of sizes. Small turbines can be used to power aeration systems on ponds and lakes and larger turbines have been installed within city limits to power schools and other public facilities. The Planning and Zoning Code in Slayton requires a Conditional Use Permit for wind turbines. Contact the City of Slayton to get information regarding the permitting process.

Geothermal

There are some legal issues raised by geothermal energy resources that include questions of ownership and allocation of the resource. Other concerns arise in regards to emissions as a result of fluids being drawn deep within the earth. These emissions may result in unpleasant smells.

There are both open and closed loop geothermal systems. Open-loop systems allow the mixture of gases, notably carbon dioxide (CO₂), hydrogen sulfide (H₂S), methane (CH₄) and ammonia (NH₃), to be

released into the air.⁵⁹ There is often a notable smell of rotten eggs that can exist when an open-loop systems emits.

Closed-loop systems are more common and better for the environment. Closed-loop systems contain all of the gases and fluids it extracts from a well and re-injects them after it removes the heat.⁵⁹ In this system essentially nothing is lost and there is no odor in the air. The drawback is the closed-loop system is more expensive than an open-loop.

There is no mention within the City of Slayton's Planning and Zoning Code regarding geothermal.

⁵⁹ Union of Concerned Scientists. Environmental Impacts of Renewable Energy Technologies. Accessed: 1/19/16. Available: http://www.ucsusa.org/clean_energy/our-energy-choices/renewable-energy/environmental-impacts-of.html#.Vp5SVvkrJFE

CHAPTER 11: Present Land Use

Introduction

The livability and viability of a community are largely dependent on the pattern of its many, varied land uses. Transportation efficiency, accessibility, and the quality of life for the City's residents are determined in many cases by the land use arrangement. The classification of a specific land use affects how a community can use that area of land. The classification of land uses in turn affects activity levels and health. It is critical to consider the health, livability, and active living when analyzing current land uses and creating the future land use map.

Excessive development regulation also needs to be considered. Zoning and development policies need to be tailored for different cities. Zoning and development policies are in place to ensure land uses are compatible, maintain property values, and assist with orderly development.

An analysis of the existing land uses in Slayton will enable one to evaluate the geographical elements of the community with the purpose of identifying both assets and deficiencies. Once this information has been analyzed, it can be used to help develop future land use goals and policies. Existing land uses in Slayton will be analyzed within the following classifications:

- **Residential – R-1**
 - The purpose of the R-1 Low Density District is to provide for single-family detached and 2-family residential dwelling units and directly related complementary uses.
- **Residential – R-2**
 - The purpose of the R-2 Medium Density Residential District is to provide a mix of housing densities and for the transition in land use from residential to limited commercial uses.
- **Residential – R-3**
 - The purpose of the R-3 Mobile Home Residential District is to provide for a variety of dwelling types including mobile homes in a low density residential area.
- **Residential – R-M**
 - The purpose of the PUD Planned Unit Development District is to provide for the integration and coordination of land parcels as well as the combination of varying types of residential, commercial and industrial uses.
- **Business – B-1**
 - The purpose of the B-1 Highway Business District is to provide a location for uses that are appropriate to thoroughfare locations, are largely dependent upon thoroughfare traffic and are not altogether suitable within the Central Business District.
- **Business – B-2**
 - The purpose of the B-2 Central Business District is to preserve and enhance the Slayton Central Business District (CBD) as the primary center for office and government employment and retail activities.
- **Industrial – I-1**






- The purpose of the I-1 Industrial District is to provide a location for warehousing, bulk storage, wholesaling, processing, light and heavy manufacturing and related industrial development.
- **Agricultural-Open Space District – A-0**
 - Intended to provide a district which will allow suitable areas of the city to be retained and utilized in open space and/or agricultural uses, prevent scattered non-farm uses from developing improperly and secure economy in government expenditures for public utilities and services.
- **Airport Zoning - Air**
 - Intended to restrict land uses that may be hazardous to the operational safety of aircraft using the airport and to protect the safety and property of people on the ground in the area near the airport.
- **Unclassified – NA**
 - There are annexed areas within the municipal boundaries of Slayton that are unclassified.

Efficient City Growth

Land Use decisions impact the returns on investment in sewer, water, roads, parks, and other infrastructure. A more compact development helps to decrease the cost of public infrastructure. If more people are living within a neighborhood, the fixed costs of infrastructure in that neighborhood can be spread across more people.

Compact efficient development is not only more efficient in regards to infrastructure, but it helps to increase connectivity and social cohesion. Traditional grid developments can help to increase connectivity, promote walking and biking, and decrease the costs of public infrastructure. The figure below shows how connectivity decreased as the gradual adoption of the car changed developments.

T-Figure #1 Residential Street Pattern Design Comparison

Figure 2: Evolution of street patterns since 1900 showing gradual adaptation to the car (M. Southworth, 1997)					
	Gridiron (c. 1900)	Fragmented parallel (c. 1950)	Warped parallel (c. 1960)	Loops and lollipops (c. 1970)	Lollipops on a stick (c. 1980)
Street patterns					

Residential Street Pattern Design⁶⁰

⁶⁰ Residential Street Pattern Design. Accessed: 7/14/15. Available: <http://www.cmhc-schl.gc.ca/publications/en/rh-pr/tech/socio75.html>

This shift from the square grid development has taken place over the past half a century. This shift can be seen by older developments being more compact and walkable to newer developments being spread out and auto-dependent. Land use and the design of the community can have a significant impact on the health of the community.

Land use development is a complex process that affects health, livability, development, and infrastructure. Compact development has a direct impact on the cost of infrastructure, connectivity, livability, and health. Land use decisions have long term impacts, so land use decisions should not be made without considering all of the potential impacts. Growth can happen in a manner where infrastructure is planned for and efficiently provided through connection and coordination with existing local and regional infrastructure and services.

G-Table #1 **Comparing Smart Growth and Sprawl**

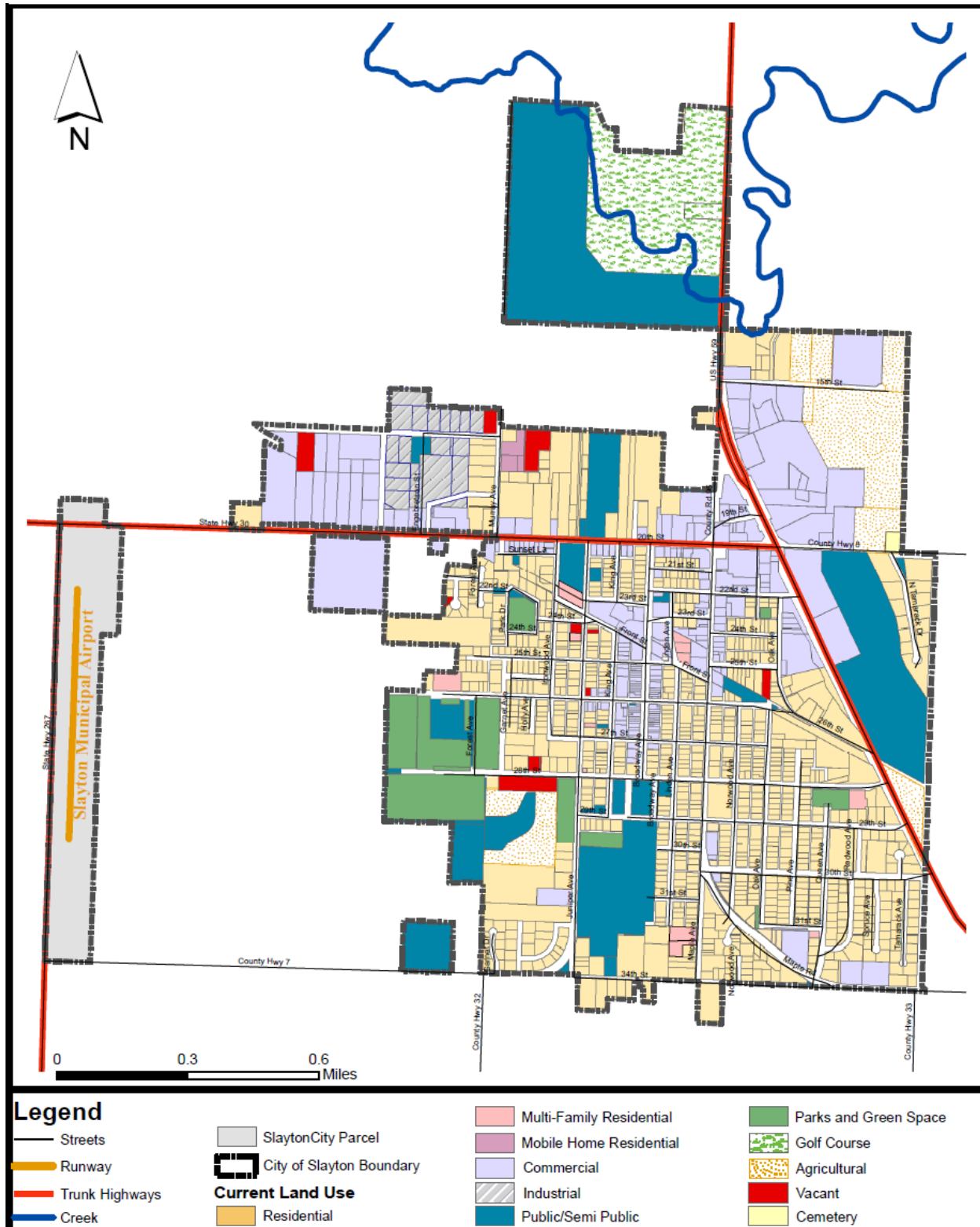
	Sprawl	Smart Growth
Density	Lower-density, dispersed activities	Higher-density, clustered activities
Growth pattern	Urban fringe (greenfield) development	Infill (brownfield) development
Land use mix	Homogeneous (single-use, segregated)	Mixed land uses
Scale	Larger scale; larger blocks and wider roads; less detail since people experience the landscape at a distance, as motorist	Human scale; smaller blocks and roads; careful detail, since people experience the landscape up close, as pedestrians
Public services (schools, parks, etc.)	Regional, consolidated, large; requires automobile access	Local, distributed, smaller; accommodates walking access
Transport	Automobile-oriented; poorly suited for walking, cycling and transit	Multi-modal; supports walking, cycling, and public transit
Connectivity	Hierarchical road network with numerous dead-end streets, and limited, unconnected walking and cycling facilities	Highly connected (grid or modified grid) streets and nonmotorized network (sidewalks, paths, crosswalks, and shortcuts)
Street Design	Streets designed to maximize motor vehicle traffic volume and speed	Streets designed to accommodate a variety of activities; traffic calming
Planning process	Unplanned, with little coordination between jurisdictions and stakeholders	Planned and coordinated between jurisdictions and stakeholders
Public space	Emphasizes private realm (yards, shopping, malls, gated communities, private clubs)	Emphasizes public realm (streets, walking, environments, public parks, etc.)

