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**COMPREHENSIVE  
DEVELOPMENT PLAN UPDATE  
2007 to 2030**

Prepared For  
**HICKMAN, NEBRASKA**

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# HICKMAN, NEBRASKA

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**INTRODUCTION****Location**

Hickman is located in southern Lancaster County. The city is almost directly south of the city of Lincoln. Hickman is located along 68<sup>th</sup> Street and Hickman Road. The city is four miles east of U.S. Highway 77

**History of Hickman (Taken from [http://www.casde.unl.edu/history/search\\_frame.html](http://www.casde.unl.edu/history/search_frame.html))**

Prior to 1866 the place where our town is now located was open prairie in what was then Clay County. The few families who lived here had a difficult time of it, since the closest market for selling things and purchasing supplies and lumber was Nebraska City. One of the early settlers, Rev. C. H. Heckman, lived near Salt Creek. As time went on, he purchased the adjoining 80 acres. This later became our town.

A post office, established in 1868 south of the present city, was given the name "South Pass." When the Atchison & Nebraska Railroad built its line from Rulo to Lincoln, Rev. Heckman was successful in procuring a station. The post office was moved to its present location, and the name changed to correspond with that approved for the new town, "Heckman." A plat was filed by Heckman and Samuel Egger in Lancaster. However, in recording the procedures, the spelling of the name was recorded as "Hickman." It has remained so to this day.

Hickman was incorporated in 1885. There was a thriving business district, which included a bank, a furniture store, an elevator, a blacksmith, and a newspaper, "The Hickman Enterprise." A school was built, as well as several churches.

Soon after the turn of the century a hotel was built. There was also a harness shop, a saloon, a pool hall, a grocery store, a barber shop, a mercantile, and both a doctor and a dentist. The Hickman Telephone Company also was in business. The population in 1910 was 478.

Hickman, located near Salt Creek, has had many floods. A severe one was recorded in 1908. A flood in 1947, followed closely by a bigger one in 1950, did great damage to the town. Another in 1958 prompted serious consideration of two watershed dams. Completed by 1980, the dams helped the flooding problem, but did not control all the water that fell in 1982. Other perilous storms included a tornado that did considerable damage in 1967. In times of need, the community pulls together to repair the damage.

The Southern Lancaster County Fair was held in Hickman Park in 1894. The first Old Settlers' Picnic was held on August 8, 1899. The community has maintained the tradition of this celebration each summer since.

In the 1930s a water tower was erected, and a fire department organized. During that decade a new school was dedicated, as was the Legion Hall, and a library. In 1968 a new fire barn was needed downtown. The department quickly outgrew that location so that in 1987 a larger station was built on 68th and Hickman Road.

One of the biggest changes in our town took place in 1964, when schools from several communities reorganized to become Norris School District 160. A new school complex was built south of Hickman in 1969. It has expanded several times since then, presently housing over 1,770 students.

The 1970 census lists Hickman's population at 470. In 1972 a sanitary district was established and an improvement project added approximately 40 new homes to the east side of town, called the Wagon Train Addition. In 1987 the Village of Hickman annexed the homes in this area, which increased the population of the town to over 1,000. At this time, we became a city!

A celebration was held. Attorney General Robert Spire officiated at the special ceremony in the park. A special election was held as we changed over to a mayor-city council form of government, and the new members were sworn into office in June 1988.

The Hickman of today is very different from the settlement that was established in 1871, however, it still has a congenial community spirit. While many of our residents are descendants of original homesteaders, there are also many new people who have discovered our town. Many of them are employed in Lincoln, but enjoy the small-town atmosphere we have to offer. New homes are being built every year, and young families are happy to find older, affordable homes in which to raise their families. This makes the future look as interesting and vital as the past for our town, Hickman.

By Linda Bryant of "The Voice", and Nancy Votta, Hickman, NE 68372.

[http://www.casde.unl.edu/history/search\\_frame.html](http://www.casde.unl.edu/history/search_frame.html)

#### THE PURPOSE OF COMPREHENSIVE PLANNING

The Hickman Comprehensive Development Plan is designed to promote orderly growth and development for the city. The Comprehensive Development Plan will provide policy guidelines to enable citizens and elected officials to make informed decisions about the future of the city.

*The Plan acts as a tool to “Develop a road map that guides the community through change”*



The Comprehensive Development Plan will provide a guideline for the location of future developments within the planning jurisdiction of Hickman. The Comprehensive Development Plan is intended to encourage a strong economic base for the city so the goals of the city are achieved.

The Plan will assist Hickman in evaluating the impacts of development (i.e. economic, social, fiscal, service and amenity provision, health, safety and general welfare) and encourage appropriate land uses throughout the jurisdictional area of the Hickman. The objective of planning is to provide a framework for guiding the community—whether a village, city, county, toward orderly growth and development. The Plan assists the Hickman in balancing the physical, social, economic, and aesthetic features as it responds to private sector interests.

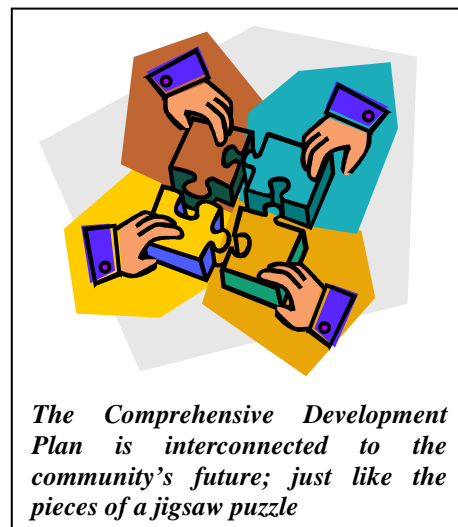
Planned growth will make Hickman more effective in serving residents, more efficient in using resources, and able to meet the standard of living and quality of life every individual desires.

## THE COMPREHENSIVE PLANNING PROCESS

Comprehensive planning begins with the data collection phase. Data are collected that provide a snapshot of the past and present city conditions. Analysis of data provides the basis for developing forecasts for future land-use demands in the city.

The second phase of the planning process is the development of general goals and policies, based upon the issues facing the city. These are practical guidelines for improving existing conditions and guiding future growth. The Comprehensive Development Plan is a vision presented in text, graphics and tables that represent the desires of Hickman for the future.

The Comprehensive Development Plan represents a blueprint designed to identify, assess, and develop actions and policies in the areas of population, land use, transportation, housing, economic development, community facilities, and utilities. The Comprehensive Development Plan contains recommendations that when implemented will be of value to the residents of Hickman.



Implementation is the final phase of the process. A broad range of development policies and programs are required to implement the Comprehensive Development Plan. The Comprehensive Development Plan identifies the tools, programs, and methods necessary to carry out the recommendations. Nevertheless, the implementation of the development policies contained within the Comprehensive Development Plan is dependent upon the adoption of the Plan by the governing body, and the leadership exercised by the present and future elected and appointed officials of the city.

The Plan was prepared under the direction of the Hickman Planning Commission, with the assistance and participation of the Hickman City Council, the Plan Review Committee and citizens of Hickman. The planning time period for achieving goals, programs, and developments identified in the Hickman Comprehensive Development Plan is 20 years. However, Hickman should review the Plan annually and complete an update of the document every five to ten years. Updating the Comprehensive Development Plan will allow Hickman to incorporate ideas and developments that were not known at the time of the present comprehensive planning process.

## COMPREHENSIVE PLAN COMPONENTS

Nebraska State Statutes require the inclusion of certain elements in a Comprehensive Plan. A "Comprehensive Development Plan," as defined in Neb. Rev. Stat. § 19-903 (Reissue 1997), "shall consist of both graphic and textual material and shall be designed to accommodate anticipated long-range future growth." The Comprehensive Plan is comprised of the following chapters and sections:

- Profile Hickman
  - City Assessment – Conditions and Trend Analysis
  - City Facilities
  - Existing Land Use

- 
- Environmental Conditions
  - Envision Hickman
    - Town Hall meeting results
    - Goals and policy development
  - Achieve Hickman
    - Phasing Plan
    - Growth Management Plan
    - Future Land Use Plan
    - Transportation Plan
  - Hickman Plan Implementation

Analyzing past and existing demographic, housing, economic and social trends permit the projection of likely conditions in the future. Projections and forecasts are useful tools for planning the community's future; however, these tools are not always accurate and may change due to unforeseen factors. In addition, past trends may be skewed or the data may be inaccurate, creating a distorted picture of past conditions. Therefore, it is important for Hickman to closely monitor population, housing and economic conditions that may influence the city. Through periodic monitoring, the City can adapt and adjust to changes at the local level. Having the ability to adapt to socio-economic change allows the City to maintain an effective Comprehensive Development Plan for the future, to enhance the quality of life, and to raise the standard of living for all residents.

The Comprehensive Development Plan records where Hickman has been, where it is now, and where it likely will be in the future. Having this record in the Comprehensive Development Plan will serve to inform City officials as much as possible. The Comprehensive Development Plan is an information and management tool for City leaders to use in their decision-making process when considering future developments. The Comprehensive Development Plan is not a static document; it should evolve as changes in the land-use, population or local economy occur during the planning period. This information is the basis for Hickman's evolution as it achieves its physical, social, and economic goals.

#### **GOVERNMENTAL AND JURISDICTIONAL ORGANIZATION**

The Hickman City Council, which is elected officials, performs the governmental functions for the City. The City Council consists of six members and the Mayor. The form of government in Hickman is known as a strong Mayor concept. This concept has the Mayor as the chief elected official and the Mayor only votes on issues when there is a tie amongst the council members.

The planning and zoning jurisdiction of Hickman, pursuant to Neb. Rev. Stat. § 17-1001 (Reissue 1997), includes all of the incorporated portion of the City, including the established one-mile extraterritorial jurisdiction as allowed under Nebraska law.



**DEMOGRAPHIC PROFILE**

Population statistics aid decision-makers by developing a broad picture of Hickman. It is important for Hickman to understand where it has been, where it is and where it appears to be going. Population is the driving force behind housing, local employment, economic, and fiscal stability of the city. Historic population conditions assist in developing demographic projections, which in turn assist in determining future housing, retail, medical, employment and educational needs within the city. Projections provide an estimate for the city to base future land-use and development decisions. However, population projections are only estimates and unforeseen factors may effect projections significantly.

**Population Trends and Analysis**

Table 1 indicates the population for the incorporated communities in Lancaster County, the unincorporated areas, and Hickman, between 1980 and 2004. This information provides the residents of Hickman with a better understanding of their past and present population trends and changes. Hickman’s population in 2000 was 1,111 persons; however, certain Census data reflects an earlier population of 1,084. The population of 1,111 represents an increase of 30 persons, or 2.8%, from 1990. Hickman’s population in 2004 was estimated to be 1,274, an increase of 163 persons or 14.7% over the population for 2000. Between 1980 and 2004, Hickman was the fastest growing community in Lancaster County with an increase of 85.4%.

During the period of 1980 through 2004, Hickman has consistently been the third largest community in Lancaster County. The only two communities larger are Lincoln and Waverly. However, Hickman’s growth rate between 1980 and 2004 was 2.28 times more than Lincoln and 1.6 times more than Waverly. Between 2000 and 2004, this margin has increased to 3.12 for Lincoln and 1.91 times for Waverly. These figures indicate that Hickman is experiencing strong growth in relation to other population centers of Lancaster County.

**TABLE 1: POPULATION TRENDS, HICKMAN & LANCASTER COUNTY COMMUNITIES, 1980 TO 2004**

Community	1980	1990	% Change 1980 to 1990	2000	% Change 1990 to 2000	2004	% Change 2000 to 2004	% Change 1980 to 2004
Bennet	523	544	4.0%	570	4.8%	671	17.7%	28.3%
Davey	190	160	-15.8%	153	-4.4%	158	3.3%	-16.8%
Denton	164	161	-1.8%	189	17.4%	212	12.2%	29.3%
Firth	384	471	22.7%	564	19.7%	651	15.4%	69.5%
Hallam	290	309	6.6%	276	-10.7%	375	35.9%	29.3%
<b>Hickman</b>	<b>687</b>	<b>1,081</b>	<b>57.4%</b>	<b>1,111</b>	<b>2.8%</b>	<b>1,274</b>	<b>14.7%</b>	<b>85.4%</b>
Lincoln	171,932	191,972	11.7%	225,581	17.5%	236,146	4.7%	37.3%
Malcolm	355	372	4.8%	413	11.0%	438	6.1%	23.4%
Panama	160	207	29.4%	253	22.2%	253	0.0%	58.1%
Raymond	179	167	-6.7%	186	11.4%	193	3.8%	7.8%
Roca	130	84	-35.4%	220	161.9%	214	-2.7%	64.6%
Sprague	168	157	-6.5%	146	-7.0%	147	0.7%	-12.5%
Waverly	1,726	1,869	8.3%	2,448	31.0%	2,637	7.7%	52.8%
Incorporated Areas	176,888	197,554	11.7%	232,110	17.5%	243,369	4.9%	37.6%
Unincorporated Areas	15,996	16,087	0.6%	18,181	13.0%	18,176	0.0%	13.6%
<b>Lancaster County</b>	<b>192,884</b>	<b>213,641</b>	<b>10.8%</b>	<b>250,291</b>	<b>17.2%</b>	<b>261,545</b>	<b>4.5%</b>	<b>35.6%</b>

Source: U.S. Census Bureau, Census of Population and Housing, 1980 - 1990, 2000, 2004

Table 2 indicates the population for the Lancaster County, of which Hickman is a member. Since Hickman is considered a part of a larger economic area, it is important for the city to have an understanding of how it compares to the Lancaster County and the State of Nebraska. The information shown in Table 2 allows Hickman to compare its growth to the growth of the surrounding area.

Table 2 examples Hickman’s population and compares it as a percentage of the whole. This allows the community to see what proportion of the population is within the corporate limits. In 1980, Hickman’s had 0.36% of the overall county population. By 2004 that number increased to 0.49%. However, the peak proportion was actually in 1990 when it reached 0.51% of the total. Table 2 also indicates that Hickman has grown faster than Lancaster County between 1980 and 2004, as well as the entire State of Nebraska.

**TABLE 2: POPULATION TRENDS, HICKMAN-LANCASTER COUNTY COMPARISON, 1980 -2004**

Entity	1980	1990	% Change 1980 to 1990	2000	% Change 1990 to 2000	2004	% Change 2000 to 2004	% Change 1980 to 2004
Hickman	687	1,081	57.4%	1,111	2.8%	1,274	14.7%	85.4%
Lancaster County	192,884	213,641	10.8%	250,291	17.2%	260,995	4.3%	35.3%
<b>Hickman / Lancaster County</b>	<b>0.36%</b>	<b>0.51%</b>	<b>42.1%</b>	<b>0.44%</b>	<b>-12.3%</b>	<b>0.49%</b>	<b>10.0%</b>	<b>37.0%</b>
<b>State of Nebraska</b>	<b>1,572,296</b>	<b>1,580,622</b>	<b>0.5%</b>	<b>1,711,263</b>	<b>8.3%</b>	<b>1,747,214</b>	<b>2.1%</b>	<b>11.1%</b>

Source: U.S. Census Bureau, Census of Population and Housing, 1980 - 1990, 2000, 2004

**Age Structure Analysis**

Age structure is an important component of population analysis. By analyzing age structure, one can determine which age groups (cohorts) within Hickman are being affected by population shifts and changes. Each age cohort affects the population in a number of different ways. For example, the existence of larger young cohorts (20-44 years) means that there is a greater ability to sustain future population growth than does larger older cohorts. On the other hand, if the large, young cohorts maintain their relative size, but do not increase the population as expected, they will, as a group, tend to strain the resources of an area as they age. Understanding what is happening within the age groups



of the city’s population is necessary to effectively plan for the future. *Note: Table 3 indicates the earlier Census number of 1,084. Even though the Census Bureau revised the final overall number, they did not re-interpolate the remaining data as seen in this Table.*



**TABLE 3: AGE-SEX CHARACTERISTICS, HICKMAN, 1990 TO 2000**

Age	1990		2000		1990-2000		1990-2000	
	Male and Female	% of Total	Male and Female	% of Total	Net Change	% Change	Cohort Change	% Change
0-4	116	10.7%	82	7.6%	-34	-29.3%	82	-
5-9	127	11.7%	97	8.9%	-30	-23.6%	97	-
10-14	106	9.8%	113	10.4%	7	6.6%	-3	-2.6%
15-19	75	6.9%	114	10.5%	39	52.0%	-13	-10.2%
20-24	43	4.0%	39	3.6%	-4	-9.3%	-67	-63.2%
25-29	86	8.0%	64	5.9%	-22	-25.6%	-11	-14.7%
30-34	118	10.9%	71	6.5%	-47	-39.8%	28	65.1%
35-44	193	17.9%	215	19.8%	22	11.4%	11	5.4%
45-54	89	8.2%	154	14.2%	65	73.0%	-39	-20.2%
55-64	44	4.1%	61	5.6%	17	38.6%	-28	-31.5%
65-74	34	3.1%	43	4.0%	9	26.5%	-1	-2.3%
75 & older	50	4.6%	31	2.9%	-19	-38.0%	-53	-63.1%
<b>Total</b>	<b>1,081</b>	<b>100.0%</b>	<b>1,084</b>	<b>100.0%</b>	<b>3</b>	<b>0.3%</b>	<b>3</b>	<b>0.3%</b>

Selected Characteristics	1990		2000		Total Change	
	Under 18 years of age	402	37.2%	Under 18 years of age	373	18 and under
% of total population			% of total population	34.4%	% change	-7.2%
Total 65 yrs and older	84	7.8%	Total 65 yrs and older	74	65 and older	-10
% of total population			% of total population	6.8%	% change	-11.9%
Median Age	29.3		Median Age	32.5	Median Age	3.2
Total Females	534		Total Females	515	Total Females	-19
Total Males	547		Total Males	569	Total Males	22
<b>Total Population</b>	<b>1,081</b>		<b>Total Population</b>	<b>1,084</b>	<b>Total Change</b>	<b>3</b>

Source: U.S. Census Bureau, Census of Population and Housing, STF-1A, 1990, 2000

Table 3 exhibits the age cohort structure for Hickman in 1990 and 2000. Examining population age structure assists in discovering any significant changes affecting the different population segments within the city. Realizing how many persons are in each age cohort, and at what rate the age cohorts are changing in size, will allow for informed decision-making in order to maximize the future use of resources. As shown in Table 3, changes between 1990 and 2000 occurred within all of the different age group cohorts.

One method of analyzing cohort movement in a population involves comparing the number of persons aged between 0 and 4 years in 1990 with the number of persons in the same age cohort 10 years later, or ages 10 to 14 years in 2000. For example, in Hickman, there were 116 children between the ages of 0 and 4 in 1990, and in 2000 there were 113 children between the ages of 10 and 14, a decrease of three children. A review of population by this method permits one to undertake a detailed analysis of which cohorts are moving in and out of the community. A positive change in a cohort indicates in-migration during the time period while a negative indicates that people are moving away.

Hickman experienced growth in four of its age cohorts. The 0 to 4 and 5 to 9 cohorts always indicate an increase, since the persons, in that group, were not born when the previous census was completed. Note that the cohorts represented in Table 3 differ from those listed below due to the consolidation of the 25-29 and 30-34 cohorts from 1990 into a 35-44 cohort in 2000. The cohorts indicating an increase were:

<b>1990 Age Cohort</b>	<b>Number</b>	<b>2000 Age Cohort</b>	<b>Number</b>	<b>Change</b>
NA	NA	0-4 years	82 persons	+ 82 persons
NA	NA	5-9 years	97 persons	+ 97 persons
20-24 years	43 persons	30-34 years	71 persons	+ 28 persons
25-34 years	204 persons	35-44 years	215 persons	+ 11 persons
<b>Total Change</b>				<b>+ 218 persons</b>

Outside of the 2000 age groups of 0-4 and 5-9 years, the greatest increases included the 30-34 (2000) age group. An important trend to note in Hickman is the increase into the 2000 cohorts of 30-34 and 35-44. These cohorts are indicating potential immigration of adults that are in their prime reproductive years. It is these age cohorts from 2000 that may be impacting the population estimates for 2003 and 2004. However, it is not possible to track this since the Nebraska Department of Health and Human Services does keep specific statistics on any Lancaster County location other than Lincoln.

There were eight of the age-cohorts that existed in 1990 and 2000 that declined in number. While the city’s overall population increased by three persons during this ten year span, not all of the age groups saw positive growth.