Source: Victoria Transport Policy Institute⁶¹

⁶¹ Victoria Transport Policy Institute. Smart Growth Policy Reforms. Accessed: 11/19/15. Available: http://www.vtpi.org/smart_growth_reforms.pdf

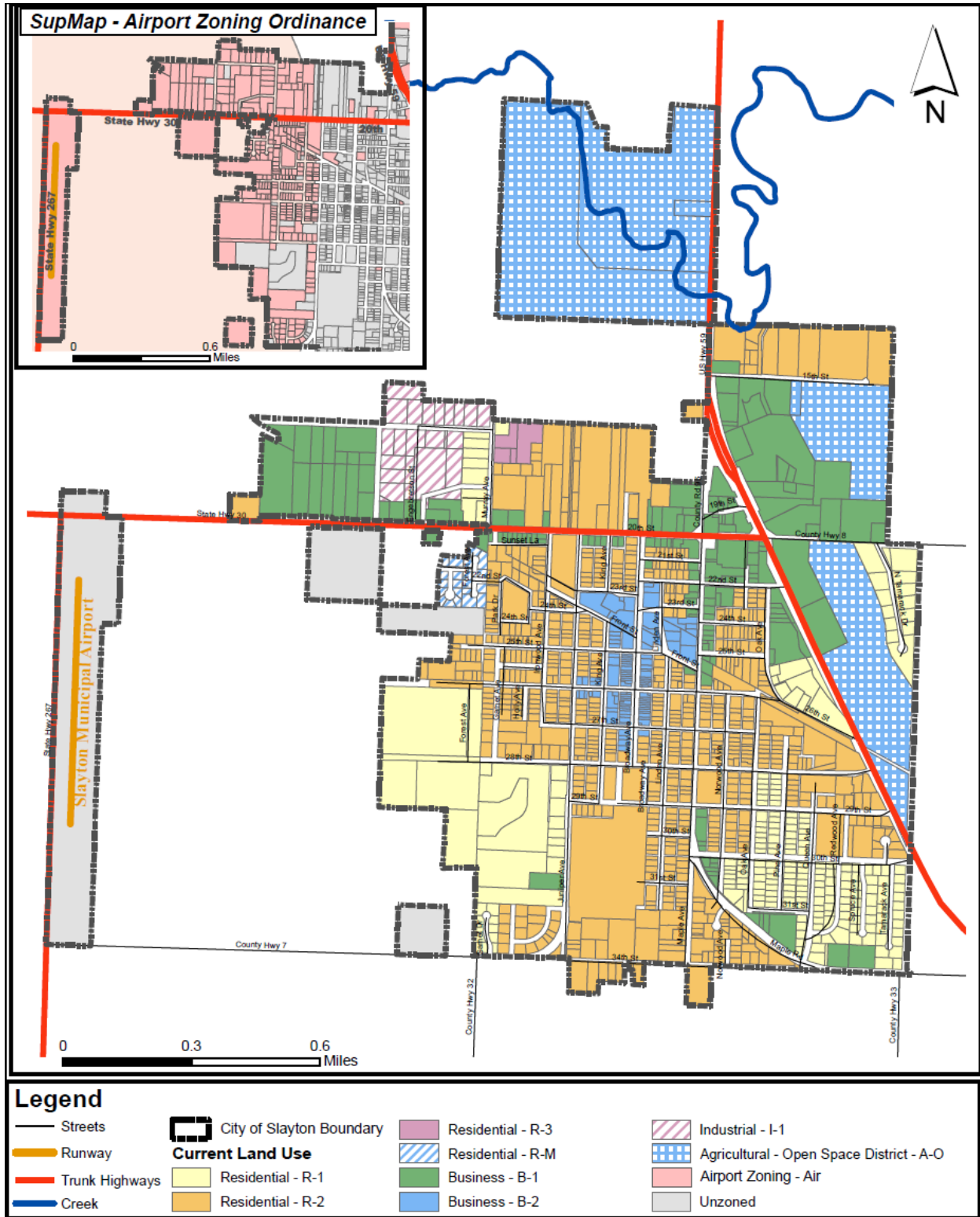
G-Figure #5

Present Land Use Map - Slayton



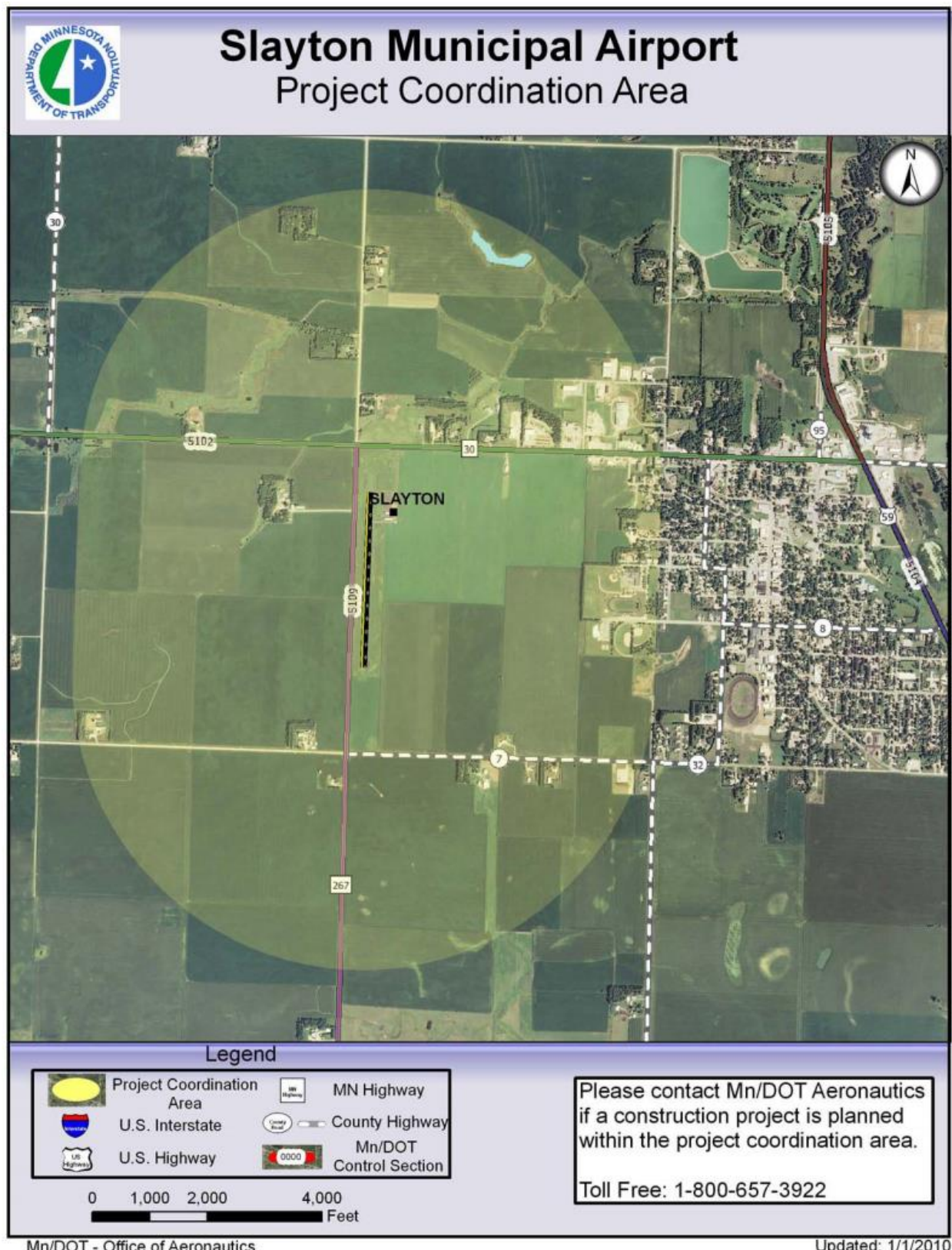
G-Figure #6

Zoning Map - Slayton



G-Figure #7

Airport Influence Area Map – Slayton



Residential

Slayton is a small rural city and like most small rural cities in the United States, the city is dominated by one type of land use, residential. Single family homes are the dominate feature in residential areas. Residential also includes: mobile home trailers, apartment complexes, duplexes, and other housing types.

There are four types of residential zoning in Slayton. These zoning types are based on population density and compatible land uses. Population density is commonly divided into low, medium, and high. The general rule used to determine an area's density is outlined as follows:

Low Density	2.6	Dwelling Units per acre
Medium Density	7.0	Dwelling Units per acre
High Density	12.0	Dwelling Units per acre

Low density residential housing areas are mixed throughout Slayton, but are more common in newer housing development areas in a community. Normally sized lots in Slayton are generally 100 feet by 100 feet. In the newer developments the lot size is generally bigger, ranging from approximately 100 feet or wider and at least 135 feet to 150 feet deep.

Medium density residential developments are also found throughout Slayton. This density type is associated with older neighborhoods or original plat areas of a community. Typically, the lot sizes in this area are 50 feet to 75 feet wide and 135 feet to 150 feet deep, depending upon the block size. The majority of Slayton's residential housing units are in the medium density areas, which surround the central business district along Broadway Avenue.

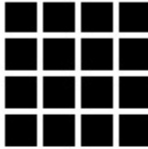



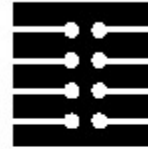
High density residential development usually occurs in areas where multi-family structures are dominate. Apartment complexes, duplexes and older homes converted to apartments comprise this type of residential land use. In Slayton, there are relatively few multi-family housing units. The multi-family housing structures in Slayton are scattered throughout the city, so there is not one specific area of higher density housing.

Historically, residential development in Slayton has resembled traditional grid development. Traditional square grid development is the most efficient type of development in regards to infrastructure. With square grid development dead ends in the sewer and water system can be avoided; there are typically higher population densities, so the cost of infrastructure per lot can be minimized; there are also health benefits associated with compact square grid developments.

Traditional grid development increases connectivity and promotes walking and biking. Promoting compact developments will make it more convenient to walk and bike, which has lasting healthy benefits. As you move to the right in the figure below, connectivity decreases and you move towards a more car dependent development. This shift from the square grid development has taken place over the past half a century. This shift can be seen by older developments being more compact and walkable to

newer developments being spread out and auto-dependent. Land use and the design of the community can have a significant impact on the health of the community.

G-Figure #8 Comparison for Area Used for Streets

Figure 1: Comparison of area used for streets, among five typical patterns					
					
	Square grid (Mileus, Houston, Portland, etc.)	Oblong grid (most cities with a grid)	Oblong grid 2 (some cities or in certain areas)	Loops (Subdivisions - 1950 to now)	Culs-de-sac (Radburn - 1932 to now)
Percentage of area for streets	36.0%	35.0%	31.4%	27.4%	23.7%
Percentage of buildable area	64.0%	65.0%	68.6%	72.6%	76.3%

Residential Street Pattern Design⁶²

Slayton's growth has been influenced by the municipal boundaries and economic production within the community and region. Development has occurred within the city limits, for the most part. Generally, a city will develop around a central focal point, like the Central Business District, and continue to expand in all directions outward. This is the case in Slayton, where development centered around Broadway Avenue and the old train station. Development in Slayton has also been influenced by Highway 59 and Highway 30. Residential developments have pushed west and south, because of Highway 59 and Highway 30. Commercial and industrial development has occurred along Highway 59 and Highway 30.

Overall, residential development in Slayton has occurred in an orderly manner. Residential neighborhoods are adequate and well kept. The majority of residential structures show no significant need of repair. Ultimately, a sound, quality residential area will reflect the attitudes of the individuals, their neighborhoods, and lastingly the attitude of the entire community.

Commercial

Slayton's business activity can be divided into three areas: Central Business District, Highway Business District, and Industrial District.

The Central Business District in Slayton is along Broadway Avenue. The Central Business District offers office space for professionals, retail establishments, restaurants, and mixed use housing. Development in the Central Business District has stayed strong as development has occurred along Highway 59 and Highway 30.

⁶² Residential Street Pattern Design. Accessed: 7/14/15. Available: <http://www.cmhc-schl.gc.ca/publications/en/rh-pr/tech/socio75.html>

Highway Business District in Slayton is along Highway 59 and Highway 30. The Highway Business District offers retail, restaurants, and more industrial scale distribution of goods and services. The Highway Business District has grown in recent years.

Zoning helps to encourage compatibility within the same area. Zoning also encourages cluster, which can increase efficiency. When similar oriented businesses cluster together there are economies of scale for the customers, businesses, and the city, so similarly oriented businesses should be encouraged to locate near each other.

Localization economics is the study of firms in the same industry and why they often locate close together. Firms in the same industry locate close together so they can take advantage of economies of scale in intermediate inputs. Multiple firms can support an input supplier and the cost can be spread across multiple businesses.

Customers benefit by having a number of goods and services in one location. Customers do not have to travel to buy different goods and services, and customers can compare similar goods more efficiently. The city benefits by limiting sprawl, so infrastructure costs are minimized.

Urbanization economics is the study of firms in different industries and why they locate close together. Firms in different industries locate close together so they can benefit from sharing intermediate inputs, large labor pools to draw from, and positive externalities from shopping. Positive externalities from shopping happens when an individual goes shopping for one specific item and the shopper sees something nearby and purchases that as well.

Helping to promote clustering of businesses not only makes economic sense in some cases, but helps to promote an active lifestyle. If the majority of customer oriented businesses are located in the Central Business District, then it would be manageable to walk from shop to shop. Connectivity helps to encourage physical activity and is a positive externality of clustering and compact development. Having a compact business district will help to make the community healthier and more sustainable.

Development along Highway 59 and Highway 30 is not as compact as the Central Business District. Development along Highway 59 is primarily industrial bases retail. There is a mixture of industrial based retail and pedestrian based retail, like restaurants, flower market, and grocery store along Highway 30. There are two restaurants on the south side of Highway 30. These restaurants are more accessible to walkers and bikers, since they do not have to cross Highway 30.

Highway 30 has been identified as an obstacle to walking and biking to businesses along Highway 30. Retail and service businesses targeting the general public should be encouraged to locate in the Central Business District. The second best option is Highway 30. The south side of Highway 30 is preferable, since it is more accessible for pedestrians. The third option is Highway 59.

Industrial

There is only one industrial park in Slayton. The industrial park is located in the northwest corner of Slayton. Older industrial businesses in other areas of Slayton have relocated or are no longer operating.

It is typical to see some industrial businesses along the old railroad corridors mixed in with residential land uses, since there were limited restrictions in the past. There are no older industrial businesses operating in residential land use areas.