Decreases in the cohorts occurred in a number of age groups between 1990 and 2000, these cohort shifts were:

<b>1990 Age Cohort</b>	<b>Number</b>	<b>2000 Age Cohort</b>	<b>Number</b>	<b>Change</b>
0-4 years	116 persons	10-14 years	113 persons	- 3 persons
5-9 years	127 persons	15-19 years	114 persons	- 13 persons
10-14 years	106 persons	20-24 years	39 persons	- 67 persons
15-19 years	75 persons	25-29 years	64 persons	- 11 persons
35-44 years	193 persons	45-54 years	154 persons	- 39 persons
45-54 years	89 persons	55-64 years	61 persons	- 28 persons
55-64 years	44 persons	65-74 years	43 persons	- 1 persons
65 years +	84 persons	75 years +	31 persons	- 53 persons
<b>Total Change</b>				<b>- 215 persons</b>

The three age cohorts, from 2000, representing the most negative change, are the 20-24, 75 years and older, and 45-54 age cohorts. The changes in the 75 years and older age cohort were most likely due to either deaths or people moving into elderly care facilities located outside of Hickman, specifically Lincoln. The changes in the 20-24 age cohorts in 2000 is most likely related to persons going off to complete their secondary education and then moving onto new careers outside of the area. Even though Lincoln and the universities are within driving distance, the college age cohort is likely still moving to Lincoln or other college communities. However, the 2000 U. S. Census is indicating that a large number of families are moving to Hickman once they pass the higher age group. Some of this may be due to increased employment opportunities within the Metropolitan Area, while desiring to live in a smaller community.

The median age in Hickman increased from 29.3 years in 1990 to 32.5 years in 2000. The proportion of persons less than 18 years of age, as well as those over 65 years of age decreased slightly in total population between 1990 and

2000. There is a definite segment of the population, which works in Lincoln and has chosen to live in Hickman and commute.

**Population Projections**

Population Projections are estimates based upon past and present circumstances. Population projections allow Hickman to estimate what the population will be in future years by looking at past trends. By scrutinizing population changes in this manner, Hickman will be able to develop a baseline of change from which they can create different future scenarios. A number of factors (demographics, economics, social, etc.) may affect projections positively or negatively. At the present time, these projections are the best crystal ball Hickman has for predicting future population changes. There are many methods to project the future population trends; the five projections used below are intended to give Hickman a broad overview of the possible population changes that could occur in the future.

**Trend Line Analysis**

Trend Line Analysis is a process of projecting future populations based upon changes during a specified period of time. In the analysis of Hickman, three different trend lines were reviewed: 1940 to 2004, 2000 to 2004, and 1960 to 2000. A review of these trend lines indicates Hickman will continue to increase in population through 2030. The following projections summarize the decennial population for Hickman through 2030.

**Hickman Trend Analysis**

<b>Year</b>	<b>Trend: 1940 to 2004</b>	<b>Trend: 2000 to 2004</b>	<b>Trend: 1960 to 2004</b>
2010	1,422 persons	1,356 persons	1,716 persons
2020	2,084 persons	1,853 persons	3,051 persons
2030	3,054 persons	2,532 persons	5,426 persons

**Cohort Survival Analysis**

Cohort Survival Analysis reviews the population by different age groups and sex. The population age groups are then projected forward by decade using survival rates for the different age cohorts. This projection model accounts for average birth rates by sex and adds the new births into the future population.

The Cohort Survival Model projection indicates Hickman’s population will increase each decade through 2030. The following projection for Hickman is based on applying survival rates to age cohorts, but does not consider the effects of either in-migration or out-migration.

**Hickman Cohort Survival Analysis**

<b>Year</b>	<b>Cohort Survival Model</b>
2010	1,171 persons
2020	1,285 persons
2030	1,389 persons

**Other Population Projection Analysis Techniques**

There are a number of ways to examine population and population trends. The final approach used for Hickman is the examination of the annual growth rates between 2000 and 2004 and identifying an annual percentage increase in that growth rate; this will be referred to as a Modified Trend Line. Between 2000 and 2004, the annual growth rate for Hickman increased on average by 8.1% per year. Projecting out an average 8.1% increase to the annual growth rate influences the population in an exponential manner as opposed to a smooth trend line. In addition, the current number of platted lots (currently vacant) was accounted for in the calculation and an assumed build out date of 2011 (build out will put the current sewage treatment facilities at capacity with 2,500 people) were factors in the projection. Using this technique the following are the population projections calculated including the annual breakdown of this trend.

Year	Population	Change
2000	1,111	
2004	1,274	163
2005	1,327	53
2006	1,517	190
2007	1,707	190
2008	1,897	190
2009	2,087	190
2010	2,277	190
2011	2,500	223
2012	2,694	194
2013	2,905	211
2014	3,135	230
2015	3,387	252
2016	3,666	279
2017	3,977	311
2018	4,327	350
2019	4,723	396
2020	5,177	454
2021	5,702	525
2022	6,316	614
2023	7,042	726
2024	7,911	869
2025	8,967	1,056
2026	10,266	1,299
2027	11,890	1,624
2028	13,952	2,062
2029	16,615	2,663
2030	20,119	3,504

**Hickman Modified Trend Line**

**Year Modified Trend Line**

2010	2,277 persons
2020	5,177 persons
2030	20,119 persons

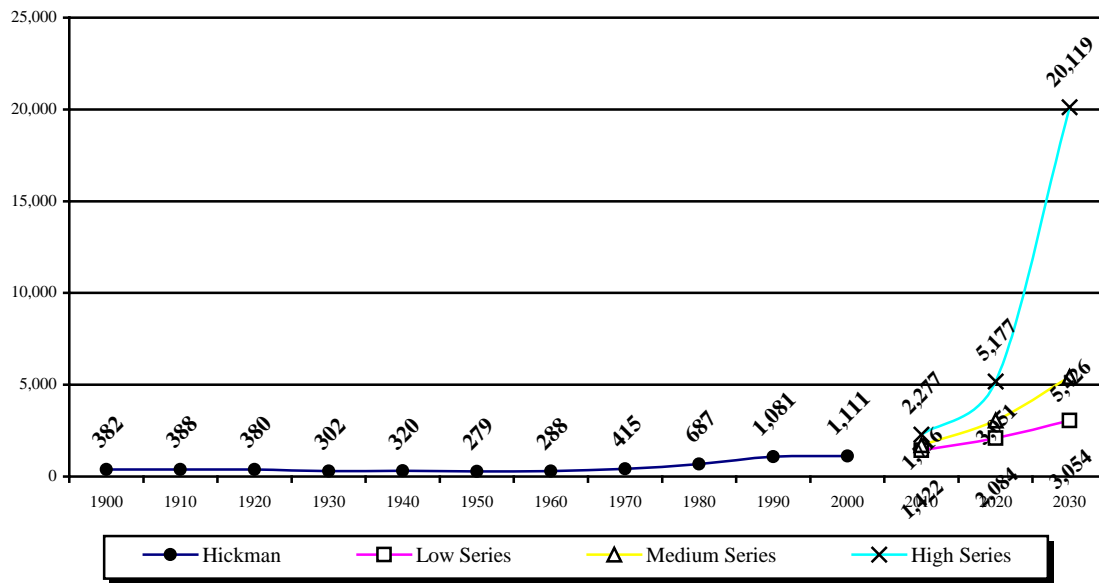
**Summary of Population Projections**

Using the modeling techniques discussed in the previous paragraphs, a summary of the six population projections for Hickman through the year 2030 is shown in Figure 1. Three population projection scenarios were selected and include (1) a Low Series; (2) a Medium Series; and, (3) a High Series. All of the projections forecast an increase in County population through the year 2030. The following population projections indicate the different scenarios that may be encountered by Hickman through the year 2030.

Year	Low Series = 1940-2004	Medium Series = 1960-2004	High Series = Modified Trend
2010	1,422 persons	1,716 persons	2,277 persons
2020	2,084 persons	3,051 persons	5,177 persons
2030	3,054 persons	5,426 persons	20,119 persons

Figure 1 reviews the population history of Hickman between 1900 and 2000, and identifies the three population projection scenarios into the years 2010, 2020, and 2030. Figure 1 indicates the peak population for Hickman occurred in 2000 with 1,111 people. Beginning in 1900, Hickman has had an overall steady population. The only major changes occurred during the 1930's and 1940's. This decrease could be attributed somewhat to the economic condition of the United States, as well as World War II which occurred during portions of both decades. However, starting in 1950, Hickman began to slowly increase in population.

**FIGURE 1: POPULATION TRENDS AND PROJECTIONS, HICKMAN, 1900 TO 2030**

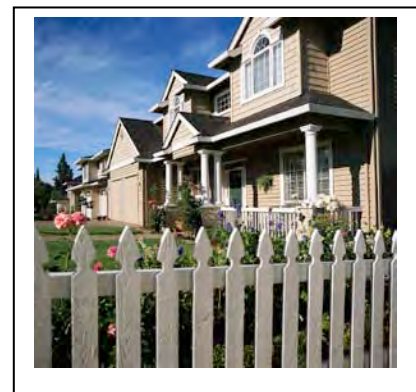


Source: U.S. Census Bureau, Census of Population and Housing, 1900-2000, 2004

As stated previously, the projections have been developed from data and past trends, as well as present conditions. A number of external and internal demographic, economic and social factors may affect these population forecasts. Hickman should monitor population trends, size and composition periodically in order to understand in what direction their community is heading.

**HOUSING PROFILE**

The Housing Profile in this Plan identifies existing housing characteristics and projected housing needs for residents of Hickman. The primary goal of the housing profile is to allow the community to determine what needs to be done in order to provide safe, decent, sanitary and affordable housing for every family and individual residing within Hickman. The housing profile is an analysis that aids in determining the composition of owner-occupied and renter-occupied units, as well as the existence of vacant units. It is important to evaluate information on the value of owner-occupied housing units, and monthly rents for renter-occupied housing units, to determine if housing costs are a financial burden to Hickman residents.

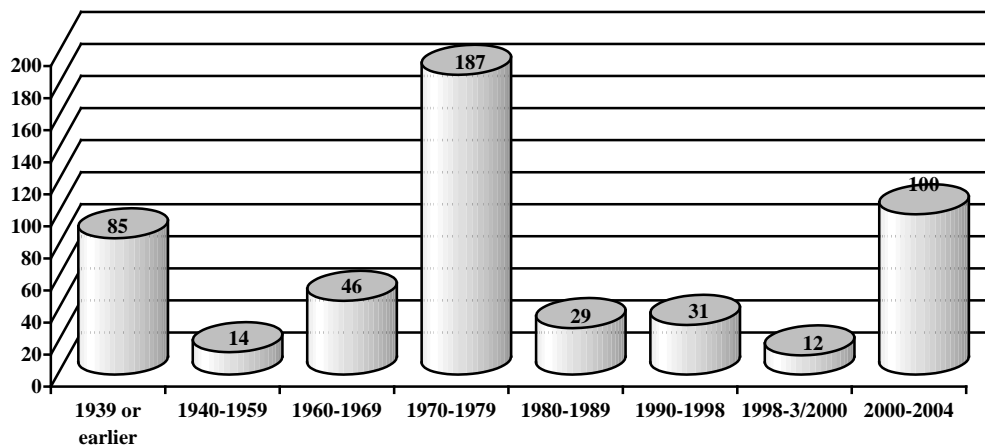


To project future housing needs, several factors must be considered. These factors include population change, household income, employment rates, land use patterns, and residents' attitudes. The following tables and figures provide the information to aid in determining future housing needs and develop policies designed to accomplish the housing goals for Hickman.

**Age of Existing Housing Stock**

An analysis of the age of Hickman’s housing stock reveals a great deal about population and economic conditions of the past. The age of the housing stock may also indicate the need for rehabilitation efforts, or new construction within the community. Examining the housing stock is important in order to understand the overall quality of housing and the quality of life in Hickman.

**FIGURE 2: AGE OF EXISTING HOUSING STOCK, HICKMAN, 2000**



Source: U.S. Census Bureau, Census of Population and Housing, SF3, 2000  
 City of Hickman, 2005  
 Note: There may be some overlap of data from the US Census data up to March 2000 and the City data for 2000 – 2004.

Figure 2 indicates only 85, or 21.0% of Hickman’s 404 total housing units, were constructed prior to 1940. There were 187 housing units, or 46.3% of the total, constructed between 1970 and 1979; this indicates there was a substantial economic boom during this time. In addition, there were 43 housing units or 10.6% of the total units were built between 1990 and March of 2000. Hickman needs to continually examine the quality of the housing stock that was constructed prior to 1970; typically these units may need improvements completed regarding their overall quality and energy efficiency. Additionally, demolition of units that are beyond rehabilitation may be necessary.

**Housing Trends**

An analysis of housing trends can reveal a great deal about the different sectors of the population within Hickman. Housing trends may also indicate the potential demand for additional owner- or renter-occupied housing. Examining housing trends is important in order to understand the overall diversity of the population and their quality of life within Hickman.

**TABLE 4: COMMUNITY HOUSING TRENDS, HICKMAN, 1990 AND 2000**

Selected Characteristics	1990	2000	% Change 1990-2000
Population	1,081	1,111	2.8%
Persons in Household	1,081	1,111	2.8%
Persons in Group Quarters	-	-	-
Persons per Household	2.89	2.85	-1.4%
<b>Total Housing Units</b>	<b>368</b>	<b>404</b>	<b>9.8%</b>
Occupied Housing Units	364	381	4.7%
Owner-occupied units	291	313	7.6%
Renter-occupied units	73	68	-6.8%
Vacant Housing Units	4	23	475.0%
Owner-Occupied vacancy rate	1.4%	1.9%	35.7%
Renter-Occupied vacancy rate	8.8%	13.9%	58.0%
Single-family Units	311	341	9.6%
Duplex/Multiple-family units	38	43	13.2%
Mobile Homes, trailer, other	29	20	-31.0%
<b>Median Contract Rent - 1990 and 2000</b>			
Hickman	\$238	\$369	55.0%
<b>Nebraska</b>	<b>\$348</b>	<b>\$491</b>	<b>41.1%</b>
<b>Median Value of Owner-Occupied Units - 1990 and 2000</b>			
Hickman	\$46,300	\$87,600	89.2%
<b>Nebraska</b>	<b>\$50,000</b>	<b>\$88,000</b>	<b>76.0%</b>

Source: U.S. Census Bureau, Census of Population and Housing, STF-1A, 1990, DP-4 2000

Table 4 indicates the number of persons living in households increased between 1990 and 2000 by 30 persons, or 2.8%. During these periods there were no residents living in group quarters. In addition, the number of persons per household decreased from 2.89 to 2.85 persons. Nationally, the trend has been towards a declining household size, and Hickman appears to be experiencing some of that trend but at a lesser degree. The persons per household are higher than a number of Nebraska communities and are reflective of Hickman’s strong family base.

Table 4 also indicates the number of occupied housing units increased from 364 in 1990 to 381 in 2000, or 4.7%. However, vacant housing units increased from 4 in 1990 to 23 in 2000, or 475.0%. The increase in the number of housing units is due to new home construction. The significant number of vacant units is likely tied to the timing of the Census and appears to be connected to the high vacancy rate of rental units at the time of the survey.

Single-family housing units increased slightly from 311 in 1990 to 341 in 2000, or 9.6%. Duplex and multi-family housing had the largest change, increasing from 38 units to 43 units in 2000, or 13.2%. Mobile homes and trailers decreased from 29 to 20, or -31.0%.

Median contract rent in Hickman increased from \$238 per month in 1990 to \$369 per month in 2000, or 55.0%. The State’s median monthly contract rent increased by 41.1%. This indicates Hickman has seen contract rent increase at a greater rate than the state and has surpassed the state’s average. This likely will continue to increase as more commuters make the choice to live in a rural setting, or small community, near Lincoln. Comparing changes in monthly rents between 1990 and 2000 with the Consumer Price Index (CPI) enables the local housing market to be compared to national economic conditions. Inflation between 1990 and 2000 increased at a rate of 32.1%,

indicating Hickman rents increased at a rate nearly 1 ½ times the rate of inflation. Thus, Hickman tenants were paying higher monthly rents in 2000, in terms of real dollars, than they were in 1990, on average.

The Median value of owner-occupied housing units in Hickman increased from \$46,300 in 1990 to \$87,600 in 2000 and represents an increase of 89.2%. The median value for owner-occupied housing units in the state showed an increase of 76.0%. Housing values in Hickman increased at a rate over two times greater than the CPI. This indicates housing values Statewide and in Hickman exceeded inflation and were valued considerably higher in 2000, in terms of real dollars, than in 1990, on average.

In terms of real dollars, tenants in Hickman were paying greater contract rent. In addition, the residents in the community saw a substantial increase in housing costs. This trend is consistent with the state, as data show housing costs across Nebraska have exceeded inflation. This trend has created a seller's market, it can also act as an incentive to property owners to update and rehabilitate housing units.

**TABLE 5: TENURE OF HOUSEHOLD BY SELECTED CHARACTERISTICS, HICKMAN, 1990 TO 2000**

Householder Characteristic	1990				2000				O.O.	R.O.
	Owner-Occupied	% O.O	Renter-Occupied	% R.O	Owner-Occupied	% O.O	Renter-Occupied	% R.O	Percent Change	
<b>Tenure by Number of Persons in Housing Unit (Occupied Housing Units)</b>										
1 person	45	15.5%	27	37.0%	42	13.4%	33	49.3%	-6.7%	22.2%
2 persons	66	22.7%	21	28.8%	78	24.9%	22	32.8%	18.2%	4.8%
3 persons	52	17.9%	13	17.8%	64	20.4%	6	9.0%	23.1%	-53.8%
4 persons	73	25.1%	8	11.0%	90	28.8%	2	3.0%	23.3%	-75.0%
5 persons	41	14.1%	4	5.5%	26	8.3%	4	6.0%	-36.6%	0.0%
6 persons or more	14	4.8%	0	0.0%	13	4.2%	0	0.0%	-7.1%	#DIV/0!
<b>TOTAL</b>	<b>291</b>	<b>100.0%</b>	<b>73</b>	<b>100.0%</b>	<b>313</b>	<b>100.0%</b>	<b>67</b>	<b>100.0%</b>	<b>7.6%</b>	<b>-8.2%</b>
<b>Tenure by Age of Householder (Occupied Housing Units)</b>										
15 to 24 years	5	1.7%	2	3.0%	9	2.9%	8	11.9%	80.0%	300.0%
25 to 34 years	82	28.2%	19	28.4%	62	19.8%	12	17.9%	-24.4%	-36.8%
35 to 44 years	101	34.7%	13	19.4%	99	31.6%	14	20.9%	-2.0%	7.7%
45 to 54 years	42	14.4%	9	13.4%	78	24.9%	10	14.9%	85.7%	11.1%
55 to 64 years	23	7.9%	7	10.4%	30	9.6%	4	6.0%	30.4%	-42.9%
65 to 74 years	13	4.5%	8	11.9%	24	7.7%	12	17.9%	84.6%	50.0%
75 years and over	25	8.6%	15	22.4%	11	3.5%	7	10.4%	-56.0%	-53.3%
<b>TOTAL</b>	<b>291</b>	<b>100.0%</b>	<b>73</b>	<b>109.0%</b>	<b>313</b>	<b>100.0%</b>	<b>67</b>	<b>100.0%</b>	<b>7.6%</b>	<b>-8.2%</b>

Source: U.S. Census Bureau, Census of Population and Housing, STF-1A, 1990 / SF4 2000

Table 5 shows tenure (owner-occupied and renter-occupied) of households by number and age of persons in each housing unit. Analyzing these data gives the community the ability to determine where there may be a need for additional housing. In addition, Hickman could target efforts for housing rehabilitation and construction at those segments of the population exhibiting the largest need.

The largest section of owner-occupied housing in Hickman in 2000, based upon number of persons, was four person households, with 90 units, or 28.8% of the total owner-occupied units. By comparison, the largest household size



for rentals was the single person households which had 33 renter-occupied housing units, or 49.3% of the total renter-occupied units. Hickman was comprised of 175 1- or 2-person households, or 46.1% of all households. Households having 5- or more persons comprised only 12.5% of the owner-occupied segment, and 6.0% of the renter-occupied segment.

When compared to 1990, three of the six owner-occupied household groups grew in number. Owner-occupied household groups of four persons grew by the greatest number, increasing by 17 units, or 23.3%. Only two of the six renter-occupied housing unit groups increased; however, an additional two groups remained the same. One person units increased the most with 6 new units, or a 22.2% increase. Renter-occupied units with four persons had the greatest decrease, losing 6 units or -75.0% from 1990. There appears to be a connection between the declining number of rental units with four persons and the increase in owner-occupied units with four persons; indicating the potential of families/households improving their quality of life through home ownership.