It is critical to keep industrial areas separate from residential areas. The types of traffic and emissions in industrial areas can sometimes be hazardous, if exposed to them on a regular basis. Noise from industrial areas is also a contributing factor for separating noncompatible land uses. A buffer between noncompatible land uses also helps to increase safety, health, and livability

The existing industrial area is in the northwest section of Slayton. The existing industrial park has served the community well for a number of years. There are existing buffers between noncompatible land uses. There is agricultural land to the north of the Industrial park. There are trees and a hedge row between residential properties to the east and businesses to the southeast. There is a highway business district to the south and west that acts like a buffer to vehicle traffic along Highway 30 and residential properties to the west.

The existing industrial park has no available lots. A second industrial area is needed in Slayton. There is agricultural property to the north and northwest of the existing industrial park. The figure below shows a satellite image of the industrial park, the buffers, and the agricultural property that could be developed.

G-Figure #9 **Existing Industrial Park – Slayton**



Agricultural

The city boundary of Slayton is bordered by agricultural land. There is not a large portion of agricultural land around Slayton that has been incorporated into the city. This land is under county planning and zoning. Other cities in southwest Minnesota have incorporated or acquired agricultural land to ensure orderly and planned development.

Recently, Slayton did incorporate three properties, but these properties have not been zoned with an existing land use. The three properties include: Schmitz Grain new development on Highway 30 east of Slayton; a farm site and agricultural plot of land between the southeast corner of the new Schmitz Grain property and the city boundary. There is also an agricultural plot of land on 91st Street east of Slayton. These properties are outlined in the figure below.

G-Figure #10 **Incorporated Land, Not Zoned –Slayton**

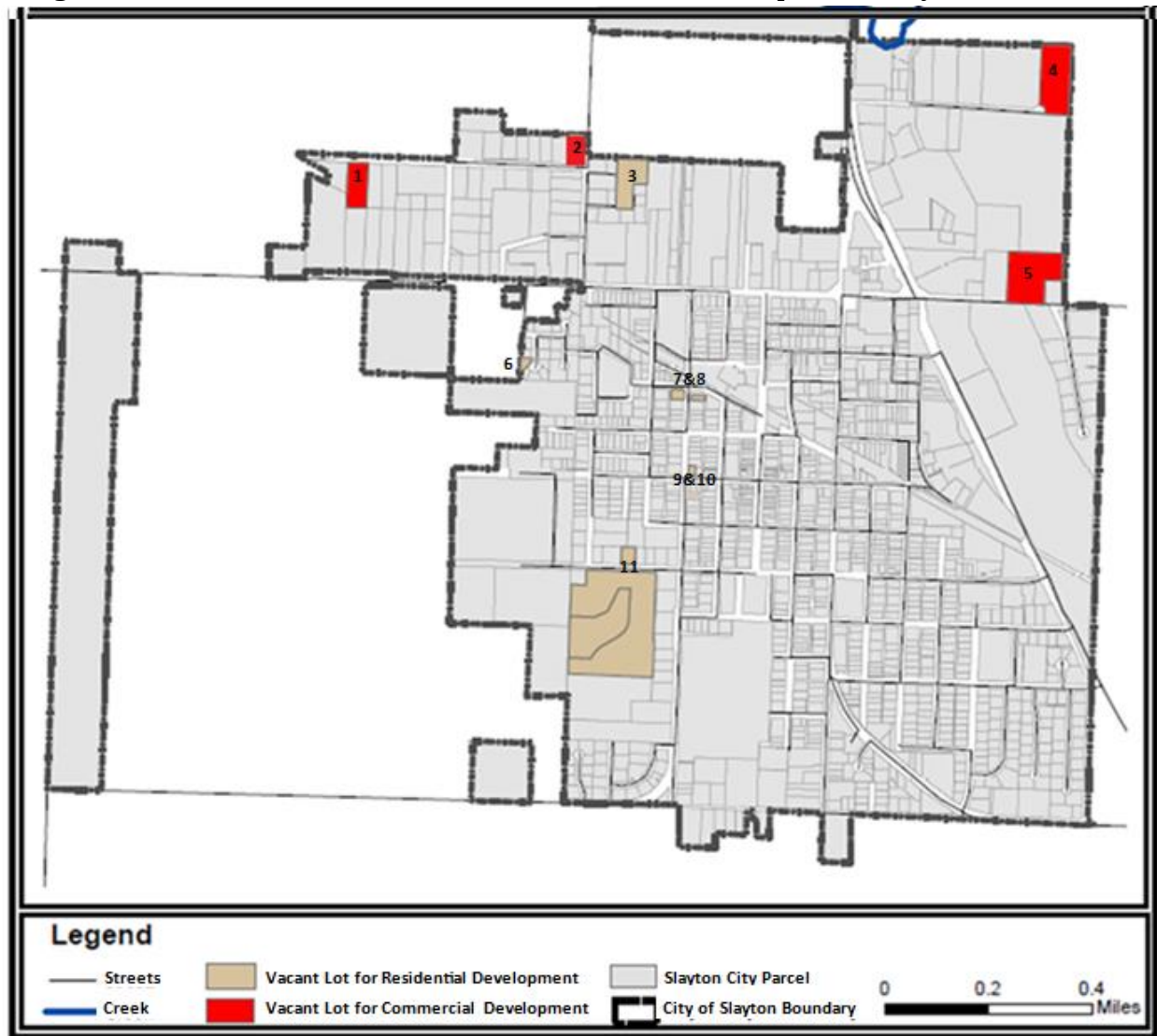


Referring back to the Existing Land Use Map will show how these recently incorporated plots are islands. The city boundaries should be expanded so there is continuity in the city boundary. Adjacent agricultural land should be incorporated around Slayton to ensure orderly and planned development.

Vacant Land

There are a limited number of lots available for residential, business, and industrial development. As of January 12, 2016, there are no vacant lots for sale in the City of Slayton with Action Reality Group, Creative Three Reality and Murrayland Agency, which are the three main realtors in the City of Slayton. There are a few privately owned lots that do not have structures on them. These lots should be pursued for development.


H-Figure #1 **Vacant Lots for Potential Future Development - Slayton**



G-Figure #11

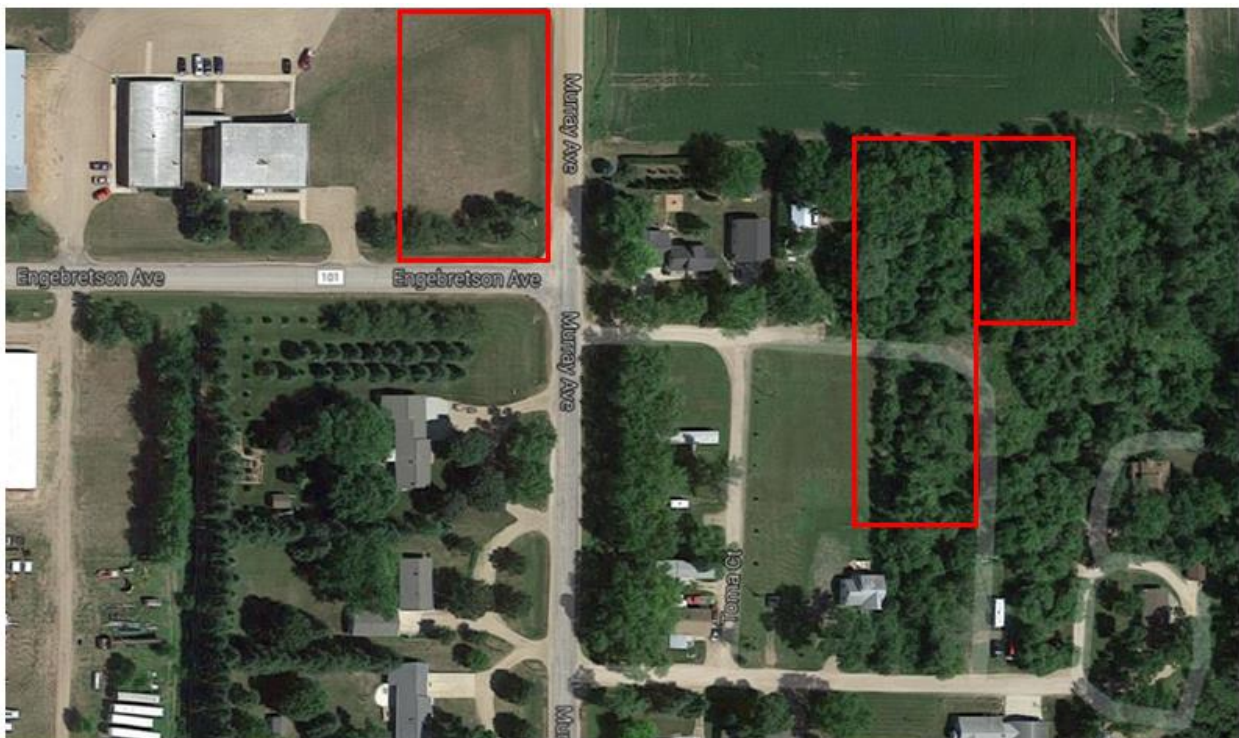
Vacant Lot #1




Vacant Lot 

G-Figure #12

Vacant Lots #2 & #3




Vacant Lot 

G-Figure #13

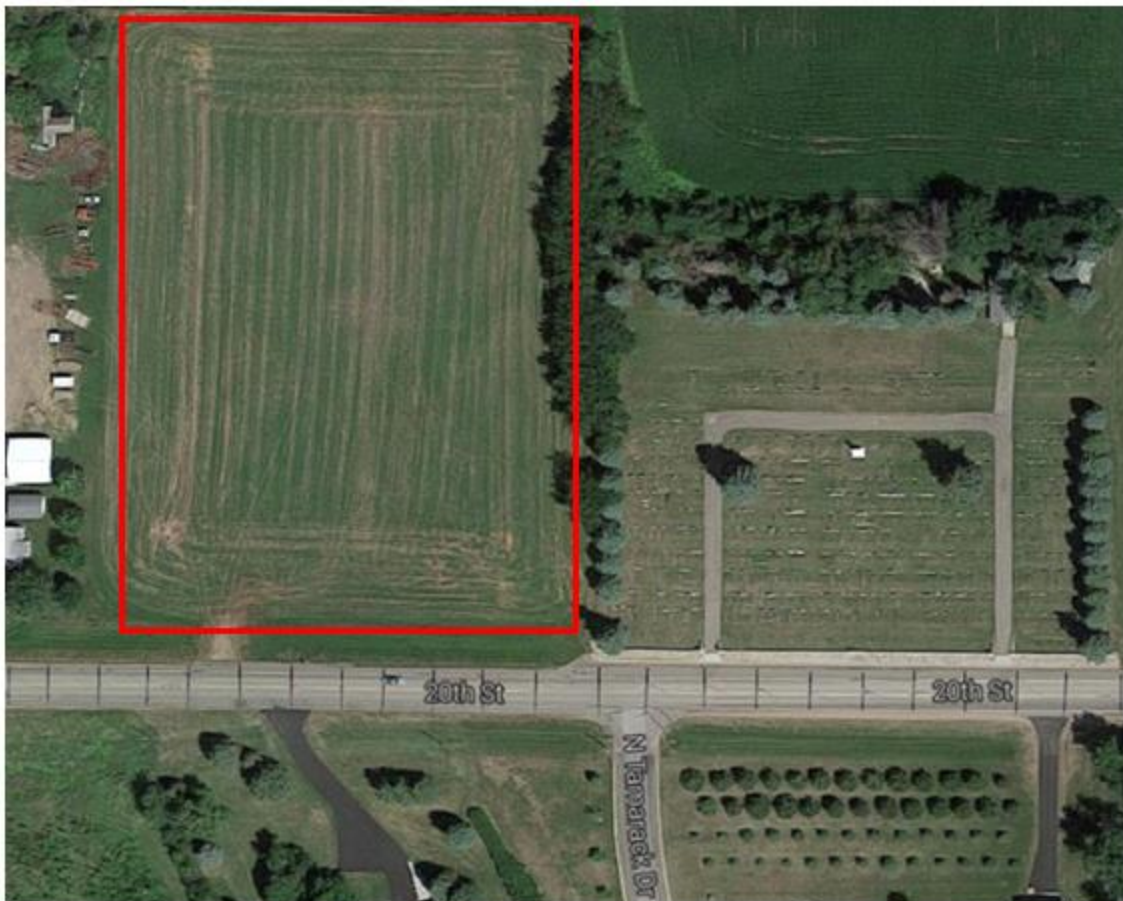
Vacant Lot #4



Vacant Lot 

G-Figure #14

Vacant Lot #5




Vacant Lot 

G-Figure #15

Vacant Lot #6




Vacant Lot 

G-Figure #16

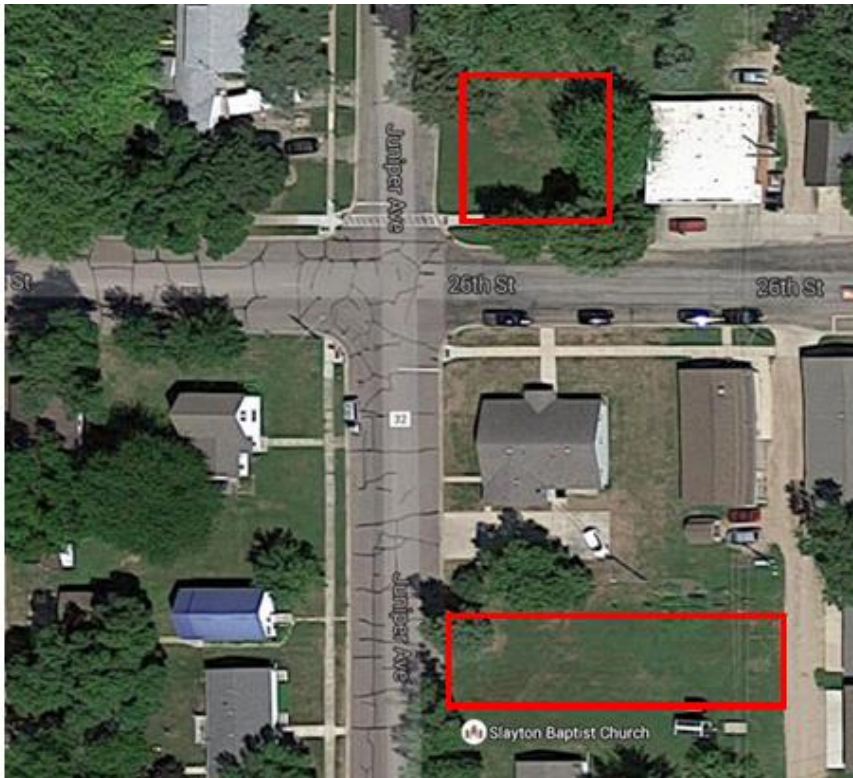
Vacant Lot #7 & #8



Vacant Lot 

G-Figure #17

Vacant Lot #9 & #10



Vacant Lot



G-Figure #18

Vacant Lot #11



Vacant Lot



Golf Course

Golf courses can be public, semi-public, and private. A public golf course is owned by a municipality and is open to the public. This type of golf course is included as part of the land dedicated to parks and open space for a city. Public golf courses are more readily used for other recreational activities than semi-public and private golf courses.

A semi-public golf course is privately owned but is open to the public. The Slayton Country Club is a semi-public golf course. Semi-public golf courses are sometimes included as part of the land dedicated to parks and open space for a city. The Slayton Country Club is used for cross-country meets and is used for other community events. The Slayton Country Club has a community benefit.

A private golf course is a course that is privately owned and is not open to the public. This type of golf course is not included as part of the land dedicated to parks and open space for a city.

Currently, the Slayton Country Club is zoned B-1. This zoning classification does not ensure the existence of the golf course.

Summary

Slayton is a regional hub in Murray County. Highway 59 and Highway 30 provide efficient transportation routes to the region. Highway 59 and Highway 30 also divide the city. Future land use planning needs to consider not only efficiency, but livability and access as well.

When making future land use decisions, the function of streets and how this function may change needs to be discussed. Traffic volumes may rise if new development is added. Traffic types may change depending on the type of development. Connectivity to the new development should be considered. All of these variables come back to creating a livable community centered on pedestrians.

“When people are there, people invest.”⁶³ People create demand, so by creating a livable community you are facilitating economic growth. Decision makers need to view livability, parks, trails, and amenities as vital tools in economic development. Attracting and retaining residents is the key to a strong and stable economic.

Community design is just one element, but community design plays a key role in encouraging physical activity. “The positioning of homes, schools, businesses, parks, and sidewalks within a neighborhood can influence physical activity.”⁶⁴ Providing opportunities for physical activity through the built environment can help to create a more livable community.

⁶³ Econ Talk. Charles Marohn on Strong Towns, Urban Development, and the Future of American Cities. Accessed: 11/2/15. Available: http://www.econtalk.org/archives/2014/05/charles_marohn.html

⁶⁴ Pediatrics. The Built Environment: Designing Communities to Promote Physical Activity in Children. Accessed: 11/5/15. Available: <http://pediatrics.aappublications.org/content/123/6/1591>

CHAPTER 12: Future Land Use

Introduction

Throughout the Slayton Land Use Planning Process residents, community members, city staff, and elected officials have reviewed and discussed existing conditions in regards to demographics, housing, economy, parks and recreation, physical features and natural resources, community facilities, and infrastructure. This profile of the community has helped to create goals and strategies, specific to each chapter, to address issues identified in the plan. This planning process is valuable in itself to talk about the strengths, weaknesses, opportunities, and threats (SWOT) of the community.