According to the 2000 data in Table 5, the largest groups of the owner-occupied units were the 35 to 44 years and 45 to 54 years. The age groups accounted for 31.6% and 24.9% of the total, respectively. The two groups combined totaled 56.5%. Tenure by age indicates 45.7% of owner-occupied housing units were comprised of persons aged 45 years and older, while 50.7% of renter-occupied units were comprised of persons aged 45 years and younger. Hickman, typically, has a lower percentage of renter units being leased to people 45 years and older. The largest category of renter-occupied units was the 35 to 44 age group having 20.9% of the total. However, this group was followed closely by the 25 to 34 age group and the 65 to 74 age group, each having 17.9% of the renter-occupied total.

**TABLE 6: SELECTED HOUSING CONDITIONS, HICKMAN, 1990 AND 2000**

Housing Profile	Hickman		State of Nebraska	
	Total	% of Total	Total	% of Total
1990 Housing Units	368		660,621	
1990 Occupied Housing Units	364	98.9%	602,363	91.2%
2000 Housing Units	404		722,668	
2000 Occupied Housing Units	380	94.1%	666,184	92.2%
<b>Change in Number of Units 1990 to 2000</b>				
Total Change	36	9.8%	62,047	9.4%
Annual Change	4	1.0%	6,205	0.9%
Total Change in Occupied Units	16	4.4%	63,821	10.6%
Annual Change in Occupied Units	2	0.4%	6,382	1.1%
<b>Characteristics</b>				
1990 Units Lacking Complete Plumbing Facilities	0	0.0%	5,242	0.8%
1990 Units with More Than One Person per Room	8	2.2%	10,512	1.6%
2000 Units Lacking Complete Plumbing Facilities	0	0.0%	6,398	0.9%
2000 Units with More Than One Person per Room	6	1.5%	17,963	2.5%
<b>Substandard Units</b>				
1990 Total	8	2.2%	15,754	2.4%
2000 Total	6	1.5%	24,361	3.4%

Source: U.S. Census Bureau, Census of Population and Housing, STF-3A, 1990, DP-4 2000

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Table 6 indicates changes in housing conditions and includes an inventory of substandard housing for Hickman. The occupancy household rate in Hickman decreased from 98.9% of all housing in 1990 to 94.1% of all housing in 2000. Between 1990 and 2000, the number of housing units in Hickman increased by 36, or an average of almost four units per year. However, there was an increase of 16 new occupied housing units.

According to the U.S. Department of Housing and Urban Development (HUD) guidelines, housing units lacking complete plumbing or are overcrowded are considered substandard housing units. HUD defines a complete plumbing facility as hot and cold-piped water, a bathtub or shower, and a flush toilet. HUD defines overcrowding as more than one person per room. These criteria when applied to Hickman indicate six housing units, or 1.5% of the total units, were substandard in 2000. However, this figure was reached by adding together the number of housing meeting one criterion to the number of housing units meeting the other criterion. However, the amount of substandard units was based solely on overcrowding.

Housing units containing major defects requiring rehabilitation or upgrading to meet building, electrical or plumbing codes should also be included in an analysis of substandard housing. A comprehensive survey of the entire housing stock should be completed every five years to determine and identify the housing units that would benefit from remodeling or rehabilitation work. This process will help ensure that a community maintains a high quality of life for its residents through protecting the quality and quantity of its housing stock.

#### **ECONOMIC AND EMPLOYMENT PROFILE**

Economic data are collected in order to understand area markets, changes in economic activity and employment needs and opportunities within Hickman. In this section, employment by industry, household income statistics, retail sales, income by source, and assessed valuation and tax rates were reviewed for Hickman, the Metropolitan Statistical Area (when possible), and Nebraska.

#### **Income Statistics**

Income statistics for households are important for determining the earning power of households in a community. The data presented here show household income levels for Hickman in comparison to the state. These data were reviewed to determine whether households experienced income increases at a rate comparable to the state of Nebraska and the Consumer Price Index (CPI). Note that income statistics may exhibit different numbers than housing statistics; for example, Table 7 shows that there were 380 households in Hickman in 2000, but Table 9 shows that there were only 349. Discrepancies of this nature are to be expected, and can be accounted for by the fact that these data were derived from different census survey formats.

**TABLE 7: HOUSEHOLD INCOME, HICKMAN, 1990 AND 2000**

Household Income Ranges	1990				2000			
	Hickman	% of Total	State of Nebraska	% of Total	Hickman	% of Total	State of Nebraska	% of Total
Less than \$10,000	39	10.7%	95,602	15.9%	25	6.6%	55,340	8.3%
\$10,000 to \$14,999	29	8.0%	64,661	10.7%	15	3.9%	43,915	6.6%
\$15,000 to \$24,999	110	30.3%	128,454	21.3%	38	10.0%	98,663	14.8%
\$25,000 to \$34,999	85	23.4%	108,560	18.0%	31	8.2%	97,932	14.7%
\$35,000 to \$49,999	53	14.6%	107,111	17.8%	106	27.9%	122,654	18.4%
\$50,000 and over	47	12.9%	98,470	16.3%	165	43.4%	248,491	37.3%
<b>Total</b>	<b>363</b>	<b>100.0%</b>	<b>602,858</b>	<b>100.0%</b>	<b>380</b>	<b>100.0%</b>	<b>666,995</b>	<b>100.0%</b>
<b>Median Household Income</b>	\$25,292		\$26,016		\$44,911		\$39,250	
<b>Number of Households</b>	363		602,858		380		666,995	

Source: U.S. Census Bureau, Census of Population and Housing, STF-3A, 1990 / DP-3 2000

Table 7 indicates the number of households in each income range for Hickman for 1990 and 2000. In 1990, the household income range most commonly reported was \$15,000 to \$24,999, which accounted for 30.3% of all households. By 2000, the income range reported most was the \$50,000 and over which accounted for 43.4% of the total. Those households earning less than \$15,000 decreased from 30.3% in 1990 to only 10.0% in 2000, nearly 1/3 of the 1990 total.

The median household income for Hickman was \$25,292 in 1990, which was \$724 less than the State average. By 2000, the median household income increased to \$44,911 or an increase of 77.6% and was over \$5,600.00 higher than the state average. The CPI for this period was 32.1%, which indicates incomes in Hickman did exceed inflation. Hickman households were earning more, in real dollars, in 2000 than in 1990.

**TABLE 8: HOUSEHOLD INCOME BY AGE (55 YEARS & OLDER) HICKMAN, 2000**

Income Categories	55 to 64 years	65 to 74 years	75 years and over	Households age 55 and over	Households age 55 and over	Total Households	% of Total Households age 55 & over
Less than \$10,000	3	5	8	16	18.8%	25	64.0%
\$10,000 to \$14,999	0	4	4	8	9.4%	15	53.3%
\$15,000 to \$24,999	4	10	4	18	21.2%	38	47.4%
\$25,000 to \$34,999	0	0	2	2	2.4%	31	6.5%
\$35,000 to \$49,999	7	11	0	18	21.2%	106	17.0%
\$50,000 or more	19	4	0	23	27.1%	165	13.9%
<b>Total</b>	<b>33</b>	<b>34</b>	<b>18</b>	<b>85</b>	<b>100.0%</b>	<b>380</b>	<b>22.4%</b>

Source: U.S. Census Bureau, Census of Population and Housing, SF4 2000

Table 8 indicates household income for Hickman householders aged 55 years and over in 2000. The purpose for this information is to determine the income level of Hickman's senior households. The Table indicates 85 households meeting this criterion. Of the 85 households 55 years and older, in Table 8, 42 or 49.4% had incomes

less than \$25,000 per year. Furthermore, 24 of these households, or 28.2% of the total households, had incomes less than \$15,000 per year; in addition, these 24 households accounted for 60.0% of all households in Hickman earning less than \$15,000. This information indicates many of these households could be eligible for housing assistance to ensure they continue to live at an appropriate standard of living. The number of senior households could easily continue to grow during the next twenty years. As the size of the 55 and over age cohort increases, these typically fixed income households may be required to provide their entire housing needs for a longer period. In addition, the fixed incomes that seniors tend to live on generally decline at a faster rate than any other segment of the population, in terms of real dollars.

The last two columns of Table 8 indicate the total number of households in each income level and the proportion of those households that were age 55 years and older. Note that in the income level of less than \$10,000, 64.0% of all households were over the age of 55. By contrast, only 17.0% of all households in the \$35,000 to \$49,999 income range are over 55 years of age, and only 13.9% of all households in the \$50,000 or more income range was over 55 years of age. This indicates that those who are over 55 years of age in Hickman account for a strong portion of the lower income groups and have limited impact on the higher income brackets.

**TABLE 9: HOUSING COSTS AS A PERCENTAGE OF HOUSEHOLD INCOME, HICKMAN, 2000**

Income Categories	Owner-Occupied Households	% O.O. Households	Renter-Occupied Households	% R.O. Households	Total Households	% of Total Households
<b>Less than \$10,000</b>						
Less than 30% of income	0	0.0%	6	9.2%	6	1.7%
More than 30% of income	11	3.9%	6	9.2%	17	4.9%
<b>\$10,000 to \$19,999</b>						
Less than 30% of income	4	1.4%	9	13.8%	13	3.8%
More than 30% of income	13	4.6%	5	7.7%	18	5.2%
<b>\$20,000 to \$34,999</b>						
Less than 30% of income	15	5.3%	16	24.6%	31	9.0%
More than 30% of income	9	3.2%	6	9.2%	15	4.3%
<b>\$35,000 to \$49,999</b>						
Less than 30% of income	65	22.9%	8	12.3%	73	21.0%
More than 30% of income	14	4.9%	2	3.1%	16	4.6%
<b>\$50,000 or more</b>						
Less than 30% of income	149	52.5%	7	10.8%	157	44.9%
More than 30% of income	4	1.4%	0	0.0%	4	1.2%
<b>TOTAL</b>	<b>284</b>	<b>100.0%</b>	<b>65</b>	<b>100.0%</b>	<b>349</b>	<b>100.6%</b>
<b>Housing Cost Analysis</b>						
Less than 30% of income	233	82.0%	46	70.8%	279	79.9%
More than 30% of income	51	18.0%	19	29.2%	70	20.1%
<b>TOTAL</b>	<b>284</b>	<b>100.0%</b>	<b>65</b>	<b>100.0%</b>	<b>349</b>	<b>100.0%</b>

Source: U.S. Census Bureau, Census of Population and Housing, SF 3 Table H73 and H97, 2000

Table 9 shows owner-occupied and renter-occupied housing costs as a percentage of householder income in 2000. In addition, the Table identifies the number of households experiencing a housing cost burden. Note the total

number of households is different, due to the use of a different survey form. A housing cost burden, as defined by the U.S. Department of Housing and Urban Development (HUD), occurs when gross housing costs, including utility costs, exceed 30% of gross household income, based on data published by the U.S. Census Bureau. Table 9 shows 279 households, or 79.9% of total households, paid less than 30% of their income towards housing costs. This means the remaining 70 households, or 20.1% of the total, were experiencing a housing cost burden.

There were 46 owner-occupied households and 19 renter-occupied households that experienced this housing cost burden. However, even though the total number of owner-occupied units exceeded the renter-occupied, only 18.0% of owner-occupied households had a housing cost burden, while 29.2% of renter-occupied households had a housing cost burden. The median rent in Hickman, which was \$369 and was less than the state median of \$491.

Table 10 shows owner and renter costs for householders age 65 and over. Similar trends are shown in Table 10 as were shown in Table 9. A housing cost burden affects 10 households age 65 and over. In 2000, there were nine owner-occupied households age 65 and over with a housing cost burden or 31.0% of the total households with this burden. However, one renter-occupied households age 65 and over experienced a housing cost burden, or 6.7% of the total households with this burden. While only 20.1% of Hickman’s population as a whole experienced a housing cost burden, 22.7% of all households over age 65 experienced a housing cost burden. This finding is of particular importance because it shows that elderly households account for 62.9% of all the households indicating a housing cost burden; all while they continue to face increasing housing costs and fixed or decreasing incomes.

**TABLE 10: AGE 65 AND OLDER COSTS AS PERCENTAGE OF INCOME, HICKMAN, 2000**

Income Categories	Owner-Occupied Households	% O.O. Households	Renter-Occupied Households	% R.O. Households	Total Households age 65 and Over	% of Total Households
<b><u>Housing Cost Analysis</u></b>						
Less than 30% of income	20	69.0%	14	93.3%	34	77.3%
More than 30% of income	9	31.0%	1	6.7%	10	22.7%
<b>TOTAL</b>	<b>29</b>	<b>100.0%</b>	<b>15</b>	<b>100.0%</b>	<b>44</b>	<b>100.0%</b>

Source: U.S. Census Bureau, Census of Population and Housing, SF 3 Table H71 and H96, 2000

The relationship between income and housing is the most crucial factor in the provision of safe, decent, sanitary and affordable housing for all households and individuals. Hickman should look at developing and implementing a set of housing goals when making decisions regarding future developments. Specifically, Hickman should develop a list of policies that are based on the following factors:

- Hickman should assist the elderly populations by ensuring policies are developed permitting and encouraging the continued support of services that aid in the quality of life for elderly residents.
- Hickman should continue to play an important role in the development of affordable housing options for all residents through appropriate land-use policies.
- Continue to support housing opportunities such as Fence Rock Elderly Housing.

**Income Source and Public Assistance**

Table 11 shows personal income by source for Hickman, the MSA, and the State. These data are for the 2000 Census only; due primarily to changes in data collection and tabulation by the Census Bureau in 2000. The data are divided into five categories, which are:

- Households with earnings,
- Households with Social Security Income,
- Households with Supplemental Security Income,
- Households with Public Assistance, and
- Households with Retirement Income.

The data indicate that 88.9% of the households in Hickman have earnings from some source other than assistance or retirement funds. This is considerably higher than the Metropolitan Area and State, with 86.1% and 82.5% respectively. Another key component is the percentage of households collecting Social Security Income in Hickman compared to the Metropolitan Area and the State, which are 17.6%, 20.3%, and 26.4% respectively. All of these income sources point to the fact that the economic conditions of households in Hickman appear to be excellent.

**TABLE 11: INCOME BY SOURCE, STATE, MSA, AND HICKMAN, 2000**

Income Characteristics	2000	% of Total	2000 Hickman vs. MSA	2000 Hickman vs. State of Nebraska
<b>Hickman</b>				
<b>Total Households</b>	<b>380</b>		0.4%	0.1%
Households with earnings	338	88.9%	0.4%	0.1%
Households with Social Security income	67	17.6%	0.3%	0.0%
Households with Supplemental Security income	12	3.2%	0.4%	0.1%
Households with Public Assistance income	6	1.6%	0.2%	0.0%
Households with Retirement income	35	9.2%	0.3%	0.0%
<b>Median Household Income</b>	<b>\$44,911</b>		107.3%	114.4%
<b>Metropolitan Statistical Area</b>				
<b>Total Households</b>	<b>99,254</b>			
Households with earnings	85,507	86.1%		
Households with Social Security income	20,195	20.3%		
Households with Supplemental Security income	2,783	2.8%		
Households with Public Assistance income	2,867	2.9%		
Households with Retirement income	13,000	13.1%		
<b>Median Household Income</b>	<b>\$41,850</b>			
<b>State of Nebraska</b>				
<b>Total Households</b>	<b>666,995</b>			
Households with earnings	550,074	82.5%		
Households with Social Security income	175,925	26.4%		
Households with Supplemental Security income	19,743	3.0%		
Households with Public Assistance income	18,640	2.8%		
Households with Retirement income	85,493	12.8%		
<b>Median Household Income</b>	<b>\$39,250</b>			

Source: U.S. Census Bureau, Census of Population and Housing, SF 3 DP3

Dependency Ratio's are used to examine how strong economically a community is based upon the overall population and those individuals typically dependent upon the community for survival. The Dependency Ratio sums the percentage of people less than 20 years old with those people 65 years old and older. Then the summation is divided by the percentage of the population remaining.

$$\frac{(\% < 20) + (\% 65 \text{ and over})}{(\% 20 \text{ to } 64)}$$

A Dependency Ratio of "1" means that the individual on the bottom of the equation are equally supporting those on the top of the equation. A number more than "1" indicates the individuals typically dependent in a community are being supported by fewer people in the workforce, thus those in the workforce are spending more of their earnings to support the other age groups. Finally, a ratio of less than one there are more individuals in the workforce than are needed to support the dependent populations; thus the potential for a stronger economic base. Growth will be somewhat dependent upon the number of younger people versus the number of older people in the equation. If the younger population is larger than the potential for growth is far greater.

Currently, Hickman's Dependency Ratio is 0.808. The analysis indicates that there is a greater number of youth than seniors in the population. Therefore, the economic conditions in Hickman are looking positive for the present and into the future.

**Industry Employment**

Analyzing employment by industry assists a county in determining the key components of their labor force. This section indicates the type of industry comprising the local economy, as well as identifying particular occupations that employ residents. Table 12 indicates employment size by industry for Hickman, the MSA and the State of Nebraska in 2000. Again, only the 2000 Census data are shown due to a change by the Census Bureau in the data categories.

The data in Table 12 do not necessarily represent the number of jobs within Hickman but the type of jobs held by the residents of the community. These data indicate that the residents of Hickman are employed in jobs at levels similar to the Metropolitan Area as well as the State.

The top five employment sectors in Hickman are:

1. Educational, health and Social services	22.3%
2. Construction	12.7%
3. Retail Trade	11.8%
4. Manufacturing	11.1%
5. Other Services (except Public Administration)	8.0%

The sector ranked the lowest, in Hickman is not surprising, since it was agriculture, forestry, fishing, hunting and mining.

**TABLE 12: EMPLOYMENT BY INDUSTRY, STATE, MSA, AND HICKMAN, 2000**

Hickman	2000	% of Total	Hickman vs. MSA
Agriculture, forestry, fishing and hunting, and mining	9	1.6%	0.6%
Construction	73	12.7%	0.8%
Manufacturing	64	11.1%	0.4%
Wholesale Trade	20	3.5%	0.5%
Retail Trade	68	11.8%	0.4%
Transportation and warehousing and utilities	18	3.1%	0.3%
Information	12	2.1%	0.3%
Finance, Insurance & Real Estate	43	7.5%	0.4%
Professional, scientific, management, administrative and waste management services	36	6.3%	0.3%
Educational, health and social services	128	22.3%	0.4%
Arts, entertainment, recreation, accomodation and food services	16	2.8%	0.1%
Other Services (except public administration)	46	8.0%	0.8%
Public Administration	42	7.3%	0.4%
<b>Totals</b>	<b>575</b>	<b>100.0%</b>	<b>0.4%</b>
<b>Metropolitan Statistical Area</b>			
Agriculture, forestry, fishing and hunting, and mining	1,403	1.0%	
Construction	9,358	6.7%	
Manufacturing	16,380	11.7%	
Wholesale Trade	4,076	2.9%	
Retail Trade	15,421	11.0%	
Transportation and warehousing and utilities	5,974	4.3%	
Information	3,843	2.8%	
Finance, Insurance & Real Estate	10,945	7.8%	
Professional, scientific, management, administrative and waste management services	12,449	8.9%	
Educational, health and social services	33,131	23.7%	
Arts, entertainment, recreation, accomodation and food services	11,232	8.0%	
Other Services (except public administration)	5,928	4.2%	
Public Administration	9,421	6.8%	
<b>Totals</b>	<b>139,561</b>	<b>100.0%</b>	
<b>State of Nebraska</b>			
Agriculture, forestry, fishing and hunting, and mining	48,942	5.6%	
Construction	56,794	6.5%	
Manufacturing	107,439	12.2%	
Wholesale Trade	31,265		
Retail Trade	106,303	12.1%	
Transportation and warehousing and utilities	53,922	6.1%	
Information	21,732	2.5%	
Finance, Insurance & Real Estate	67,370	7.7%	
Professional, scientific, management, administrative and waste management services	63,663	7.3%	
Educational, health and social services	181,833	20.7%	
Arts, entertainment, recreation, accomodation and food services	63,635	7.3%	
Other Services (except public administration)	40,406	4.6%	
Public Administration	33,933	3.9%	
<b>Totals</b>	<b>877,237</b>	<b>100.0%</b>	

Source: U.S. Census DP-3, 2000

Some of the employment sectors in Hickman are also found within the Lincoln-Lancaster County Metropolitan Area and the state of Nebraska. The following is a how these five sectors are ranked.

**Metropolitan Area**

1. Educational, health and Social services
2. Manufacturing
3. Retail Trade
4. Professional, scientific, management, administrative, and waste management services
5. Arts, entertainment, recreation, accomodation and food service

**Nebraska**

- Educational, health and Social services
- Manufacturing
- Retail Trade
- Finance, Insurance and Real Estate
- Professional, scientific, management, administrative, and waste management services

These data are truly representative of the urbanizing area of Hickman and its role in the Lincoln-Lancaster County Metropolitan Area. How these employment sectors match up with the economic viability of Hickman is important but not critical. The make up of the employment force and its potential economic impact are less critical to Hickman



than a city like Grand Island. This is due to the integration of the employment base in Hickman into the economics and employment base of the Lincoln-Lancaster County Metropolitan Area.