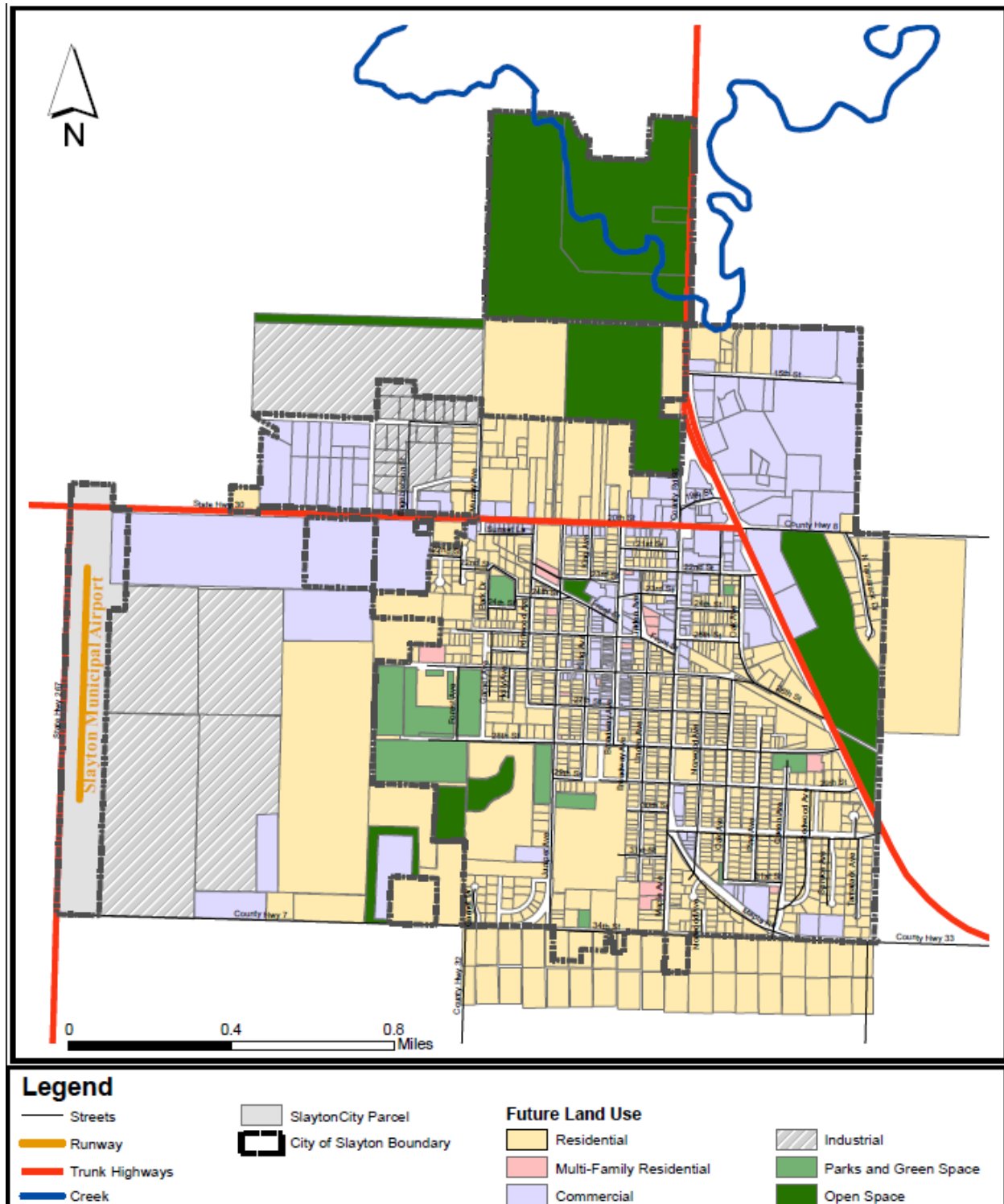
The future land use section draws upon the profile of the community, the SWOT analysis of each chapter, and individual knowledge of the community. The ideas and concepts which were derived from each specific area of the plan are used to determine the most appropriate spatial distribution of land within the city and surrounding area. The Land Use Plan and municipal zoning ordinances are not only used as a means for developing land on the city's fringes; it is also used as a way of achieving stability and orderly land use transactions in established areas of the city.

If the focus of any new development is completely aimed at open space and vacant areas around the city's outskirts, it will become more likely that private sector dis-investment and blight will occur in the older areas of the community. The main concept of future Land Use Planning is for planned orderly development to occur over the long term.

The following sections will contain brief descriptions of the current land uses and planning recommendations to consider. The final portion of this chapter will be a narrative and a future land use map outlining the preferred direction development should take.

G-Figure #19

Future Land Use Map – Slayton



Residential

There is a need to expand multi-family housing units within the community. Proximity and walkability to Broadway should be one variable impacting future multi-family housing development. Multi-family housing is important in retaining the elderly population in Slayton since home maintenance is an issue for the elderly. One of the most influential variables impacting additional multi-family housing units is available lots.

Contractors building multi-family housing in neighboring communities were informally asked why they are not building any new multi-family units in Slayton. The common response was the availability of lots. Refer to Housing H-Figure #1, Vacant Lots for Potential Future Development, on page 21 and 145. These lots are privately owned, but the City and EDA should research these lots for possible development.

Future residential development in Slayton should be encouraged to take place on vacant lots and within the city boundary of Slayton. Infill projects are more cost effective for the City, since the existing infrastructure costs can be shared between more people. Lots where public utilities and municipal streets are currently in place should be promoted before other development locations are discussed.

Additional residential housing is outlined on the Future Land Use. The following outlined develops are not in any ranked order.

East Residential Development

A residential development similar to North Tamarack Drive could be established to the east of North Tamarack Drive. This development could be similar to the North Tamarack Drive cul-de-sac development. This development would require new infrastructure and connectivity is very low. Pedestrians would have to cross Highway 59 to get to the shopping, schools, and parks, which is a barrier to walking and biking. If this residential development is pursued, a park should be established in the new development or to the south of the Lake Elsie Wetland Nature Area and Trail.

South Residential Development

A residential development could be established to the south of 34th Street. This development could be developed as a traditional grid pattern development. A traditional grid pattern development would allow for a denser housing development. This development would require new infrastructure and connectivity would be an issue to address before additional development in this area occurs.

This area would be within a walkable distance to a number of primary destinations, but there currently is no pedestrian infrastructure along 34th Street. The 34th Street Sidewalk Gap is outlined on page 63. If a residential development is pursued in this area, filling in the 34th Street Sidewalk Gap should be a priority before the development starts. A park should also be part of a residential development in this area.

West Residential Development

A residential development could be established south of 28th Street, west of Juniper Avenue and east of Garnet Avenue. This plot of land is currently being farmed. The lots along 28th Street were already

identified on the Housing H-Figure #1, Vacant Lots for Potential Future Development, on page 21 and 145. Some of the lots along 28th Street have existing infrastructure, but the lots farther to the south would require new infrastructure. Connectivity would be excellent in this area. Community members would be close to parks, schools, and would be within a walkable distance of the Central Business District.

A second residential development could be established to the west of the elementary school. This residential development would require new infrastructure. This development could be developed as a traditional grid pattern development. A traditional grid pattern development would allow for a denser housing development, so infrastructure costs could be shared between more houses.

North Residential Development

A residential development could be established along Murray Avenue to the north of Slayton. This development could expand the existing residential development along Toma Court. This development would require new infrastructure and connectivity would be an issue to address before additional development in this area occurs.

Murray Avenue north of Engebretson Avenue is currently a gravel road. There is no pedestrian infrastructure along Murray Avenue leading to Highway 30. If pedestrian infrastructure was added to Murray Avenue, connectivity to primary destinations would be excellent. You would be within a walkable distance to the Hub Drive-In, Subway, Jim's Market, and a number of other primary destinations.

Commercial

Central Business District

The Central Business District is located along Broadway Avenue. A profile of this business district can be found in the Present Land Use Chapter on page 141.

The Central Business District is a car oriented area space. There is angle parking on both sides of the street and in the middle of the street. There are multiple goals outlined in the plan to improve walkability and atmosphere along Broadway. Refer to the Broadway Avenue Development Plan Goal on page 32 and the Broadway Avenue Street Redesign Goal on page 80 for more information regarding potential improvements to the Central Business District.