### Commuter Trends

Table 13 shows the commuter characteristics for Hickman. The data are shown for 1990 and 2000. The Table examines the amount of time an individual drove to their job, change from 1990 to 2000, and the average travel time for the community.

**TABLE 13: TRAVEL TIME TO WORK, HICKMAN, 1990 TO 2000**

Travel Time Categories	1990	% of Total	2000	% of Total	% Change
Less than 5 minutes	15	3.0%	23	4.0%	53.3%
5 to 9 minutes	55	11.1%	21	3.7%	-61.8%
10 to 19 minutes	74	14.9%	105	18.4%	41.9%
20 to 29 minutes	180	36.3%	221	38.7%	22.8%
30 to 44 minutes	130	26.2%	146	25.6%	12.3%
45 to 59 minutes	25	5.0%	24	4.2%	-4.0%
60 minutes or more	6	1.2%	17	3.0%	183.3%
Worked at home	11	2.2%	14	2.5%	27.3%
<b>Total</b>	<b>496</b>	<b>100.0%</b>	<b>571</b>	<b>100.0%</b>	<b>15.1%</b>
<b>Mean Travel Time (minutes)</b>	<b>22.5</b>		<b>25.2</b>		<b>12.0%</b>

Source: U.S. Census Bureau, Census of Population and Housing, STF-3A, 1990 – SF 3 Table PCT56 and DP3, 2000

Table 13 indicates the workforce in 2000 spent nearly three minutes more traveling to work than in 1990. The average travel time increased from 22.5 minutes in 1990 to 25.2 minutes in 2000. The largest increase occurred in the 60 minute or more category, which increased by 11 persons, or 183.3%. The next largest increase occurred in the less than 5 minute group, which increased by 8 persons, or 53.3%. The greatest increase in terms of numbers and not percentages was the 20 to 29 minute category with an increase of 41 persons. Increases in travel times are more likely due to the population commuting to the Lincoln area than other places. The number of persons working at home also showed an increase.

### Sales and Fiscal Profile

Retail trade is an important part of a local economy. Examining the retail economy allows Hickman to analyze the level of retailing activity occurring within the City limits. Some of the most important economic activities for rural communities are transactions of goods and services, which take place between consumers and local businesses.

#### Net Taxable Sales

The best means to analyze retail sales activity is to examine the Net Taxable Sales of a community. Net taxable sales data help Hickman understand whether its retail businesses are increasing or decreasing in total sales. These sales are all sales transactions, as reported to the State of Nebraska, completed in the community, requiring that sales tax be assessed, except for motor vehicles. Therefore, these figures do not include food sales as defined by the State of Nebraska.

Table 14 shows non-motor vehicle net taxable sales for Hickman between 1984 and 2004. In 1984, Hickman reported a total of \$1,685,673.00 in net tax sales. By 2004 that value had increased to \$4,481,214.00; this accounted for an increase of 165.8%. For the same reporting period the Consumer Price Index had an increase of 81.8%, thus businesses that had taxable sales actually were earning twice as much in 2004 compared to 1984 in terms of real dollars.

**TABLE 14: NET TAXABLE SALES AND SALES TAX PAID; HICKMAN, 1984 TO 2003**

Year	Net Taxable Sales	% Change from Previous Year
1984	\$ 1,685,673.00	NA
1985	\$ 1,636,858.00	-2.9%
1986	\$ 1,615,527.00	-1.3%
1987	\$ 1,684,710.00	4.3%
1988	\$ 1,798,752.00	6.8%
1989	\$ 1,911,556.00	6.3%
1990	\$ 2,228,925.00	16.6%
1991	\$ 2,310,942.00	3.7%
1992	\$ 2,335,140.00	1.0%
1993	\$ 2,554,260.00	9.4%
1994	\$ 2,674,660.00	4.7%
1995	\$ 2,716,709.00	1.6%
1996	\$ 2,750,449.00	1.2%
1997	\$ 2,936,729.00	6.8%
1998	\$ 3,236,729.00	10.2%
1999	\$ 3,163,908.00	-2.2%
2000	\$ 3,184,637.00	0.7%
2001	\$ 3,126,118.00	-1.8%
2002	\$ 3,350,510.00	7.2%
2003	\$ 3,173,515.00	-5.3%
2004	\$ 4,481,214.00	33.7%
<b>Total Change</b>	<b>\$2,795,541</b>	<b>165.8%</b>

Source: Nebraska Department of Revenue, 2004  
Does not include motor vehicle sales

***Fiscal and Tax Analysis***

Table 15 indicates the assessed valuation of the entire corporate limits of the City from 1998 to 2004. In addition, the table indicates the different tax levies paid by a resident of Hickman. In 1998 the assessed valuation of Hickman was \$28,163,705.00. By fiscal year 2004-2005 the assessed valuation had increased to \$46,853,098.00, an increase of 66.4%. This increase surpassed the Consumer Price Index (CPI) for the same period by nearly four times; the CPI for this period was only 15.9%. This would indicate that the average property saw an increase in value as well as valuation. The actual change in valuation for Hickman was a mixture of three elements, 1) an actual increase in the valuations of existing properties in 1998, 2) new construction, and 3) annexation of new areas into the corporate limits of the community.

**TABLE 15: ASSESSED VALUATIONS AND TAX LEVIES, HICKMAN 1998 TO 2004**

Hickman	1998	1999	2000	2001	2002	2003	2004	% Change
Assessed Valuations	\$28,163,705	\$29,627,933	\$30,984,931	\$35,287,522	\$35,973,510	\$43,972,284	\$46,853,098	66.4%
City Levy	0.37926	\$0.319840	\$0.389254	\$0.371635	\$0.377308	\$0.319479	\$0.319479	-15.8%
Bond Levies	\$0.203154	\$0.250534	\$0.175214	\$0.141619	\$0.143781	\$0.121708	\$0.121708	-40.1%
Other Levies	\$1.590050	\$1.500825	\$1.628999	\$1.567075	\$1.582941	\$1.577488	\$1.718909	8.1%
Lancaster County	\$0.278274	\$0.258364	\$0.264323	\$0.258282	\$0.268327	\$0.268300	\$0.279700	0.5%
School District 160	\$1.042290	\$1.007162	\$1.125698	\$1.041776	\$1.047210	\$1.057172	\$1.188475	14.0%
Commission	\$0.017000	\$0.017000	\$0.017000	\$0.017000	\$0.017000	\$0.017000	\$0.017000	0.0%
ESU #6	\$0.017915	\$0.017325	\$0.016738	\$0.017439	\$0.017300	\$0.017128	\$0.017074	-4.7%
Lower Platte South NRD	\$0.038989	\$0.037296	\$0.036719	\$0.036509	\$0.035874	\$0.032258	\$0.032302	-17.2%
Railroad Safety District	\$0.026000	\$0.026000	\$0.026000	\$0.022061	\$0.021954	\$0.024805	\$0.026000	0.0%
Hickman Fire District	\$0.072471	\$0.076723	\$0.079272	\$0.072841	\$0.071165	\$0.060010	\$0.059093	-18.5%
SE Community College	\$0.069600	\$0.033404	\$0.029500	\$0.063600	\$0.065500	\$0.065500	\$0.065500	-5.9%
Ag. Society	\$0.001315	\$0.003152	\$0.007274	\$0.002412	\$0.001240	\$0.003015	\$0.002008	52.7%
Ag. Society JPA	\$0.000000	\$0.000000	\$0.000000	\$0.005169	\$0.004995	\$0.004368	\$0.004180	-
County Library	\$0.026196	\$0.024399	\$0.026475	\$0.029986	\$0.032376	\$0.027932	\$0.027577	5.3%
<b>Total Levy</b>	<b>\$2.172462</b>	<b>\$2.071199</b>	<b>\$2.193467</b>	<b>\$2.080329</b>	<b>\$2.104030</b>	<b>\$2.018675</b>	<b>\$2.160096</b>	<b>-0.6%</b>

Source: Lancaster County Assessor, 2005

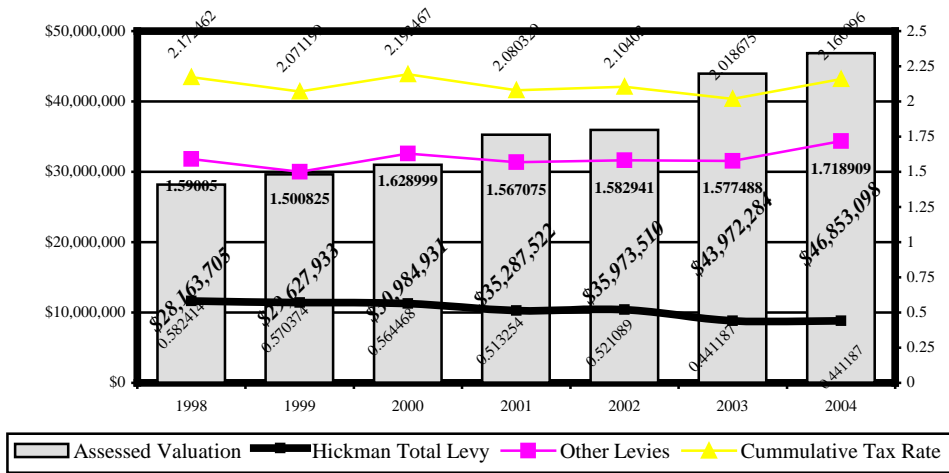
Table 15 also indicates that the levies set by the different taxing authorities for a Hickman resident had a mixture of increases and decreases. The City of Hickman’s general tax levy changed by -15.8% and as of 2004 was the lowest it had been during this seven year period. The levy assessed by the City of Hickman for outstanding bonds changed by -40.1% for the same period. Overall, the rate assessed by the City changed by -24.2%.

When the increase in Assessed Valuation and the decrease in tax rate are balanced with the amount of tax revenue generated for the City of Hickman, the City actually saw an increase in total revenue of 26.0%. Therefore, the increase in the Assessed Valuations balanced with the tax rate decreases. The City, as values were being increased by the County Assessor, was able to continue providing services to the residents and still lower the tax levies. Being able to balance tax revenue with the Assessed Valuation and the tax levies is a positive in this period. During this period, there were sharp increases across the country regarding health insurance, the cost of materials to operate the City, and more.

The total of all the other tax levies paid by a Hickman resident changed by -0.6% during this period. Approximately one-half of the tax authorities having jurisdiction in Hickman decreased their tax levy. The two largest percentage increases came from the Norris Public Schools and the Lancaster Agricultural Society. Figure 3 shows how Hickman’s levy has been stable or decreasing; while the other entities have been going up and down over the time period examined.

The overall impact of the tax levies on a typical resident of Hickman has been minimal. The owner of a home assessed at \$100,000.00 in 1998 would have paid a total of \$2,172.46 in taxes. If the CPI increase is applied to the \$100,000.00 home, its value would be approximately \$115,800.00 and the owner would have paid a total of 2,503.55 in taxes, an increase of \$331.09 or approximately \$28 per month.

FIGURE 3: FISCAL TRENDS, HICKMAN 1997 TO 2004



Source: Lancaster County Assessor 2005

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**COMMUNITY FACILITIES**

State and local governments provide a number of goods and services for their citizens. The people, buildings, equipment and land utilized in the process of providing these goods and services are referred to as public facilities.

Public facilities represent a wide range of buildings, utilities, and services that are built and maintained by the different levels of government. Such facilities are provided to insure the safety, well being and enjoyment of the residents of a jurisdiction, in this case, Hickman. These facilities and services provide city residents with social, cultural, educational, and recreational opportunities, as well as law enforcement and fire protection services designed to meet area needs. It is important for all levels of government to anticipate the future demand for their goods and services if they are to remain strong and vital.

The first step is to evaluate the ability of a city to meet future demand and determine the level of services that will be provided. The analysis of existing facilities, and future goods and services are contained in the Facilities Plan. Alternatively, in some instances, there are a number of goods and services that are not provided by the local or state governmental body and thus are provided by non-governmental private or non-profit organizations for the community. These organizations are important providers of goods and services.

**Facilities Plan**

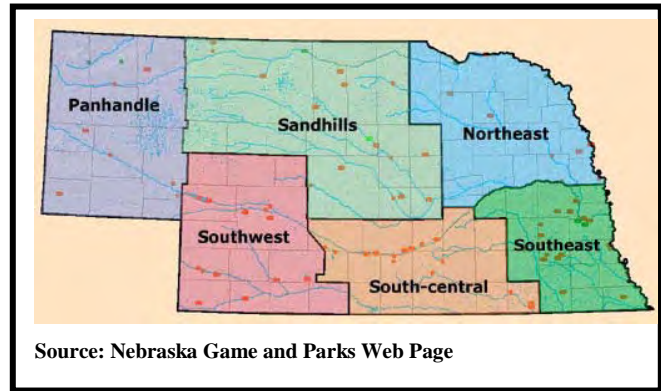
The Facilities Plan component of a Comprehensive Development Plan reviews present capacities of all public and private facilities and services. This section evaluates the current demands and accepted standards to determine whether capacity is adequate, as well as determine what level of service is required to meet future demands within the planning period. Finally, recommended improvements for public goods and services that are not adequate for present or future needs are provided.

The Facilities Plan for Hickman is divided into the following categories:

- Recreational Facilities
- Educational Facilities
- Fire and Police Protection
- City Buildings
- Transportation Facilities
- Communication Facilities
- Public Utilities
- Health Facilities

**RECREATIONAL FACILITIES**

Hickman is located in Nebraska’s Southeast Recreation Planning, Region II, and a region within the Nebraska Department of Game and Parks system. Region II includes 17 counties in southeast Nebraska. The Nebraska Game and Parks Commission have established standards for different communities in Nebraska based upon population levels. The Commission recommends rural communities provide

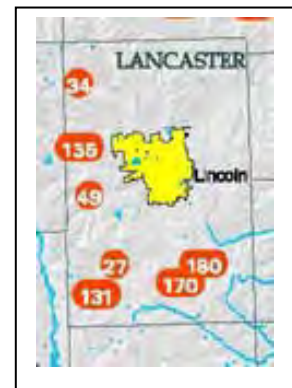


20 acres of parkland per 1,000 people for communities with a population of 2,500 to 9,999. In addition, there is a standard of 25 acres of parkland per 1,000 people for communities under 2,500 people.

The following are the major recreational areas serving the Hickman vicinity including the City of Hickman, State of Nebraska and Lancaster County facilities.

**STATE OF NEBRASKA**

The following Recreational Facilities are owned and operated by the State of Nebraska in Lancaster County near Hickman.



**Bluestem State Recreational Area (SRA)**

Bluestem SRA is located 2 ½ miles west of Sprague. The facility contains a total of 742 acres with 325 acres being water.

**Amenities**

Camping	19 camping pads without electricity 200 non-pads without electricity Water Dump Station
Hunting	Pheasant, quail, squirrel, cottontail rabbit, waterfowl, deer
Boating	3 ramps 4 docks
Picnicking	62 tables 97 grilles Swimming beach Archery range
Fishing	largemouth bass, bluegill, channel catfish, walleye, northern pike, and wiper
Trails	NA

**Olive Creek State Recreational Area (SRA)**

Olive Creek SRA is located 1 ½ miles southeast of Kramer. The facility contains a total of 612 acres with 175 acres being water.

**Amenities**

Camping	50 non-pads without electricity Water
Hunting	Only steel shot hunting is allowed Waterfowl, deer
Boating	Speed restricted to 5 mph 2 ramps 8 docks
Picnicking	22 tables 24 grilles
Fishing	largemouth bass, bluegill, two types of catfish
Trails	NA

**Stagecoach State Recreational Area (SRA)**

Stagecoach SRA is located one mile south and one mile west of Hickman. The facility contains a total of 802 acres with 195 acres being water.

**Amenities**

Camping	22 non-reservable pads with electrical hookups (23/30/50 amp) 50 non-pads without electricity Water Modern restroom
Hunting	Only steel shot hunting is allowed Pheasant, quail, dove
Boating	Speed restricted to 5 mph 2 ramps 2 docks with one being handicap accessible
Picnicking	45 tables 46 grilles
Fishing	largemouth bass, bluegill, two types of catfish
Trails	NA

**Wagon Train State Recreational Area (SRA)**

Wagon Train SRA is located two miles east of Hickman. The facility contains a total of 1,061 acres with 315 acres of water.

**Amenities**

Camping	28 non-reservable pads with electrical hookups (23/30/50 amp) 80 non-pads without electricity Water Dump station
Hunting	NA
Boating	Speed restricted to 5 mph 1 ramps 1 docks
Picnicking	125 tables 109 grilles 3 shelters Swimming
Fishing	largemouth bass, bluegill, catfish
Trails	1 mile hiking, 1 mile mountain bike

**Hedgefield No10A Wildlife Management Area (WMA)**

Hedgefield No10A WMA is located one mile east of Holland. The area contains a total of 114.62 acres with 44 acres being water and 70.62 acres being pasture ground.

**Amenities**

Hunting	Dove, pheasant, quail, rabbit, squirrel, waterfowl
Target Shooting	NA
Camping	NA

**Killdeer Wildlife Management Area (WMA)**

Killdeer WMA is located 2 ½ miles north of Martell. The area contains a total of 89.54 acres with 20 acres being water and 69.54 acres being pasture ground.

**Amenities**

Hunting	Dove, pheasant, quail, rabbit, waterfowl
Target Shooting	NA
Camping	NA

**Teal No. 22A Wildlife Management Area (WMA)**

Teal No. 22A WMA is located two miles south of Kramer. The area contains a total of 93.34 acres with 27 acres being water and 66.34 acres being pasture ground.

**Amenities**

Hunting	Dove, pheasant, quail, rabbit, squirrel, waterfowl
Target Shooting	NA
Camping	NA

**Yankee Hill Wildlife Management Area (WMA)**

Yankee Hill WMA is located 2 ½ miles east and one mile south of Denton. The area contains a total of 938 acres with 210 acres being water and 728 acres being pasture ground.

**Amenities**

Hunting	Dove, pheasant, quail, rabbit, squirrel, waterfowl
Target Shooting	NA
Camping	Limited

**CITY OF HICKMAN**

The city of Hickman has a total of 33.59 acres of parkland within the corporate limits. The park space is contained in four park facilities and a continually expanding trail system. Based upon the 2004 population estimates of 1,274 people and based on the Nebraska Game and Parks Commission, Hickman should have a total of 31.85 acres. Therefore, Hickman currently has more parkland in the corporate limits than required.

The following park facilities are within Hickman:

<b>Park</b>	<b>Location</b>	<b>Amenities</b>
Main City Park	Southwest Hickman – enter from 2 <sup>nd</sup> Street	Baseball field, softball field, tennis court, picnic shelter, picnic tables, concession stand, camping area, fishing, playground area with equipment
Olde Town Park	3 <sup>rd</sup> and Main	Limited amount of playground equipment
Prairie Park	East 4 <sup>th</sup> Circle	Limited amount of playground equipment
Linear Park	West side of Hickman – old Missouri Pacific Railroad right-of-way	Approximately .75 miles long and contains about 10 acres





**Recommendations**

The City of Hickman will need to continually monitor the amount of parkland provided for the citizens as well as the population of the community. As the community’s population and corporate area continues to grow, the City will need to see more parks established to serve the residents. New parks can be established by either the City purchasing land and developing the area or working directly with developers to supply specific areas for parks and recreation. Specific park areas and their service areas that need to be considered in the future include the following:

<b>Classification</b>	<b>General Description</b>	<b>Location Criteria</b>	<b>Size Criteria</b>
<b>Mini-park</b>	Used to address limited, isolated or unique recreational needs	Less than a ¼ mile distance in residential setting	Between 2,500 sq. ft. and one acre in size
<b>Neighborhood Park</b>	Neighborhood park remains the basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is informal active and passive recreation.	¼ to ½ mile distance and uninterrupted by non-residential roads and other physical barriers.	Five acres is considered minimum size. Five to 10 acres is optimal.
<b>Community Park</b>	Serves broader purpose than neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and open spaces.	Determined by the quality and suitability of the site. Usually serves two or more neighborhoods and ½ to 3 mile distance.	As needed to accommodate desired uses. Usually between 30 and 50 acres.
<b>Large Urban Park</b>	Large urban parks serve a broader purpose than community parks and are used when community and neighborhood parks are not adequate to serve the needs of the community. Focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces.	Determined by the quality and suitability of the site. Usually serves the entire community.	As needed to accommodate desired uses. Usually a minimum of 50 acres, with 75 or more acres being optimal.
<b>Greenways</b>	Effectively tie park system components together to form a continuous park environment.	Resource availability and opportunity.	Variable
<b>Sports Complex</b>	Consolidate heavily programmed athletic fields and associated facilities to larger and fewer sites strategically located throughout the community.	Strategically located community-wide facility.	Determined by projected demand. Usually a minimum of 25 acres, with 40 to 80 acres being optimal.

Source: Park, Recreation, Open Space and Greenway Guidelines, 1995

The City should continue to enhance the community and recreational opportunities by construction of additional trails/pathways throughout the existing corporate area and into newly developed areas. These systems will allow the city to have continuity for pedestrian and bike traffic. There are a number of different types of trails to consider, which are:

<b>Classification</b>	<b>General Description</b>	<b>Description of Each Type</b>
<b>Park Trail</b>	Multipurpose trails located within greenways, parks, and natural resource areas. Focus is on recreational value and harmony with natural environment.	<p>Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters.</p> <p>Type II: Multipurpose hard-surfaced trails for pedestrians and bicyclists/in-line skaters.</p> <p>Type III: Nature trails for pedestrians. May be hard- or soft-surfaced.</p>
<b>Connector Trails</b>	Multipurpose trails that emphasize safe travel for pedestrians to and from parks and around the community. Focus is as much on transportation as it is on recreation.	<p>Type I: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters <i>Located in independent r.o.w. (e.g., old railroad r.o.w)</i></p> <p>Type II: Separate/single-purpose hard-surfaced trails for pedestrians or bicyclists/in-line skaters. <i>Typically located within road r.o.w.</i></p>
<b>On-street Bikeways</b>	Paved segments of roadways that serve as a means to safely separate bicyclists from vehicular traffic.	<p>Bike Route: Designated portions of the roadway for the preferential or exclusive use of bicyclists.</p> <p>Bike Lane: Shared portions of the roadway that provide separation between motor vehicles and bicyclists, such as paved shoulders.</p>
<b>All-terrain Bike Trail</b>	Off-road trail for all-terrain (mountain) bikes.	Single-purpose loop trails usually located in larger parks and natural resource areas.

Source: Park, Recreation, Open Space and Greenway Guidelines, 1995

**TABLE 16: PROJECTED NEEDS FOR COMMUNITY FACILITIES – PARKS AND RECREATION (LOW SERIES)**

Year				2004	2010	2020	2030
<b>Low Series Projection</b>				1,274	1,716	1,853	2,532
<b>City Parks*</b>	<b>Guideline</b>	<b>Actual (acres)</b>	<b>Ideal Size</b>				
Large Urban (10,000 to 99,999)	15 acres/1,000	33.59					
Other Urban Cities (2,000 to 9,999)	20 acres/1,000	33.59					50.64
Rural Municipal (<2,000)	25 acres/1,000	33.59		31.85	42.90	46.33	
Playgrounds**	1.5 acres/1,000		4 acres	1.91	2.57	2.78	3.80
Neighborhood Parks**	2.0 acres/1,000		10 acres	2.55	3.43	3.71	5.06
Playfields**	1.5 acres/1,000		15 acres	1.91	2.57	2.78	3.80
Community Parks**	3.5 acres/1,000		100 acres	4.46	6.01	6.49	8.86
Swimming Pool**	1 pool/25,000		2 acres	0	0	0	0
Picnicking**	4.0 acres/1,000		-	5.10	6.86	7.41	10.13
Zoos, Arboretums, Botanical Gardens**	1.0 acres/1,000		100 acres	1.27	1.72	1.85	2.53
Indoor Recreational Centers**	1 acre/10,000		1 to 2 acres	0.13	0.17	0.19	0.25
Tennis-Outdoor Basketball, other**	1.0 acres/5,000		2 acres	0.25	0.34	0.37	0.51
Golf Course**	1-18 hole/50,000		120 acres	0	0	0	0
Parking at Recreational Areas**	1 acre/1,000		-	1.27	1.72	1.85	2.53

\* SCORP – State Comprehensive Recreation Plan, Nebraska Game and Parks Commission, November 1991

\*\* Urban Planning and Design Criteria, DeChiara and Koppleman, 1975

**TABLE 17: PROJECTED NEEDS FOR COMMUNITY FACILITIES – PARKS AND RECREATION (MEDIUM SERIES)**

Year				2004	2010	2020	2030
<b>Medium Series Projection</b>				1,274	1,716	3,051	5,426
<b>City Parks*</b>	<b>Guideline</b>	<b>Actual (acres)</b>	<b>Ideal Size</b>				
Large Urban (10,000 to 99,999)	15 acres/1,000	33.59					
Other Urban Cities (2,000 to 9,999)	20 acres/1,000	33.59				61.02	108.52
Rural Municipal (<2,000)	25 acres/1,000	33.59		31.85	42.90		
Playgrounds**	1.5 acres/1,000		4 acres	1.91	2.57	4.58	8.14
Neighborhood Parks**	2.0 acres/1,000		10 acres	2.55	3.43	6.10	10.85
Playfields**	1.5 acres/1,000		15 acres	1.91	2.57	4.58	8.14
Community Parks**	3.5 acres/1,000		100 acres	4.46	6.01	10.68	18.99
Swimming Pool**	1 pool/25,000		2 acres	0	0	0	0
Picnicking**	4.0 acres/1,000		-	5.10	6.86	12.20	21.70
Zoos, Arboretums, Botanical Gardens**	1.0 acres/1,000		100 acres	1.27	1.72	3.05	5.43
Indoor Recreational Centers**	1 acre/10,000		1 to 2 acres	0.13	0.17	0.31	0.54
Tennis-Outdoor Basketball, other**	1.0 acres/5,000		2 acres	0.25	0.34	0.61	1.09
Golf Course**	1-18 hole/50,000		120 acres	0	0	0	0
Parking at Recreational Areas**	1 acre/1,000		-	1.27	1.72	3.05	5.43

\* SCORP – State Comprehensive Recreation Plan, Nebraska Game and Parks Commission, November 1991

\*\* Urban Planning and Design Criteria, DeChiara and Koppleman, 1975

**TABLE 18: PROJECTED NEEDS FOR COMMUNITY FACILITIES – PARKS AND RECREATION (HIGH SERIES)**

Year				2004	2010	2020	2030
<b>High Series Projection</b>				1,274	2,277	5,177	20,119
<b>City Parks*</b>	<b>Guideline</b>	<b>Actual (acres)</b>	<b>Ideal Size</b>				
Large Urban (10,000 to 99,999)	15 acres/1,000	33.59					301.785
Other Urban Cities (2,000 to 9,999)	20 acres/1,000	33.59			45.54	103.54	
Rural Municipal (<2,000)	25 acres/1,000	33.59		31.85			
Playgrounds**	1.5 acres/1,000		4 acres	1.91	3.42	7.77	30.18
Neighborhood Parks**	2.0 acres/1,000		10 acres	2.55	4.55	10.35	40.24
Playfields**	1.5 acres/1,000		15 acres	1.91	3.42	7.77	30.18
Community Parks**	3.5 acres/1,000		100 acres	4.46	7.97	18.12	70.42
Swimming Pool**	1 pool/25,000		2 acres	0	0	0	1
Picnicking**	4.0 acres/1,000		-	5.10	9.11	20.71	80.48
Zoos, Arboretums, Botanical Gardens**	1.0 acres/1,000		100 acres	1.27	2.28	5.18	20.12
Indoor Recreational Centers**	1 acre/10,000		1 to 2 acres	0.13	0.23	0.52	2.01
Tennis-Outdoor Basketball, other**	1.0 acres/5,000		2 acres	0.25	0.46	1.04	4.02
Golf Course**	1-18 hole/50,000		120 acres	0	0	0	0
Parking at Recreational Areas**	1 acre/1,000		-	1.27	2.28	5.18	20.12

\* SCORP – State Comprehensive Recreation Plan, Nebraska Game and Parks Commission, November 1991

\*\* Urban Planning and Design Criteria, DeChiara and Koppleman, 1975

**Golf Courses**

There are no golf courses within Hickman’s jurisdiction. The nearest courses are located in Crete and Lincoln.

**Recommendations**

As Hickman continues to grow and attract new families, it may become necessary for the city to promote and attract a developer that will not only create a residential subdivision but may also do the development around a new golf course. Currently, golfers must travel 15 miles or more to take part in this form of recreation.

**EDUCATIONAL FACILITIES**

**Public Schools**

The public schools in Nebraska are grouped into six classes, depending upon the type of educational services provided and the size of the school district. The six classes, as defined by the State of Nebraska, are:

- Class 1 Any school district that maintains only elementary grades under the direction of a single school board. (Under legislation passed during the 2005 legislative year, all Class I school districts were required to merge with another larger district or dissolve the district).
- Class 2 Any school district with territory having a population of 1,000 inhabitants or less that maintains both elementary and high school grades under the direction of a single school board.
- Class 3 Any school district with territory having a population of more than 1,000 and less than 100,000 that maintains both elementary and high school grades under the direction of a single school board.
- Class 4 Any school district with territory having a population of 100,000 or more and less than 200,000 inhabitants that maintains both elementary and high school grades under the direction of a single school board.
- Class 5 Any school district with territory having a population of 200,000 or more that maintains both elementary and high school grades under the direction of a single school board.
- Class 6 Any school district that maintains only a high school under the direction of a single school board. The territory of Class 6 district is made up entirely of Class 1 districts (or portions thereof) that have joined the Class 6.

Hickman residents send their children to the George W. Norris Public Schools, District #160. The school was named after former Senator George Norris of McCook. Norris is a class 3 district. The schools are located approximately four miles south of Hickman. Students from Hickman are bussed to the Norris campus. The campus includes one elementary school, one middle school, and one high school. The district covers approximately 225 square miles of Lancaster, Otoe, and Gage Counties.

*The following information regarding Norris Public Schools was taken from the School District website <http://www.norris160.org/nsd/history/>*

Norris School District was formed as a result of the merger of the Roca, Hickman, and Firth School Districts on June 1, 1964. Three more districts



Norris Public Schools - Campus

Source: Google Earth

(Cortland, Panama, and Princeton) joined Norris the following year. On June 15, 2006, portions of the Rokeby and Cheney Class I districts officially became part of the Norris School District.

The school campus is centrally located with the district on 160 acres at the intersection of 68th Street and Princeton Road, twelve miles south of Lincoln. The site consists of the Elementary, Middle School, and High School buildings; bus barn, paved parking areas, outdoor athletic and activity fields, cross-country course, and all-weather running track.

The school district is divided into six wards with approximately 1,250 residents per ward for a total school district population of approximately 7,500. Candidates file by ward, to assure representation from the various geographic areas on the Board of education, and are elected by the voters of the entire Norris School District.

***Facilities timeline***

Before construction of the present facilities, grades 10-12 were held in Cortland, grades 7-9 in Hickman, and the elementary grades in Firth, Roca, and Panama. A bond issue was passed in April of 1967 to build an elementary and junior/senior high school building. The elementary building was ready for occupancy in the fall of 1969. Classes moved into the new junior/senior high facility in February of 1970. Several additions have been added to these buildings since the original construction was completed:

1. A 14,000square foot addition to the junior/senior high school which included more area for industrial arts, music, and family and consumer science classes plus several additional was constructed in 1974.
2. A middle school addition consisting of office space, library, gymnasium and locker rooms, faculty room, and ten classrooms was added adjacent to the north side of the secondary building in 1979.
3. Another bond issue was passed in the fall of 1988 to add five additional classrooms to the elementary building, expand the high school industrial arts area, and add five additional classrooms to the high school building plus a 700 seat auditorium.
4. Outdoor athletic improvements including an all weather track were approved by a bond issue in 1990.
5. The Board of Education used building fund money to finance another addition to the southwest corner of the elementary building in 1993. This addition houses pre-school and special education programs and includes several office areas.
6. Two more bond issues were approved in the fall of 1996 to add a gymnasium and art room onto the elementary building and six classrooms, central office space, distance learning laboratory, and industrial technology facilities to the east side of the high school building.
7. In the fall of 2000, another bond issue was passed by residents of the district to add 10 classrooms onto the north side of the elementary building to house an, all-day everyday kindergarten program as well as additional classrooms for primary grades and interior remodeling of the library/media and office areas and original kindergarten classrooms.

Norris District patrons passed an \$8.6 million bond issue on May 11, 2004 for the construction of new Middle School. That building was completed in the summer of 2006, opened for the school year 2006-07, housing approximately 600 students in grades 5-8. The Elementary now houses grades PK-4, and the former secondary building is now a 9-12 High School.

The Norris facilities suffered a devastating blow on May 22, 2004, when an F4 tornado tore through the campus. Reconstruction took more than 20 months, at a cost just over \$35 million. Through rapid reconstruction and use of portable classrooms, the schools were reopened the day after Labor Day in 2004. Despite the sacrifices and inconveniences, the Norris school facilities ultimately emerged better than ever. Outdoor stadium facilities, rest rooms, concession building, and the bus barn, all destroyed in the tornado, were rebuilt as great improvements over

the previous facilities. The school buildings themselves, during reconstruction, were totally rewired with all-new lighting, new ceilings, new floor coverings, and much more. The auditorium was expanded to include a storage/set construction area.

Space usage in the Secondary Building was reconfigured to mesh with the changes that would be coming with the completion of the new Middle School and conversion of the existing facility to a High School. The music rooms were reconfigured and enlarged. The destroyed parking lot lighting was replaced with much improved lighting. Most of the trees were destroyed by the tornado, and are being replaced via a new landscaping plan and program.

The technology available to students and staff members within the school district is excellent. There are two technology coordinators, one computer for every three students, all classrooms have one or more computers which are Internet accessible, a distance learning laboratory provides access to instruction from outside the school district, all staff members have ready access to an enhanced phone system with voice mailboxes, a local area network provides numerous software programs to all employees and allows easy access via e-mail, an extensive district website (www.norris160.org) provides valuable information to parents, district patrons, and other interested persons, and the availability of digital cameras, portable distance learning carts, scanners, video production classes, graphic arts classes, web publishing classes, Cisco Academy, Palm Pilots all enhance the educational capabilities of the school district.

The following are data received through the Nebraska Department of Education and is for the fall of 2001 through the fall of 2007:

**TABLE 19: ENROLLMENT AT NORRIS PUBLIC SCHOOLS – 2001 TO 2007**

Enrollment	PS	Pre-K through 5	6 through 8	9 through 12	Total
1985		464	266	375	1,105
1986		506	256	388	1,150
1987		539	248	363	1,150
1988		569	258	369	1,196
1989		584	263	387	1,234
1990		585	289	344	1,218
1991		595	300	359	1,254
1992/1993		597	360	362	1,319
1993/1994		596	367	387	1,350
1994/1995	12	603	363	439	1,417
1995/1996	17	583	370	458	1,428
1996/1997	16	597	369	475	1,441
1997/1998	15	600	339	505	1,459
1998/1999	17	598	336	517	1,468
1999/2000	16	603	331	494	1,469
2000/2001	13	629	352	464	1,473
2001/2002	18	651	361	499	1,539
2002/2003	20	685	401	506	1,648
2003/2004	27	696	415	520	1,690
2004/2005	27	725	419	540	1,711
2005/2006	28	781	414	577	1,772
2006/2007					1,870*
<b>Total Change 1985-2005/2006</b>		+317	+148	+202	+667
<b>% Change</b>		68.3%	55.6%	53.9%	60.4%

\*Estimated

Source: Norris Public Schools

Table 19 indicates that the district is experiencing considerable growth in its student population, at all levels. The overall student population has increased by 60.4% between 1985 and the 2005/2006 school year. The largest group

increase was in the Pre-kindergarten through 5<sup>th</sup> grade age groups. These figures indicate that the area served by the Norris Public Schools is experiencing solid growth, of which, Hickman is seeing its share.

**TABLE 20: ENROLLMENT PROJECTIONS AT NORRIS PUBLIC SCHOOLS**

Year	Low Series (2.0%)	Middle Series (3.35%)	High Series (4.7%)
2005/2006*	1,745	1,768	1,791
2006/2007	1,807	1,831	1,855
2007/2008	1,844	1,893	1,942
2008/2009	1,880	1,957	2,034
2009/2010	1,918	2,024	2,129
2010/2011	1,956	2,093	2,229
2011/2012	1,996	2,165	2,334
2012/2013	2,035	2,240	2,444
2013/2014	2,076	2,317	2,559
2014/2015	2,118	2,398	2,679
2015/2016	2,160	2,483	2,805
2016/2017	2,203	2,570	2,937
2017/2018	2,247	2,661	3,075
2018/2019	2,292	2,756	3,219
2019/2020	2,338	2,854	3,371
2020/2021	2,385	2,957	3,529
2021/2022	2,433	3,064	3,695
2022/2023	2,481	3,175	3,869
2023/2024	2,531	3,291	4,050
2023/2024	2,581	3,411	4,241

\* Actual Enrollment = 1,772 a 3.57% increase from the previous year.

Source: Norris Public Schools

Table 20 is a projected enrollment for the Norris Public Schools, completed by the district. The district looked at three possible scenarios; a low series (2.0% annual growth), a middle series (3.35% annual growth), and a high series (4.7% annual growth). Based upon actual enrollment figures for the 2005/2006 school year, the district is growing a rate between the middle series and the high series. This level of growth will result in Norris Public Schools more than doubling the enrollment of the district in 2023/2024 compared to 2005/2006.

The district has the following assessed valuation, tax levies and per pupil costs from 2001 to 2005:

**TABLE 21: ASSESSED VALUATION AND TAX LEVIES AT NORRIS PUBLIC SCHOOLS – 2001 TO 2005**

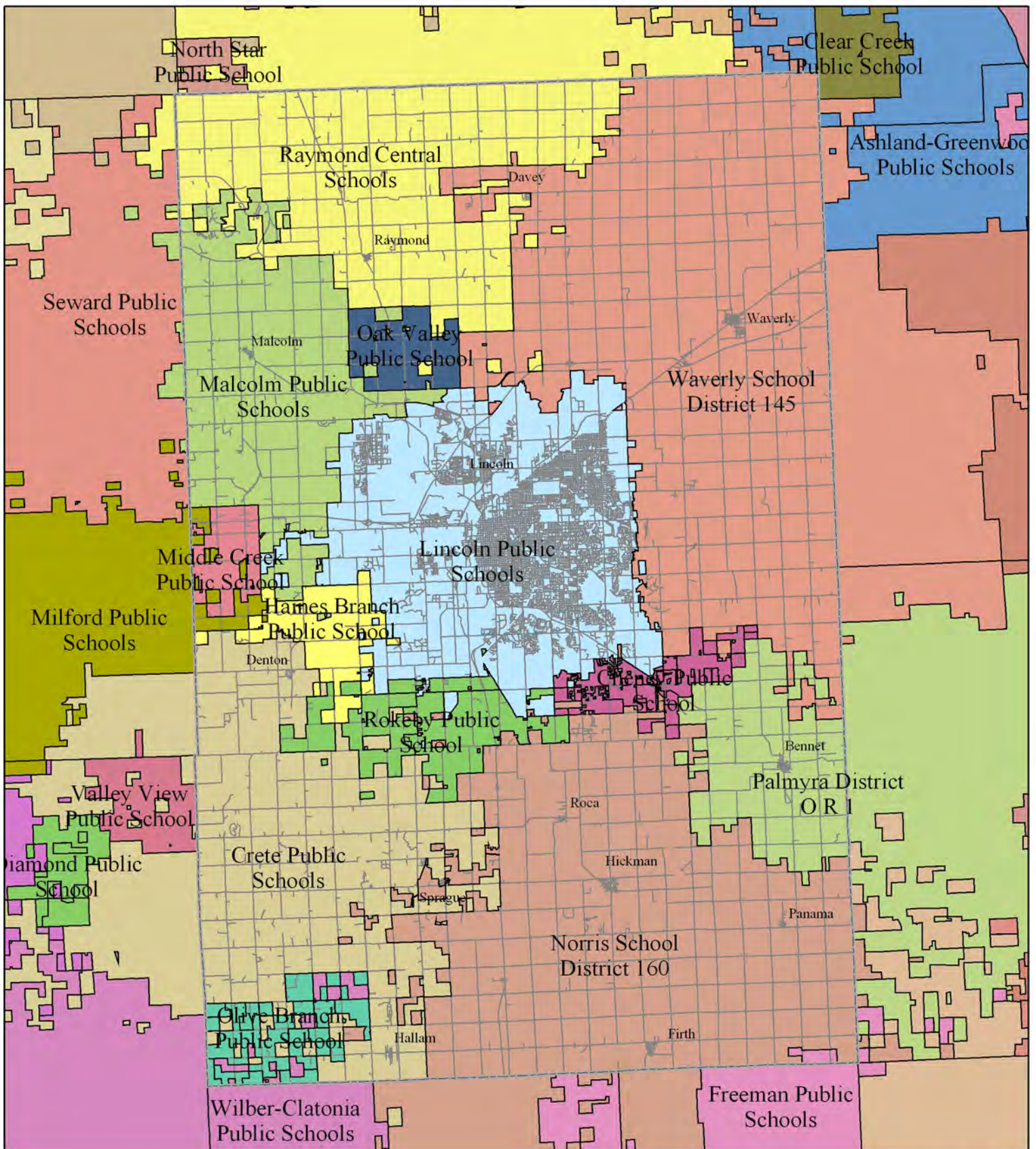
	Assessed Valuation	Levies per \$100 of Valuation		Per pupil Costs
		General	Total Other Levies	
2005	\$683,021,213.00	\$0.9450	\$0.2719	\$8,589.16
2004	\$525,647,672.00	\$0.9469	\$0.2412	\$6,931.52
2003	\$507,103,403.00	\$0.9451	\$0.1117	\$6,776.02
2002	\$436,087,953.00	\$0.9024	\$0.1448	\$6,550.97
2001	\$424,642,874.00	\$0.9000	\$0.1418	\$6,078.18
<b>Total Change 2001-2005</b>	<b>\$258,378,339.00</b>	<b>\$0.0450</b>	<b>\$0.0994</b>	<b>\$2,510.98</b>
<b>% Change</b>	<b>60.8%</b>	<b>5.0%</b>	<b>91.7%</b>	<b>41.3%</b>

Source: Nebraska Department of Education

Table 21 indicates that the overall Assessed Valuation for Norris Public Schools increased by 60.8% between 2001 and 2005. In addition, the General Tax Rate increased by 5.0% and the Bond Levies increased by 91.7%. The increases in the Bond Levy have been due to recent improvements, additions, and renovations of the district’s buildings and campus. The total tax levy only increased by 16.8% for the period. The table also shows the Per Pupil Costs for the district between 2001 and 2005. During this period, the overall cost per pupil increased by over \$2,500 or 41.3%.