Highway Business District

The Highway Business District is divided into two areas along Highway 30 and Highway 59. There is currently a gap between businesses along Highway 30 and the Slayton Airport. The Future Land Use Map proposes an expansion of the Highway 30 Business District to the west.

Visibility for businesses would be a positive aspect to expanding the Highway Business District along Highway 30. There is also some infrastructure and utilities along Highway 30. Connectivity would be good since there is an existing wide paved shoulder all the way to the airport. Travel speeds are currently an issue entering Slayton along Highway 30, so travel calming should be part of any development in this area.

Traffic calming should consist of changing the built environment so drivers know they are entering city limits. A posted speed limit is not as effective as changing the environment to delineate the change from a highway atmosphere to a commercial atmosphere, where pedestrians will be present. It is critical to consider walkability when expanding the Highway 30 Business District to the west.

Industrial

The industrial park is located in the northwest corner of Slayton. The existing industrial park has no available lots. There are two outlined areas for industrial expansion.

The first area is to the north of the existing industrial park to the west of Murray Avenue. This expansion would require new infrastructure. It is recommended to have Erlandson Avenue be the main access point to the industrial park. Erlandson Avenue could be expanded to the north and additional side streets could be built. Industrial traffic should be discouraged along Murray Avenue since there is also residential development along Murray Avenue.

The second area is to the east of the airport between Highway 30 and Highway 7. This area does have some restrictions, but Schmitz Grain recently expanded in the Airport Influence Area. Schmitz Grain was required to place an airplane navigational light on the top of their building. Expansion in this area needs to be coordinated with the Minnesota Department of Transportation Aeronautics Division.

Open Spaces

Including portions of open spaces within the city limits of a rural community helps to keep development contained and planned. Open space also can be used as a buffer between non-compatible land uses. The open space along the city limits insures that zoning requests are made to the city before new development occurs. This helps the city keep development planned and compatible with other land uses.

Annexation

The City of Slayton is surrounded primarily by agricultural land. Annexing portions of this agricultural land will help the City keep development compact and efficient. The future land use map identifies multiple areas that could be annexed.

The first area to be annexed in is the gap below the corporate city boundary and the Slayton Airport. Development in this area is an example of leapfrog development. The new Schmitz Grain property is in this gap area between the city and the airport. The new Schmitz Grain property was annexed into the corporate city boundary, but land between the city, Schmitz Grain, and the Airport was not annexed in.

The Future Land Use map outlines other areas around the city for planned development. Annexation of these areas should occur before developing the property. The Future Land Use Map is a guide for planning and zoning within the City of Slayton. Amendments to the current Zoning District Map should reflect land uses represented in the Future Land Use Map.

Goals & Strategies – Land Use

Land use planning for the future is essential for a community’s well-being and growth. Existing land uses are the product of the planning and zoning discussions which occurred over the past years. Future Zoning District changes should be based off of Slayton’s Future Land Use Map.

The general goal is to use the Future Land Use Map as a guide for planning and zoning within the City of Slayton.

Land Use Advisory Committee

Goal: Improve coordination and orderly development within the City of Slayton

Strategy: Establish a Land Use Advisory Committee to provide recommendations to the city council regarding land use decisions.

Existing Conditions:

The City of Slayton does not have an existing Land Use Advisory Committee. Past decisions were made with input from community members during city council meetings and other public meetings. To ensure public input and orderly development, a Land Use Advisory Committee should be formed.

The Advisory Committee would consist of six to eight local representatives. The representatives will be comprised of business person(s), public health or active living person(s), city staff, council representation, and private citizens. The group will be appointed by the Slayton City Council.

Land use planning for the future is essential for a community’s well-being and growth. Existing land uses are the product of the planning and zoning discussions which occurred over the past years. Future Zoning District changes should be based off of Slayton’s Future Land Use Map.

CHAPTER 13: Plan Maintenance

Monitoring, Evaluation, & Updating the Plan

The Slayton Land Use Plan is an official document of the City of Slayton. The City of Slayton will maintain the plan. The City of Slayton will implement the plan with assistance and recommendations from community members, service organizations, and local organizations.

As community planning occurs, updates and notes will be added to a separate planning document, Slayton Land Use Plan Implementation Tracker. City staff will maintain the Slayton Land Use Plan Implementation Tracker document. It is critical to allow for public input regarding implementation of the goals and strategies outlined in the Slayton Land Use Plan.

Continued Public Involvement

Successful implementation of the Slayton Land Use Plan requires continued public support. There are a number of goals and strategies outlined in the Slayton Land Use Plan that will only be achieved with support from community members. It is critical for city staff to clearly outline ways for community members to volunteer and how public private partnerships can be formed.

Examples include:

- Organize a Central Business District Committee – page 32.
- Organize a group of community members or a service organization(s) to work with the City to oversee the Lake Elsie Wetland Nature Area – page 104.
- Maintain a list of projects that could benefit from community volunteers – page 123.

Continued planning and public involvement will ensure proposed projects have been vetted before implementation.

Conclusion

When making a land use decision and an investment in the future, it is critical to consider all the costs not just the construction costs. There are costs associated with sprawl, inactivity and negative health outcomes, and the loss of community. Decision makers need to consider the function of every street, piece of infrastructure, and plot of land.

When rebuilding a street, decision makers need to consider the opportunity costs associated with different street designs. If a street can be narrowed there are positive aspects associated with traffic calming, reducing the cost of infrastructure, and savings that could be used elsewhere. The cost savings of narrowing the street could be used to install sidewalks and create a more livable community. On existing streets consider other higher return investments, like painting crosswalks or putting in striping on the streets to narrow the lanes and slow down traffic.

Decision makers need to consider livability, connectivity, and cost when making land use decisions. An example is, ***“When you narrow up the street lanes, cars drive slower, people feel more comfortable there. They walk across the streets, to a store across the street. And in a real subtle and cheap way you get a lot more pedestrian traffic, a lot more retail, a lot more people. And people spend money, and that's what makes a place wealthier. When people are there, people invest more.”***⁶⁵

G-Figure #20 Decision Makers Checklist: Built Environment

Ask Yourself and the Decision Making Group

- How will my decision impact health?
- How will my decision impact connectivity?
 - Compact efficient development vs. sprawl (which decreases connectivity)
- Will my decision make the community more livable (more walkable and bikeable)?
- Were all users considered when making the decision?

⁶⁵ Econ Talk. Charles Marohn on Strong Towns, Urban Development, and the Future of American Cities. Accessed: 5/13/15. Available: http://www.econtalk.org/archives/2014/05/charles_marohn.html

Appendix A

Slayton Community Survey

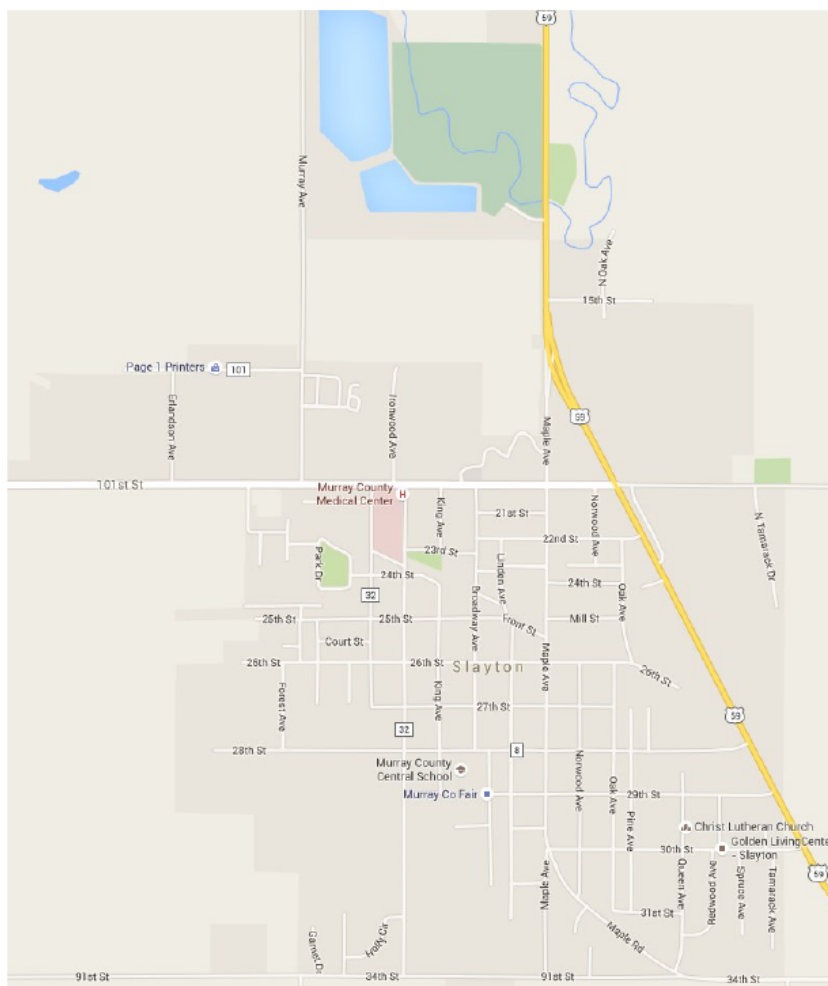
Community Assessment Survey:

Please help us document factors that help or hinder safe walking and biking within your community.