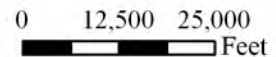




Prepared By: JEO Consulting Group, Inc.  
 Source: School Districts - Nebraska Department of Education  
 GIS Process: ArcView 9.0

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CREATED BY: S.E.H., JANUARY 2006  
 REVISED BY:



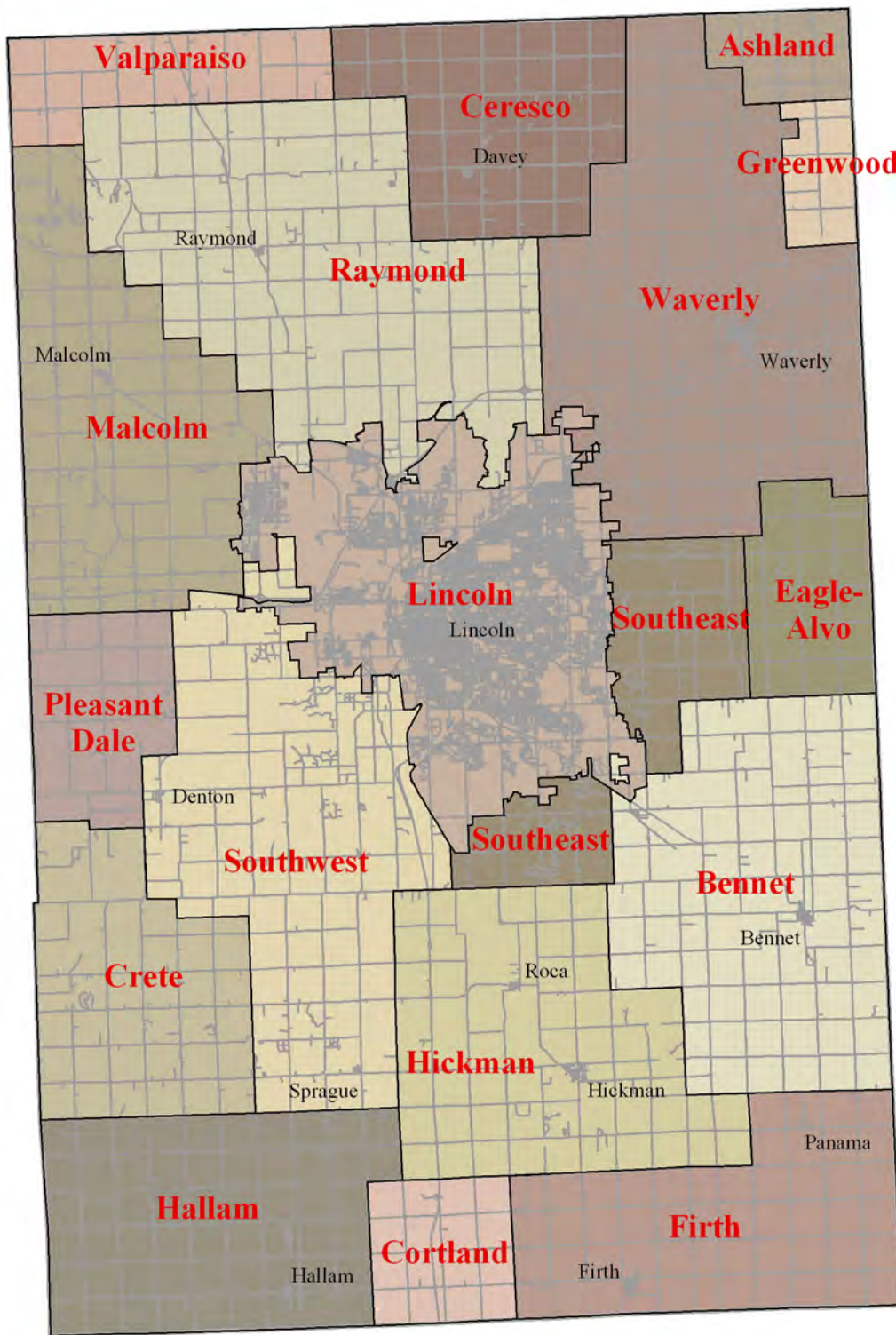
# Lancaster County, Nebraska School Districts



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**FIRE AND POLICE PROTECTION****Fire and Rescue**

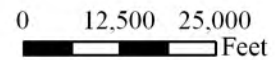
Fire and Rescue is the responsibility of a volunteer fire departments based in Hickman. Figure 5 shows the layout of the initial response units and their territory. Each of the departments participates in a mutual aid program, which provides for backup of the initial respondent by the other departments including firefighters and equipment.



Prepared By: JEO Consulting Group, Inc.  
 Source: Rural Fire Districts - Lincoln/Lancaster County  
 GIS Process: ArcView 9.0

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 REVISED BY:



# Lancaster County, Nebraska

## Rural Fire Districts

**LAW ENFORCEMENT**

Law enforcement in Hickman is the responsibility of the Lancaster County Sheriff.

Based upon data in the Nebraska Databook maintained by the Nebraska Department of Economic Development, Lancaster County had 70 sworn officers in 2003, 70 in 2002, and 71 in 2001. The number of sworn officers per 1,000 persons in Lancaster County was 2.8, 2.8, and 3.5 respectively. Table 22 shows the number of sworn officers per 1,000 persons in Lancaster County and some nearby counties.

**TABLE 22: SWORN OFFICERS, LANCASTER AND SURROUNDING COUNTIES, 2001, 2002, AND 2003**

County	2001		2002		2003	
	Sworn Officers	Officers per 1,000	Sworn Officers	Officers per 1,000	Sworn Officers	Officers per 1,000
Saline	12	1.2	10	2.0	10	2.0
Butler	5	1.8	5	1.8	7	1.1
<b>Lancaster</b>	<b>71</b>	<b>3.5</b>	<b>70</b>	<b>2.8</b>	<b>70</b>	<b>2.8</b>
York	8	1.8	9	1.6	9	1.6
Saunders	11	1.8	11	1.8	11	1.8
Seward	10	1.7	11	1.4	11	1.4

Source: Nebraska Department of Economic Development – Nebraska Databook 2004

The ratio of law enforcement officers per 1,000 persons in the population for any given area is influenced by many factors. The determination of law enforcement strength for a certain area is based on such factors as population density, size and character of the community, geographic location and other conditions that exist in the area. The data indicate that Lancaster County has been maintaining its level of law enforcement to serve the residents in which it sworn to serve.

**CITY BUILDINGS**

**City Hall**

Hickman City Hall is located at 2<sup>nd</sup> and Locust Street in Hickman’s business district. The building contains the following services:

- City Clerk/Treasurer
- The office of the Maintenance Supervisor
- The Sheriff substation
- Community Center
- City Council meeting room

The building constructed in the late 1800’s is in good condition considering its age. The facility was remodeled in 1980 and made handicap accessible.

**Recommendations**

The last comprehensive plan recommended the facility and its ability to meet the community’s needs be evaluated. At present, the facility appears to be meeting the needs of the community and it seems to be in adequate condition. However, as Hickman continues to grow, a new facility in combination with a civic center may be appropriate in an area outside of the present downtown area (68<sup>th</sup> and Hickman Road) or at a new location in the downtown area.

---

**Reading Center**

Hickman Reading Center is primarily comprised of services from the Lancaster Bookmobile. However, recent months have seen a makeshift library started. The facility appears to be gaining considerable support in the community. The current location of the Reading Center is 650 Chestnut.

***Recommendations***

The city of Hickman will continue to grow and the new and present residents will demand expanded services. During the planning period, the City of Hickman needs to identify a location for a permanent library. This could be towards 68th and Hickman Road and potentially in conjunction with a new city hall.

**Community Center**

Hickman Community Center is located within the City Hall building. The facility complies with the Americans with Disabilities Act (ADA) and the occupancy is 64 people. The facility is used for a variety of uses.

***Recommendations***

The Community Center has a couple of options available. Either the relocation of City Hall could allow for the expansion of this use on the present site or the facility could be incorporated into a new Civic Center facility.

**City Maintenance Facilities**

The City Maintenance facilities are located within several buildings. The main utility building is located at 5<sup>th</sup> and Walnut Streets in Hickman. This building was constructed in the 1960's and was purchased by the City in 1990. The majority of the maintenance equipment is stored in this building. The remainder of the equipment is located in a number of other buildings in the community.

***Recommendations***

The continued growth of Hickman will require the City to establish a facility that can house both staff and all of the equipment. The facility needs to be centrally located to serve all portions of the community.

**Senior Center**

The city of Hickman does not have a senior center as a standalone facility. The Senior Diners program meets weekly in the Hickman Presbyterian Church. Meals on Wheels is available and is organized through the Lincoln Senior Center program.

***Recommendations***

With the eventual growth of the community there will need to be a permanent facility established to serve the needs of Hickman's senior population. Facilities will be constructed in the future such as Assisted Living and Nursing Home facilities, these facilities will need to be supported by a service that will meet their social needs in the community.

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## **Postal Facility**

The post office is located at 2<sup>nd</sup> and Locust Streets, across from City Hall. The facility is located in an older building and appears to be reaching its capacity. There is no space for expansion of the existing facility. The building is presently leased and the building condition is fair.

## **Recommendations**

When the postal service reaches a point of full capacity in this facility, the City will be faced with a major decision, where to encourage the post office to relocate. Currently, federal law requires postal facilities to collect input from the community as to its potential relocation, specifically for locations in downtowns. The post office would allow the downtown to remain a visual part of Hickman in the future, since there are a large number of residents that receive their mail at the building. However, as Hickman grows, it may be more practical to be located in a more central location.

## **City Facilities Overall Recommendations**

Hickman will be faced with a number of decisions during the planning period, including the potential for relocating city services and the post office. Policies need to be developed as to future desired locations within the community. If the city chooses to move the services to a more central geographical location, then one major consideration needs to be considered: The more land along 68<sup>th</sup> or Hickman Road utilized by the City, the less taxable development that could locate in the same general vicinity. The future location of these facilities is something that needs great thought and deliberation.

## **COMMUNICATION FACILITIES**

### **Telephone Services**

Alltel provides the city with phone service.

### **Radio Stations**

There is no radio stations located in Hickman. The majority of the stations heard in the area originate out of Lincoln.

### **Television Stations**

Presently there is no local television stations located in Hickman. The over the air stations that serve the area originate out of Lincoln and Omaha:

- KOLN/KGIN 10/11 CBS Affiliate (Lincoln and Grand Island)
- KLKN-TV 8 ABC Affiliate (Lincoln)
- KUON-TV 12 PBS (Lincoln)
- WOWT 6 NBC Affiliate (Omaha)
- KETV 7 ABC Affiliate (Omaha)
- KMTV 3 CBS Affiliate (Omaha)
- KPTM 42 FOX Affiliate (Omaha)

### **Cable Television**

Cable television service is provided to Hickman through Galaxy Cablevision.

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### **Internet/World Wide Web Service Providers (ISP)**

Internet service for the residents of Hickman is provided by a number of service providers including Alltel and Galaxy Cablevision.

### **Newspapers**

There are various newspapers serving the residents of Hickman. Listed below are Newspapers in circulation in the Hickman area:

- Omaha World Herald
- Lincoln Journal Star
- Hickman Voice News

### **PUBLIC UTILITIES**

#### **Electricity**

Hickman purchases its electrical power wholesale from the Norris Public Power District and is distributed by the City of Hickman. There is one substation located within the city. The community is served by one line at any given time but there is an option to feed the city with one of three different lines in case of emergency. The voltage serving the community is 34,000/12,500. The system appears to be adequate for the present demand and it is anticipated that the system will be upgraded as necessary.

#### **Natural Gas**

Aquila supplies natural gas within Hickman. Hickman has one main service line, which is a four-inch main with 100 pounds of pressure up to the corporate limits of Hickman.

#### **Water Supply**

*The following information is a collection of data from the 1995 Hickman Comprehensive Development Plan and the 1996 Water System Study (updated in 2005), completed by Olsson and Associates.*

The City of Hickman currently has three wells in its water system located 3.5 miles south of Hickman. They consist of Well #1, drilled in 1988, pumping capacity, 250 gallons per minute; Well #2, drilled in 1988, pumping capacity, 250 gallons per minute; and Well #7, drilled 1977, pumping capacity 700 gallons per minute. The storage facility is a 300,000 gallon water tower, built in 1977. The distribution system has been built in stages and ranges in size from 4" to 10" distribution main and range in age from 1936 to the present. Also included in the water system is a chemical feed facility, built with the two wells in 1988, where water is treated with fluoride and chlorine.

The average amount of water distributed by the City of Hickman is approximately 119,903 gallons per day. Peak daily usage is approximately 224,936 gallons per day. The current storage and supply wells can supply residential fire demands of 1,000 gallons per minute plus peak day demands for a four-hour duration when under firm pumping capacity. The distribution system can supply the minimum residential fire demand of 1,000 gallons per minute and the 2,500 gallons per minute for commercial fire demands to all areas of the community.

The ISO rating is 5 within the corporate limits of Hickman. Properties outside the corporate limits have an ISO rating of 9 unless the property is within 1,000 feet of a fire hydrant, then the ISO rating is a 5. The ISO rating of 9 applies to all

properties out the corporate limits within five miles of Hickman; beyond five miles the ISO rating goes to 10. The water system meets this requirement.

### ***Recommendations***

The recently completed water study recommends the following items:

1. The City should improve the water system components to serve the existing and projected population and to satisfy existing and future fire flow requirements.
2. The currently approved plats have adequately sized water mains that should provide adequate fire flows to the new developments. A redundant transmission main from the well field may be warranted as the population grows in Hickman.
3. The City should improve the distribution system by replacing additional undersized water lines. Adding fire hydrants is also warranted in some areas.
4. Additional elevated water storage will be required in the near future, It is recommended that the City proceed with the suggested improvements as soon as financing can be obtained.
5. To provide a more reliable water supply, the City should consider the construction of a redundant transmission main from the wells to the distribution system.

### **Sanitary Sewer**

*The following information is a collection of data from the 1995 Hickman Comprehensive Development Plan and the 1996 Water System Study (updated in 2005), completed by Olsson and Associates.*

The City of Hickman is served by a Wastewater Treatment Facility (WWTF), the facility located about one-half mile west of Hickman on Hickman Road. The treatment process used is activated sludge, and meets current requirements of the Nebraska Department of Environmental Quality NDEQ. The system discharges into Salt Creek, with sludge being applied to agricultural land.

The current WWTF is in need of being upgraded. The primary issue the city is faced with is future capacity of the facility. The current facility has a capacity of approximately 2,500 people. Currently, the city has approved plats that upon build out will place the facility at or over capacity. There is a study being completed that will examine future expansions of the facility as the community grows. The recent WWTF study indicates there are no significant problems with inflow or infiltration at the facility. The effluent quality is adequate for discharge and is in accordance with guidelines established by the Environmental Protection Agency.

The City recently completed a Master Plan that examined the future construction of a sewer collector system. The sewer plan examined the ability to serve and/or expand into seven different drainage basins. The total expansion area of this collection system encompasses approximately 2,121 acres. The future collection system is proposed to consist of a combination of 8 inch and 18 inch diameter pipes. In addition, the study also examined a future trunk line that would be constructed in the creek basin along the eastern edge of the community; this new trunk line would be a 21 inch main.

### ***Recommendations***

The recently completed water study recommends the following items:

1. The City should approve the upgrading of the WWTF by approving construction of an additional oxidation ditch and new final clarifiers.
2. Implementation schedule should be phased to provide adequate capacity for the current population and additional growth through the proposed developments to increase the number of users before completing the final upgrades.
3. Evaluate infiltration/inflow problems if they have been identified.
4. The City should begin design of the sanitary sewer collection system to serve the existing and currently proposed development in Basin II (see Study).

5. New sanitary sewers need to be designed and sized based upon the drainage area and a minimum flow rate of 0.005cfs/acre.
6. The City should monitor future development to ensure sanitary sewer improvements are constructed in accordance with the Sewer Master Plan and in a manner to accommodate future growth rates.

**HEALTH FACILITIES**

**Hospitals**

There are no medical facilities located in Hickman. The closest health facilities are located in Lincoln, to the north. Each of these facilities is serving a regional patient base.

The following are the hospitals and their location:

<u>Hospital</u>	<u>Location</u>
Bryan LGH Health System (West and East)	Lincoln
St. Elizabeth Regional Medical Center	Lincoln

**Nursing Home Facilities**

Nursing home facilities can range from fully staffed assisted-living arrangements to an apartment-like setting staffed by few persons, who may have only basic medical knowledge. These facilities accommodate persons in various health conditions in a setting that provides as much independence as possible to the resident. The closest facilities to the Hickman area are located in Firth and Lincoln.

During the writing of this Comprehensive Development Plan, the city of Hickman was seeing the planning of a new Assisted Living Center in the community. The facility is planned to include a medical facility within the building which will be open to the general public.



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**EXISTING LAND USE**

The term “Land Use” refers to the developed uses in place within a building or on a specific parcel of land. The number and type of uses are constantly changing within a community, and produce a number of impacts that either benefit or detract from the community. Because of this, the short and long-term success and sustainability of the community is directly contingent upon available resources utilized in the best manner given the constraints the city faces during the course of the planning period.

Existing patterns of land use are often fixed in older communities or in established sections of them, while development in newer areas is often reflective of current development practices. Overall, development patterns in and around Hickman have been influenced by topography and manmade features such as water, railroads and highways, and will likely continue to influence development patterns throughout the course of the planning period.

**Existing Land Use Categories**

The utilization of land is best described in specific categories that provide broad descriptions where numerous businesses, institutions, and structures can be grouped. For the purposes of the Comprehensive Plan, the following land use classifications are used:

- Single Family Residential (including Townhouses)
- Multi-Family Residential (includes Duplexes and Apartments)
- Manufactured Housing (including Trailers and Mobile Homes)
- Commercial
- Industrial
- Public/Semi-Public (includes churches and schools)
- Parks & Recreation (including Open Space)
- Vacant/Agricultural

These land use classifications are used throughout both the existing land use analysis as well as the future land use plan to ensure continuity and methodology.

**Existing Land Use Analysis within Corporate Limits**

As part of the planning process, a survey was conducted through both in field observations and data collection online via the Lancaster County website. This survey noted the use of each parcel of land within the city of Hickman. The data from the survey is analyzed in the following paragraphs.