Please use the map and highlight the route you walk or bike in Slayton.

Instructions:

1. On your average walk in your community, score each question on a scale of 1 to 10 (10 being the best and 1 being the worst). Each question has subareas that outline variables that impact the scoring of each question (questions are on the back).
2. Add comments regarding specific issues related to walking and biking you would like to address.
3. Please return to City Hall or the Slayton Library. You can also complete the survey online at <http://www.surveymool.com/s/Slayton>
4. Questions contact Josh Malchow; City of Slayton; 507-836-8534 or Drew Hage; SW Regional Development Commission; 507-836-1633.



On your average walk...

1. Did you have room to walk?

Sidewalks or paths started and stopped
Sidewalks broken or cracked
Sidewalks blocked
No sidewalks, paths or shoulders
Too much traffic



Comments....

2. Was it easy to cross streets?

Road too wide
Traffic signals made us wait too long or did not give us enough time to cross
Crosswalks/traffic signals needed
View of traffic blocked by parked cars, trees, or plants
Needed curb ramps or ramps needed repair



Comments....

3. Did drivers behave well?

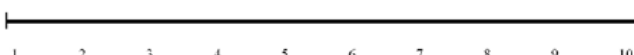
Backed without looking
Did not yield
Turned into walkers (at intersections)
Drove too fast
Sped up to make traffic lights or drove through red lights



Comments....

4. Could you follow safety rules?

Cross at crosswalks or where you could see and be seen
Stop and look left, right, left before crossing
Walk on sidewalks or shoulders facing traffic
Cross with the light



Comments....

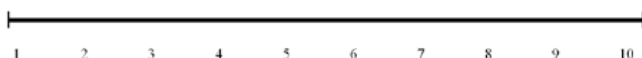
5. Was your walk pleasant?

Needs grass, flowers, trees
Scary dogs
Scary people
Not well lit
Dirty, litter
Lots of traffic



Comments....

6. General atmosphere (Summary of all categories) (10 being the best...1 being the worst)



Comments....

7 Would you be interested in participating in a focus group regarding walking and biking in Slayton?

If yes, please provide your name and email. Name _____ Email _____

Appendix B

Example Complete Street Policy

A RESOLUTION ESTABLISHING A COMPLETE STREETS POLICY.

WHEREAS, it is the purpose of complete streets to create transportation corridors that are safe, functional and aesthetically attractive for all users;

AND WHEREAS, the mobility of freight and passengers and the safety, convenience, and comfort of motorists, cyclists, pedestrians -including people requiring mobility aids, transit riders, and neighborhood residents of all ages and abilities should all be considered when planning and designing Slayton's streets;

AND WHEREAS, integrating sidewalks, bike facilities, and safe crossings into the initial design of street projects avoids the expense of retrofits later;

AND WHEREAS, streets are a critical component of public space and play a major role in establishing the image and identity of a city, providing a key framework for current and future development;

AND WHEREAS, active living integrates physical activity into daily routines and active living communities encourage individuals of all ages and abilities to be more physically active;

AND WHEREAS, communities that support active living strive to create amenities that will enhance the quality of life of its residents, improve the physical and social environment in ways that attract businesses and workers, and contribute to economic development;

AND WHEREAS, the goal of complete streets is to improve the access and mobility for all users of streets in the community by improving safety through reducing conflict and encouraging non-motorized transportation;

AND WHEREAS, it is recognized that there are some streets or corridors in the City which would not fully satisfy a complete streets environment;

NOW THEREFORE, Be It Resolved that the City Council of the City of Slayton, Minnesota establish a Complete Streets Policy that provides as follows:

1. The City of Slayton will, whenever it is economically feasible, seek to enhance the safety, access, convenience and comfort of all users of all ages and abilities, including bicyclists, pedestrians (including people requiring mobility aids), motorists and freight drivers, through the design, operation and maintenance of the transportation network so as to create a connected network of facilities accommodating each mode of travel that is consistent with and supportive of the local community, recognizing that all streets are different and that the needs of various users will need to be balanced in a flexible manner.

2. Unless one or more of the conditions set forth in Section 4 exist, transportation improvements will include appropriate facilities and amenities that are recognized as contributing to complete streets, which may include street and sidewalk lighting; sidewalks and pedestrian safety improvements such as median refuges or crosswalk improvements; improvements that provide ADA (Americans with Disabilities Act) compliant accessibility; bicycle accommodations including bicycle parking, bicycle routes, shared-use lanes, wide travel lanes or bike lanes as appropriate; and street trees, boulevard landscaping, street furniture and adequate drainage facilities.
3. Early consideration of all modes for all users will be important to the success of this Policy. Those planning and designing street projects will give due consideration to bicycle, pedestrian, from the very start of planning and design work. This will apply to all roadway projects, including those involving new construction, full reconstruction, or changes in the allocation of pavement space on an existing roadway such as the reduction in the number of travel lanes or removal of on-street parking.
4. Bicycle, pedestrian and transit facilities will be considered when developing street construction, reconstruction, re-paving, and re-habilitation projects, except under one or more of the following conditions:
 - A. Reconstruction or re-paving of a street, excluding collector and arterial streets, which does not involve substantial curb removal.
 - B. A project involves only ordinary maintenance activities designed to keep assets in serviceable condition, such as mowing, cleaning, sweeping, spot repair, concrete joint repair, or pothole filling, or when interim measures are implemented on temporary detour or haul routes.
 - C. The County Engineer, with Council consultation, determines there are relatively high safety risks.
 - D. The City Council exempts a project due to excessive and disproportionate cost of establishing a bikeway or walkway as part of a project.
 - E. It is determined that the construction is not practically feasible or cost effective for reasons including, but not limited to: significant or adverse environmental impacts to streams, flood plains, remnants of native vegetation, wetlands, steep slopes or other critical areas; or due to impacts on neighboring land uses, including impact from right-of-way acquisition.

5. It will be important to the success of the Complete Streets policy to ensure that the project development process includes early consideration of the land use and transportation context of the project, the identification of gaps or deficiencies in the network for various user groups that could be addressed by the project, and an assessment of the tradeoffs to balance the needs of all users. The context factors that should be given high priority include the following:
 - A. Whether the corridor provides a primary access to a significant destination such as a community or regional park or recreational area, a school, a shopping/commercial area, or an employment center;
 - B. Whether the corridor provides access to across a natural or man-made barrier such as a river or freeway;
 - C. Whether the corridor is in an area where a relatively high number of users of non-motorized transportation modes can be anticipated;
 - D. Whether a road corridor provides important continuity or connectivity links for an existing trail or path network; or
 - E. Whether nearby routes that provide a similar level of convenience and connectivity already exists
6. The design of new or reconstructed facilities should anticipate likely future demand for bicycling, walking and transit facilities and should not preclude the provision of future improvements. (For example, under most circumstances, bridges, which last for 75 years or more, should be built with sufficient width for safe bicycle and pedestrian use in anticipation of a future need for such facilities.)
7. The City will maintain a comprehensive inventory of the pedestrian and bicycling facility infrastructure integrated with City streets and utility maps and will carry out projects to reduce gaps in the sidewalk and trail networks.
8. Complete streets may be achieved through single projects or incrementally through a series of smaller improvements or maintenance activities over time.
9. The City will generally follow accepted or adopted design standards when implementing improvements intended to fulfill this Complete Streets Policy but will consider innovative or non-traditional design options where a comparable level of safety for users is present.

10. The City will develop implementation strategies that may include evaluating and revising manuals and practices, developing and adopting network plans, identifying goals and targets, and developing methods to evaluate success.
11. This policy will provide notification to Parks Board for review of impacts to street trees and incorporate recommendations into design consideration.
12. The Public Works Department shall be responsible for developing and implementing the Complete Streets Policy through the recommendations of project to the City Council.

BE IT FURTHER RESOLVED, that the feasibility report prepared for a street project shall address this policy.

Adopted by the City Council of the City of Slayton, Minnesota.

Mayor

City Administrator

Date

Date