Table 23 includes the different types of data. The first set of data are the total acres determined per land use from the survey; next is the percentage of those areas compared to the total developed land; the third set of data compare the all land uses to the total area within the corporate limits of Hickman; finally, the last column examines the data in terms of acres per 100 persons. The persons per 100 acre establishes a baseline from which land use numbers can be equally compared from one community to another as well as to project future land use needs due to population. The results of the land use survey are presented graphically on Figure 6.

**TABLE 23: EXISTING LAND USE, HICKMAN, 2005**

Type of Use	Acres	Percent of Developed Area	Percent of Total Area	Acres per 100 persons
Residential	162.4	46.6	35.7	13.0
Single-family	158.8	45.6	34.9	12.7
Multi-family	3.6	1.0	0.8	0.3
Manufactured Housing	0.0	0.0	0.0	0.0
Commercial	9.0	2.6	2.0	0.7
Industrial	12.6	3.6	2.8	1.0
Public/Semi-Public	6.6	1.9	1.4	0.5
Parks/Recreation	42	12.0	9.2	3.4
Transportation	116.0	33.3	25.5	9.3
Total Developed Land	348.6	100.0	76.6	28.0
Vacant/Agriculture	106.6	-	23.4	8.5
<b>Total Area</b>	<b>455.2</b>	-	<b>100.0</b>	36.5

Source: 2005 Hickman Comprehensive Development Plan, JEO Consulting Group, Inc.  
 Note: Acres per 100 is based upon the 2004 population estimates.

According to Table 23, Residential uses accounted for approximately 162.4 acres in the city, or 46.6% of the developed area of the community or 35.7% of the total corporate area. The majority of residential area is comprised of single family residential, which accounts for 45.6% of the developed area in Hickman. The remainder of the residential coverage in Hickman consists of multi-family housing. These uses together constitute approximately 1.0% of the developed area within Hickman.

Commercial areas comprise 2.6% of the developed area of the community. These uses include retail establishment such as restaurants and taverns in addition to services such as professional offices. Hickman has a relatively small amount of land dedicated to industrial uses within the corporate limits. This includes 12.6 acres or 3.6% of the total developed area.

Public and Quasi Public uses include municipal buildings and churches. Overall, these uses comprise 1.9% of the developed acreage in the community. Additionally, Parks and Recreation area accounted for 12.0% of the developed land in Hickman.

Transportation related uses such as streets and alleys comprised the remaining 33.3% of the developed area in the community. It is also important to note that these uses constitute 25.5% of total land area in the corporate limits.

Overall, the land use types mentioned above account for 76.6% of the total land area within the community, with the remaining 23.4% reported as vacant/agriculture. This statistic is important as it represents opportunities for future growth and development within the existing municipal boundary; however, a portion of this vacant land is primarily located within the floodplain of Hickman and will be difficult to develop in the future.

Additionally, the number of acres per 100 people is provided in Table 23 in order to see how the community has developed with regard to density. Examining the density of the community in this manner, allows Hickman to better plan for services such as community facilities and programs by comparing itself against traditionally accepted development standards.

Figure 6 indicates a typical development pattern as compared to other Midwestern communities. The commercial areas are located in the center of the community with some public/quasi-public uses mixed into the area, usually, municipal facilities and churches. From the center of the community out there is a mixture of residential and public/quasi-public uses. In addition, this pattern shows commercial development branching out along major thoroughfares.

**Land Use Comparative Analysis**

Table 24 compares the land use make-up of Hickman to three other similar communities. The table shows that there are varying levels of uses in each community. The table is purely for comparison purposes and does not indicate that one community’s make-up is better than another. All three of the other communities are being influenced by a larger regional city, Grand Island.

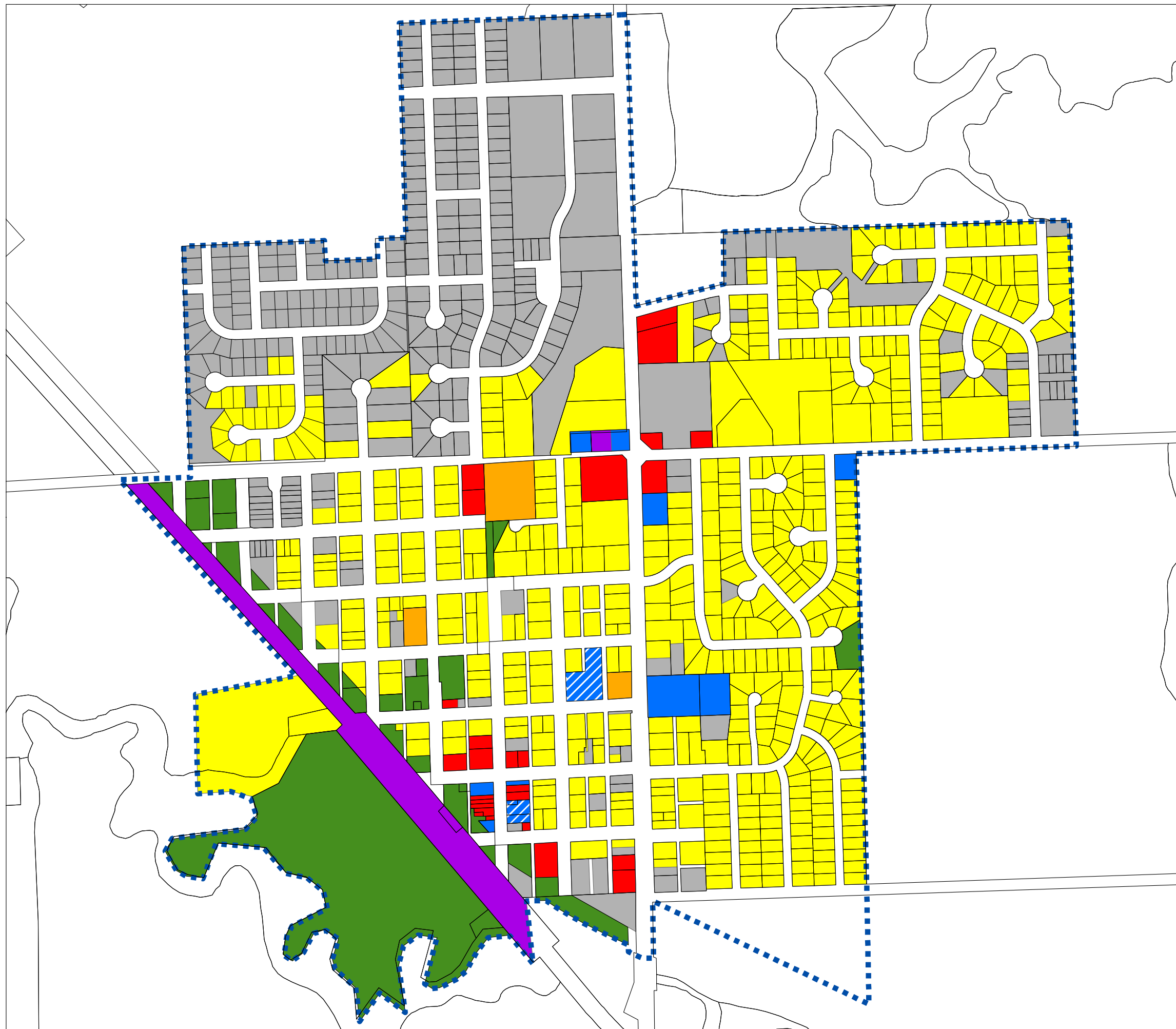
**TABLE 24: LAND USE COMPARISONS (IN ACRES), 2005**

	Alda	% of Total	Hickman	% of Total	Doniphan	% of Total	Wood River	% of Total
Land Use Category								
Residential	64.6	26.9%	162.4	35.7%	85.4	29.7%	150.7	34.1%
Single-family	47.7	19.8%	158.8	34.9%	74.4	25.8%	137.8	31.2%
Multi-family	0.9	0.4%	3.6	0.8%	4.7	1.6%	6.4	1.4%
Manufactured Housing	16.1	6.7%	0.0	0.0%	6.3	2.2%	6.5	1.5%
Commercial	10.3	4.3%	9.0	2.0%	14.3	5.0%	25.8	5.8%
Industrial	30.6	12.7%	12.6	2.8%	13.0	4.5%	0.0	0.0%
Public/Quasi-Public	10.3	4.3%	6.6	1.4%	61.1	21.2%	8.77	2.0%
Parks/Recreation	4.1	1.7%	42	9.2%	14.9	5.2%	9.1	2.1%
Transportation	80.7	33.6%	116.0	25.5%	59.2	20.6%	168.4	38.1%
Total Developed Land	200.6	83.4%	348.6	76.6%	247.8	86.0%	362.7	82.1%
Vacant/Agriculture	39.9	16.6%	106.6	23.4%	40.2	14.0%	79.3	17.9%
<b>Total Area</b>	<b>240.4</b>	<b>100.0%</b>	<b>455.2</b>	<b>100.0%</b>	<b>288.0</b>	<b>100.0%</b>	<b>442.0</b>	<b>100.0%</b>

Source: <sup>1</sup>2002 Comprehensive Development Plan - JEO Field Survey  
<sup>2</sup>2007 Comprehensive Development Plan - JEO Field Survey  
<sup>3</sup>2002 Comprehensive Development Plan - JEO Field Survey  
<sup>4</sup>2002 Comprehensive Development Plan - JEO Field Survey

The data in Table 24 compares the existing land use of Hickman against the communities of Alda, Wood River, and Doniphan, Nebraska. These communities are similar in size, both in land area and population. In addition, the consultant, ensuring similar methodology, conducted the land use surveys for each of the communities in the table.

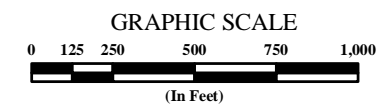
The information in Table 24 indicates that Hickman had the largest amount of vacant land of the four communities. However, as previously mentioned a portion of Hickman’s vacant land lies within the floodplain. Hickman and Wood River have some strong similarities in all of the land use categories. However, this will likely change as Hickman continues to grow.



### Legend

- Single-Family Residential
- Multifamily Residential
- Commercial
- Industrial
- Quasi-Public
- Public
- Park & Recreation
- Vacant
- Hickman Corporate Limits

**Hickman, Nebraska**  
 LANCASTER COUNTY, NEBRASKA  
 Existing Land Use Map  
 Figure 6



REVISED: 1/24/07 J.A.S

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### Existing Land Use Analysis within the ETJ

During the course of the land use survey, land uses in the one-mile extraterritorial jurisdiction of Hickman were also noted, with the results presented graphically on Figure 6. The map shows that the majority of land that has been developed is residential and is larger acreages. This type of development may present a problem to the community as Hickman grows. Specific policies need to be established to protect the potential density of development in these areas. The primary policy should be the use of “ghost platting” similar to what is being used by the City of Lincoln in its first development tier.

### Transportation System and Facilities

Residents within a community, even the size of Hickman, have specific transportation needs. These include rail service, bus service, air transportation, as well as vehicular transportation. All of the transportation facilities present are not available within the community and require residents to travel to the nearest location. This portion of the Comprehensive Development Plan examines those services with regard to the closest proximity for residents of Hickman.

#### Railroad Service

The closest rail freight service to Hickman is in Lincoln. Lincoln serves as one of the major switching yards for the Burlington Northern Santa Fe Railroad. The nearest passenger service is located in Lincoln through Amtrak.

#### Bus Service

The nearest commercial bus service is available in Lincoln, York and Grand Island. Greyhound offers only eastbound buses with a connection in Omaha and points east. In addition, Burlington Trailways offers both eastbound and westbound service in Lincoln and Grand Island. Finally, Arrow Stages Lines/Black Hills Stage Lines offers eastbound to Omaha and westbound, as far as Denver, through Lincoln, York and Grand Island.

#### Commercial Airport Service

**Lincoln Municipal Airport** is the nearest point for commercial service. However, airlines and flight schedules are limited. The airport is served by Northwest AirlinK with service to Minneapolis and Detroit. In addition, United Express provides service to Denver and Chicago.

**Eppley Airport** located in Omaha is a regional airport for the region including Hickman and Lancaster County. In 1999 the airport served a total of 3.77 million passengers, 77 million pounds of mail, and 172 million pounds of cargo. The airport itself is located four miles northwest of downtown Omaha on a site encompassing approximately 2,650 acres. The terminal area includes 368,000 square feet with 21 boarding gates. The airport includes three runways, 9,502 feet x 150 feet, 8,152 feet x 150 feet, 4,060 feet x 75 feet. Adjacent to the airport is long and short term parking in the garage, surface parking as well economy parking located a short distance from the airport. Airlines serving Eppley include the following:

- America West Airlines
- American Airlines
- Continental Airlines
- Delta Air Lines
- Frontier Airlines
- Midwest Express Airlines
- Northwest Airlines
- Southwest Airlines
- Trans World Airlines

- United Airlines
- US Airways Express

### **Small craft Public Airports**

The closest small craft public airport facility is located in Lincoln.

### **Surface Transportation**

The surface transportation system for Hickman is based primarily upon the system of local streets that are connected to the state highway network and county road system, which allows the community access to the surrounding region. These roadways are an essential aspect of community development for the residents of Hickman as they provide for movement of goods and services into and through the city.

### **State and Federal Highways**

The city of Hickman is located at the intersection 68<sup>th</sup> Street and Hickman Road, based upon the numbering systems of Lincoln and Lancaster County. The city is four miles east of US Highway 77, which runs north and south and is a connection to Lincoln and I-80 to the north or the highway will take travelers south toward Beatrice and Kansas.

### **Community Street System**

The street system in Hickman is comprised of a network of collectors and local streets that provide access to locations within the community. The street system in the community is basically a typical grid pattern throughout the original part of the community. The grid pattern deteriorates on the north and northwest sides of the community. The grid is also greatly influenced on the south by the location of the Burlington Northern Santa Fe Railroad right-of way. The city has 20.45 miles of streets, most of which are two lanes wide. Of the 20.45 miles 19.99 miles or 97.75% are hard surfaces with either concrete or asphalt. The remaining .46 miles or 2.25% is gravel.



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**GOALS AND POLICIES**

Planning for the future land uses of the City is an ongoing process of goal setting and problem solving aimed at encouraging and enhancing better communities and higher quality of life. Planning focuses upon ways of solving existing problems within the community, and providing a management tool enabling Hickman citizens to achieve their vision for the future.

Visioning is a process of evaluating present conditions, identifying problem areas, and bringing about consensus on how to overcome existing problems and manage change. By determining Hickman's strengths and weaknesses, the community can decide what it wants to be, and then develop a "roadmap" guiding decisions and ultimately fulfilling the vision of the citizens.

Change is continuous, therefore Hickman must decide specific criteria that will be used to judge and manage change. Instead of reacting to development pressures after the fact, the City along with their strategic vision, can better reinforce the desired changes, and discourage negative impacts that may undermine the vision. A shared vision permits Hickman to focus its diverse energies and minimize conflicts in the present, and in the future.

A key component of a Comprehensive Plan is the goals and policies. The issues and concerns of the citizens are developed into a vision. The vision statement can then be further delineated and translated into action statements, used to guide, direct, and base decisions for future growth, development and change within Hickman. Consensus on "what is good land use?" and "how to manage change in order to provide the greatest benefit to the city and its residents?" is formed. Hickman's goals and policies attempt to address various issues, regarding the questions of "how" to plan Hickman for the future.

**Goals** are desires, necessities and issues to be attained in the future. A goal should be established in a manner that allows it to be accomplished. Goals are the end-state of a desired outcome. Goals also play a factor in the establishment of policies within a community. In order to attain certain goals and/or policies within a community, the goals need to be modified or changed from time to time.

**Policies** are concerned with defining and implementing the broad goals of the Comprehensive Plan. Policies are a means to achieving the goals established by the community residents. They are specific statements of principle or actions that imply a clear commitment that is not mandatory. Policies are part of the value system linking goals with action. Policies have three different elements:

1. an end that needs to be achieved,
2. a means by which to achieve that end, and
3. an administrative mechanism by which the means are carried out

These policies will synthesize the information from the goals, as well as the responses from the participants of the Town Hall meeting and the Focus Group meetings in order to develop solutions that will achieve the goals of the Comprehensive Plan. Therefore, policies play an important role in the Comprehensive Plan because they are the actions that need to be taken to meet the goals.



The goals and policies assure that the Comprehensive Plan accomplishes the desires of the residents in Hickman. This section of the Comprehensive Plan is therefore, a compilation of local attitudes have generated through public meetings and workshops. When followed, development proposals in the community will be evaluated as to their relationship with the citizens' comments. Therefore, "goals and policies" should be referred to as diligently as the Future Land Use Map or any other part of the Comprehensive Plan, when reviewing and/or making recommendations on planning issues. Likewise, they should be current, in order to reflect the attitudes and desires of the City and its residents.

It is important for communities to establish their goals and policies in a manner that allows for both long-term and short-term accomplishments. The short-term goals and policies serve several functions:

- Allow for immediate feedback and success, which fuels the desire to achieve additional goals and better policies.
- Allow for the distribution of resources over time thus assuring a balanced use of public investment.
- Establish certain policies that need to be followed before the long-term goals can be accomplished.

### **Hickman Focus Group Meetings**

The Hickman Comprehensive Plan process included a number of Focus Group meetings with specifically identified and invited residents. These meetings were held on November 16, 2005. The primary groups that were involved included a group of youth, new residents and long-term residents. The different groups were asked a specific set of questions in order to assess certain points of view. The responses varied from the participants in each group. The following is summary of some of the questions and answers.

#### ***Youth Focus Group***

The youth attending were asked a series of predetermined questions and additional questions were based upon the general conversation that was occurring. The following is a summary of the meeting with the community's youth.

#### **What do you like about Hickman?**

1. Small
2. Everyone knows each other
3. Park – is fun – is hidden
4. Park is a defining feature in town

#### **What would make you want to come back in the future?**

1. My parents living here
2. Norris Public Schools

#### **What do you think needs to be improved in Hickman?**

1. Something to do during the summer
2. Pool – Indoor would be alright
3. More bicycle paths – extend into new areas
4. More sidewalks
5. A Subway restaurant

**How do you see Hickman changing in the future?**

1. A lot bigger with more houses
2. Need for a restaurant
3. Shopping places would be good
4. Downtown is important
5. Stores at 68<sup>th</sup> Street and Hickman Road
6. Would like to keep downtown
7. Redo buildings/new buildings in a modern look with brick similar to Southpoint in Lincoln

**What kind of stores do you think Hickman needs?**

1. Clothing store
2. Food
3. Sporting Goods

***New Resident/Long-term resident Focus Group***

These two groups were brought into a joint meeting and asked similar questions. The following is a summary of the meeting.

**What is it about Hickman that has kept you here or brought you here?**

1. Location – employed in Lincoln
2. Likes small town atmosphere
3. Born in a small town
4. Family and family history
5. Invested heavily in property
6. Sense of Pride
7. Hometown – 5<sup>th</sup> generation

**Where do you see the community going in the next 20 years?**

1. Growth not necessarily good
2. People live here but are not a part of the “community”
3. Major change came 20 years ago – when the community evolved from an agricultural center to a bedroom community (lost a number of businesses)
4. Amenities tied to growth

**What do you see as the issues in the next 20 years?**

1. Big box stores and mentality
2. roof top needs for commercial uses
3. Amenities correlated with growth
4. Growth costs vs. tax indebtedness
5. Growth vs. services
6. Growth impacting mortgage rates

**What would you change?**

1. More businesses – hardware store, repair shop
2. A need to shop locally
3. 68<sup>th</sup> Street tends to divide community
4. Housing needs to be a mixture of affordability in order to provide housing opportunities for all existing and future residents

**Hickman Town Hall Meetings**

During January 2006 a town hall meeting was held in the Community Building. The purpose of the meeting was to gather input on issues (both positive and negative) facing the residents of Hickman. At the meeting, the group in attendance was asked to identify negative and positive aspects of the community. The residents were also asked to identify issues that were affecting the community and the needed action. Finally, they were asked to identify specific projects they desired to see completed in the next 5, 10, or 20 years. The attendees then ranked their three top priorities for each question. The following information summarizes the results of each question and the corresponding percentage (i.e. importance) residents of Hickman indicated for each question.

Note the number of points for each question may differ due to the fact that not all residents prioritized three concerns for each question or they used all of their points to indicate one major problem that needed action. In addition, not every resident of Hickman will agree with the order of these issues or that these were all the aspects of the community that should have been listed, but this was taken from the participants attending the town hall meeting. Another detail of note, not all issues indicated have goals and policies identified since they do not have bearing on specific land use issues of the community.

As stated before, during the town hall meeting the participants were asked four separate questions which included the following:

### Negatives

#### ***“WHAT ARE THE NEGATIVE ASPECTS OR AREAS NEEDING IMPROVEMENT?”***

The participants in the Town Hall Meeting were asked to respond to this question as honestly as possible. They were told this was a brainstorming exercise, and that there was no wrong or right response. Through brainstorming and listing every response, the participants are more likely to engage in a discussion that can lead to more responses. The reasoning behind this question is to identify what topics in the community are negative so that through the comprehensive plan these negatives can hopefully be turned into positives.

**TABLE 25: NEGATIVES/IMPROVEMENTS**

Negatives/Improvement areas	Points	%
Widen 68th Street	14	24.6%
Sidewalks on 68th Street and Hickman Road or Alternate route	8	14.0%
Community Center	6	10.5%
Swimming Pool	5	8.8%
More retail services	5	8.8%
Intersection of 68th Street and Hickman Road	4	7.0%
Vibrant downtown area	3	5.3%
Sewer System	3	5.3%
Viaduct over railroad tracks	2	3.5%
Youth activities	2	3.5%
Quiet Zone for railroad	1	1.8%
Permanent Reading Room/Library	1	1.8%
More park area	1	1.8%
Soccer Fields	1	1.8%
Hard surface gravel streets	1	1.8%
More trails	0	0.0%
More ballfields	0	0.0%
Identity	0	0.0%
Proximity to Lincoln	0	0.0%
<b>Total</b>	<b>57</b>	<b>100.0%</b>

### Positives

#### ***“WHAT ARE THE POSITIVES OF HICKMAN?”***

This question was presented to the participants. The reasoning behind this question is to identify topics in the community that are positives and through the planning process these positives can remain positives or be enhanced during the planning period.

**TABLE 26: POSITIVES IN HICKMAN**

Positives	Points	%
Norris Public Schools	13	22.8%
Grocery Store	9	15.8%
Proximity to Lincoln	6	10.5%
Small town atmosphere	5	8.8%
Fire and Rescue	4	7.0%
Sheriff's contract	4	7.0%
Current Trails System	2	3.5%
Utility System-good water	2	3.5%
Tree City USA	2	3.5%
Relationship with Business owners	1	1.8%
Surrounding lakes	1	1.8%
Large green space in Prairie View	1	1.8%
People	1	1.8%
Churches	1	1.8%
Diversity of property sites	1	1.8%
Community foundation	1	1.8%
Reading Center	1	1.8%
Bookmobile	1	1.8%
Recycling Center	1	1.8%
Growth	0	0.0%
Mostly paved streets	0	0.0%
Improvements to playground	0	0.0%
Assisted Living Center	0	0.0%
Recreational programs	0	0.0%
Gas station	0	0.0%
Future restaurart	0	0.0%
Local bank	0	0.0%
Local newspaper	0	0.0%
Good transportation links	0	0.0%
City services	0	0.0%
Post Office	0	0.0%
Civic organizations	0	0.0%
Reputation	0	0.0%
Internet site/city web page	0	0.0%
Community pride	0	0.0%
No wheel tax	0	0.0%
No city sales tax	0	0.0%
Property tax levy	0	0.0%
Hickman Hay Days	0	0.0%
Weekly Senior diner's group	0	0.0%
No Smog-Fresh air	0	0.0%
Landscaping	0	0.0%
Brush site	0	0.0%
Mortuary	0	0.0%
Good snow removal	0	0.0%
Vote in town @ City Hall	0	0.0%
<b>Total</b>	<b>57</b>	<b>100.0%</b>

### Issues

***“WHAT ARE THE ISSUES RELATING TO THE FUTURE DEVELOPMENT OF HICKMAN DURING THE PLANNING PERIOD?”***

In order to respond to this question, participants were asked to think about past experiences, present concerns, and specific problems. This question attempts to raise issues that have been, may be, or will be topics that will affect the future of Hickman.

**TABLE 27: ISSUES FACING HICKMAN**

Issues facing Hickman in the future	Points	%
Treatment Plant	9	13.8%
Growing Pains	8	12.3%
Future Water Supply	4	6.2%
Proximity to Lincoln	1	1.5%
Street Widening	13	20.0%
Traffic/Traffic Control	4	6.2%
Funding for Improvements	6	9.2%
Small tax base to support some regional amenities	3	4.6%
Debt	3	4.6%
Bedroom Community	0	0.0%
Overall rising costs	0	0.0%
Viaduct	8	12.3%
New Comprehensive Plan	0	0.0%
Wheel tax from Lincoln-Lancaster County	0	0.0%
Flooding	3	4.6%
Business recruitment	0	0.0%
Supporting local businesses	3	4.6%
<b>Total</b>	<b>65</b>	<b>100.0%</b>

## Projects

**“WHAT ARE PROJECTS THAT SHOULD BE COMPLETED FOR HICKMAN DURING THE PLANNING PERIOD?”**

This question asked participants to think of any potential project that they desired to see accomplished in Hickman.

This gave the participants an opportunity to dream a little and express their desires for the county.

**TABLE 28: FUTURE PROJECTS**

Projects to undertake in the future	Points	%
Community Center/Multi-use Center/Reading Room	11	18.6%
Traffic Control	7	11.9%
Treatment Plant	6	10.2%
Swimming Pool	6	10.2%
Widen 68th Street and Hickman Road	5	8.5%
Sidewalks	4	6.8%
Two viaducts	4	6.8%
Downtown improvements	3	5.1%
New Park areas with new developments	3	5.1%
Economic Development	3	5.1%
Bike Trails-more	2	3.4%
Light Industrial Tract	1	1.7%
Electrical upgrades	1	1.7%
Quiet Zone for railroad	1	1.7%
New water lines	1	1.7%
Golf Course	1	1.7%
Water Supply- additional line from the well field	0	0.0%
Second water tower	0	0.0%
Street Paving	0	0.0%
Maintenance Equipment Upgrades	0	0.0%
Crossing at railroad tracks @ Park	0	0.0%
More Tree planting	0	0.0%
<b>Total</b>	<b>59</b>	<b>100.0%</b>

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## Goals and Policies for Hickman

The goals and policies that have been generated for Hickman are organized into general categories. The categories are broad enough to allow many issues to fall within them, but narrow enough to allow a fairly clear distinction and separation. These categories are used for a logical organization of goals and policies. The following goals and policies are general in nature; while more specific goals and policies for transportation and land use can be found within those individual sections further in the document:

### Housing Goals

Affordable housing should be distributed throughout the community to be near employment opportunities as well as to provide housing choices within every neighborhood. In the future, preservation of the existing affordable housing and promotion of new affordable housing throughout the community should be encouraged.

### Policies

- H-1. New residential development is discouraged in areas of environmental concerns such as floodplain corridors.
- H-2. Provide different housing types and choices, including affordable housing, throughout each neighborhood to provide for a diverse population and economic base.
- H-3. Encourage convenient access to neighborhood services (retail and parks) from residential areas.
- H-4. Create housing opportunities for residents with special needs throughout the city that are compatible with residential neighborhoods.
- H-5. Transit, pedestrian, and bicycle networks should maximize access and mobility to provide alternatives and reduce dependence upon the automobile. Sidewalks should be provided on both sides of all streets, or in alternative locations as allowed through design standards or the Clustered/Mixed Use process.
- H-6. Many activities of daily living should occur within walking distance. Neighborhoods should include homes, retail development, workplaces, and places for recreation.
- H-7. Interconnected networks of streets, trails and sidewalks should be designed to encourage walking and bicycling and provide multiple connections within and between neighborhoods.
- H-8. Encourage a mix of housing types, single family, townhouses, apartments, and elderly housing distributed throughout individual developments. Similar housing types should face each other; single family facing single family, with changes occurring at the rear of lots. This should include the development of housing that varies in size, density, and location.
- H-9. Parks and open space should be within walking distance of all residences.
- H-10. Multi-family and elderly housing should be located nearest to commercial areas.
- H-11. Pedestrian orientation design should be considered in new development including shorter block lengths, sidewalks on both sides of all streets.
- H-12. Housing within Hickman should be constructed to meet all applicable local, State and Federal building codes.
- H-13. The housing stock constructed in Hickman should be of a standard that will protect the General Health Safety and Welfare of the residents while also protecting the property values and investments made by existing residents.

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- H-14. Promote the preservation, maintenance and renovation of existing housing and neighborhoods throughout the city, with special emphasis on low and moderate income neighborhoods. Maintain and enhance infrastructure and services in existing neighborhoods.
- H-15. City of Hickman should manage residential development by preserving and enhancing existing residential neighborhood subdivisions.
- H-16. New and existing residential development should be separated from more intensive uses, such as agriculture, industrial development, by the use of setbacks, buffer zones, or impact easements.
- H-17. Work with community officials and developers on continual basis to monitor and evaluate the effectiveness of existing regulations, and to identify proper areas to locate new development.
- H-18. Develop subdivision regulations that provide for a quality living environment while avoiding inefficient and expensive public infrastructure expansions.
- H-19. New residential developments should be accompanied by covenants when appropriate, which provide for the maintenance of common areas, easements and drainage.
- H-20. Encourage the establishment of a rehabilitation program to maintain and improve the existing housing stock.
- H-21. Encourage the development of additional elderly housing throughout the City.
- H-22. The clustering concept provides a viable alternative to conventional urban development patterns, while providing a means to encourage creative yet responsible/sensitive developments.
- H-23. New developments in Hickman shall be reviewed and approved/disapproved based upon zoning and subdivision standards; while close attention is paid to the capacity of the water and sanitary sewer systems of the community.
- H-24. City of Hickman will review and accommodate, wherever possible, any new or alternative development concepts or proposals, provided such concepts or proposals are consistent with and do not compromise in any way the established disposition of land uses on the Land Use Map or the goals and policies of the Plan.

### **Economic Development Goals**

The City of Hickman should promote and encourage economic development activities that support the needs of present and future residents. These activities should strive to make the City's economy stable and diverse. Hickman should also maintain a rate and pattern of economic growth sufficient to balance the property tax base and strengthen local economic bases.

### **Policies**

- ED-1. The recreational assets of Hickman should be expanded in a manner that will allow for the continued promotion for the community's quality of life and lifestyle.
- ED-2. The youth of Hickman should be encouraged to remain in Hickman or return to the City after completion of their post-secondary education. As a bedroom community, Hickman has an opportunity to draw these younger residents back to the community, if only as residents that work elsewhere. The youth of the community should be involved in the identification and development of these projects.
- ED-3. Encourage, promote and develop economic development partnerships between local entities and private companies to assist existing and expanding business enterprises.
- ED-4. Encourage and promote the development of home-based businesses and telecommuting based upon high technology communication infrastructure.

- ED-5. Expand efforts within the community to further build retail and services that cater to the lake visitors.
- ED-6. The City of Hickman will need to explore the development and expansion of recreational opportunities in the future. These may include:
- A new Sports Complex designed to be a regional attraction that may contain baseball, softball and soccer facilities,
  - An aquatic center, and
  - Golf course
- ED-7. The City should develop zoning and subdivision regulations that will provide for quality design and aesthetics for new commercial, industrial and even residential developments.

### **Recreational Goals**

The City of Hickman should provide adequate park and recreation opportunities for local residents and visitors to the community. These facilities should be a combination of the expansion of existing facilities and the establishment of newer facilities.

### **Policies**

- REC-1. The City will develop parks and recreation space in conformance with the criteria found in the Facilities Section of the Profile Hickman Chapter.
- REC-2. Park and recreation facilities should be designed to accommodate the particular needs and interests of area residents while protecting, preserving, and conserving the environmental character and quality of the area.
- REC-3. Provide parks and recreational facilities that are reasonably accessible to residents of Hickman.
- REC-4. Preserve the natural attributes of both the floodplain and floodway to avoid loss of life and property while providing open space.
- REC-5. Encourage private developers to actively contribute to the city's park, recreation and open space system and encourage the development of private recreational facilities to supplement those provided by the city.
- REC-6. Promote recreation as a continuing means of economic development for Hickman.
- REC-7. Acquire or otherwise preserve future park area, recreational areas and open space sites within growth areas prior to extensive new development in order to ensure adequate land is available and to avoid prohibitive acquisition costs.
- REC-8. Expand the recreational trail system utilizing floodplain land, easements and parklands into areas not currently served, including both developing and established areas of the city.
- REC-9. Locate new park and recreation areas so they are readily accessible and can be reached through safe and convenient approaches.
- REC-10. Set standards requiring or promoting dedication of parks and open space.
- REC-11. Encourage recreational amenities offering year round use.
- REC-12. Work with developers of future rural subdivisions to create conservation areas through cluster subdivisions and conservation easements. These conservation areas should be connected from subdivision to subdivision when possible.
- REC-13. The City of Hickman will cooperate with all governmental agencies within the region to identify open space and scenic resources, to determine resident and non-resident recreation needs, and to formulate and implement measures for open space preservation and use.
- REC-14. The City of Hickman will need to explore the development and expansion of recreational opportunities in the future. These may include:



- A new Sports Complex designed to be a regional attraction that may contain baseball, softball and soccer facilities,
- An aquatic center, and
- Golf course

### **Educational Goals**

Quality education is a vital component of positive growth. Although the City's role is limited, policies will be followed in locating development to insure cost effective use of existing facilities. The city will also coordinate with the school district to insure adequate areas for future educational needs. Above all, the main goal is to encourage excellence in the public school curriculum and facilities.

### **Policies**

EDU-1. Cooperate with school systems in expanding public uses of educational facilities.

EDU-2. The school district should review all new development proposed within the zoning jurisdiction of Hickman so that they can accommodate for future school populations.

### **Fire Protection, Law Enforcement, and Public Safety Goals**

The goal of the City of Hickman is to continue to support health care, fire protection and law enforcement programs by exploring programs and alternative services to insure optimum service levels and public costs.

### **Policies**

SAFE-1. Regulation of land use developments affecting the health, safety and general welfare of the public.

SAFE-2. Clean and regulate nuisances and poorly maintained properties. This includes continued efforts to regulate junk cars, junkyards and dilapidated/deteriorated residences across the City.

SAFE-3. Establish regulations protecting the City residents from the secondary effects of adult entertainment.

SAFE-4. The City should continually analyze the cost effectiveness and patrol rates of providing law enforcement through the Lancaster County Sheriff's Office vs. the cost and benefits of locally funded and run police department.

SAFE-5. Work to construct safe, at grade, pedestrian crossings in the main city park across the Burlington Northern Santa Fe Railroad tracks.

SAFE-6. Work with the Burlington Northern Santa Fe Railroad to create Quiet Zones through the community.

SAFE-7. Work with the Burlington Northern Santa Fe Railroad, Nebraska Department of Roads and Lancaster County to construct two viaducts; one south of town along 68<sup>th</sup> Street (planned but not constructed) and one west of town along Hickman Road.

SAFE-8. The City will work with Nebraska Department of Roads and Lancaster County to identify key locations for the installation of traffic control devices as the community grows.

### **Public Facility goals**

The City of Hickman, as the population grows, will feel the pressure to provide certain upgraded or new facilities to the residents of the community. The expansion of public facilities is a major factor in directing development.

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**Policies**

- PUB-1. The City will develop a multi-purpose center in the community that could serve as a Community Center, Reading Room/Library, as well as other public uses. The facility will need to be centrally located in order to best serve the entire community.
- PUB-2. In conjunction with the Community Center, the City Hall for Hickman should either be relocated at the same time or expanded and remodeled at its current location.
- PUB-3. Locate an appropriate site and work to construct a permanent facility for the Senior Center.
- PUB-4. Work with the United States Postal Service, at the appropriate, to site/relocate or expand the existing postal facility in Hickman.
- PUB-5. Continue to expand and upgrade the water and sanitary sewer system in a manner that will guide growth in a systematic and responsible manner without creating large shortfalls for the City to meet demand.
- PUB-6. Upgrade and expand the electrical distribution system in the community.
- PUB-7. Public facilities should be strategically located within Hickman in order to provide cost-effective, efficient, and timely service to all residents.
- PUB-8. Public facilities such as maintenance buildings shall be located in key areas of the City.
- PUB-9. Provide services to the public in an efficient and cost effective manner by utilizing a benefit/cost ratio (or similar) in evaluating whether to contract out for services or to use City personnel (privatization versus in-house staff).
- PUB-10. The City of Hickman will encourage the dedication of major drainageways such as wetlands, intermittent creek basins and roadside depressions for the purpose of storm water collection.
- PUB-11. The City of Hickman will need to explore the development and expansion of recreational opportunities in the future. These may include:
- A new Sports Complex designed to be a regional attraction that may contain baseball, softball and soccer facilities,
  - An aquatic center, and
  - Golf course

**Environmental Goals**

The City of Hickman has the opportunity to retain a high-quality natural environment. However, the impact of human development can upset the natural ecological balances and the high aesthetic quality of the City. Natural resources (soils, vegetation, topography, groundwater, surface water and air) and the environment of Hickman will be protected and managed to insure long term quality, availability and sustainability for the current and future residents. The goal of Hickman is to guide development in a manner that conserves and protects the natural resources; minimizes potential conflicts between rural/urban residents; promotes compatible land uses; encourages compact development and an efficient provision of services.

**Policies**

- ENVIRO-1. Zoning regulations and design standards should be created to protect the environmental and natural resources of Hickman through the encouragement of preservation and conservation practices.
- ENVIRO-2. Federal requirements and regulations shall be followed when land use regulations are being developed. Hickman's regulations should, at a minimum, be as strict as federal standards, and where necessary, may be enforced in a manner stricter than federal guidelines.

- ENVIRO-3. Protect all water supplies and aquifers from development activities that may affect the quality and/or quantity of water. Development shall demonstrate a positive or, at least, a neutral impact on surface and ground water supplies.
- ENVIRO-4. Establish zoning and subdivision standards that support conservation of natural resources. This can be accomplished by the creation of clustered developments implementing the use of Conservation Easements and other tools.
- ENVIRO-5. Encourage the preservation of environmentally sensitive areas such as wetlands, wooded areas, waterways (streams, ponds, lakes, rivers, etc.), landmark trees and other amenities. Preservation should occur through no development, incorporation of these areas into conservation areas, and/or erosion control measures when these amenities are downstream from a proposed development.
- ENVIRO-6. The City of Hickman will continue participation in the FEMA National Flood Insurance Program to prevent flood-caused loss of life and property, by applying identified mapped areas showing the floodplain and floodway.
- ENVIRO-7. Restrictions on land uses within the floodplain which are open and undeveloped, including forestry, agriculture, wildlife habitat and recreational areas should be established.
- ENVIRO-8. The City will cooperate on a regional level regarding Stormwater Management structures and control.
- ENVIRO-9. The City shall enforce and monitor the requirements for Stormwater Management under the NPDES Phase II program.
- ENVIRO-10. The City will, in making land use decisions relative to industrial or other uses likely to pose a threat to air quality, consider proximity of the proposed use to residential areas and meteorological factors such as prevailing wind direction and velocity.
- ENVIRO-11. The City of Hickman should continue their tree planting policy and set of standards to promote the planting of recommended species. Recommended species shall be based upon the standards of Nebraska Forest Service. Specific standards should be established via landscaping and subdivision regulations.



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## INTRODUCTION

Within any planning jurisdiction, whether a large growing urban area or a small declining rural county, there will be changes in land uses throughout the planning period. The purpose of the Development Chapter is to provide a general guide to direct changes in land use and transportation over time. The resulting changes in land uses and transportation networks should be capable of coexisting with a minimum number of conflicts. This Chapter must reflect the existing conditions and be flexible in order to meet the needs of its citizens as well as their vision for the county's future.

The Development Chapter provides the basis for the formulation of land use (zoning) regulations and the application of zoning districts. For this reason, it is imperative to formulate a plan tailored to the needs, desires and environmental limitations of the planning area. The Development Chapter should promote improvements in all components of the local economy with particular emphasis on agricultural growth, as the predominant component of the local economy. The following common principles and land use concepts for agricultural areas have been formed to guide the development of Hickman's Development Chapter.

### LAND USE ELEMENTS

The elements of the Hickman Development Chapter include Existing Land Use, Future Land Use, Transportation, and the Growth Management/Phasing Plan. All of these elements are integrated in some form or another. To effectively evaluate development decision a substantial amount of information must be utilized.

- **Existing Land Use**
- **Growth Management/Phasing Plan**
- **Existing Transportation**
- **Future Land Use and Transportation**

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**GROWTH MANAGEMENT PLAN**

Growth Management can be defined as the “**Anticipatory approach to managing future growth of a community**”. Growth Management can be handled using a number of tools and planning techniques. These include the provision for adequate public facilities, phased growth, growth rate management, and Urban Services Areas. All of these tools are a means to allowing growth in a feasible and cost effective manner.

The Hickman Comprehensive Development Plan approaches future growth and land use from a combination of the adequate public facilities and phased growth. The approach to Hickman’s Growth Management examined several items including:

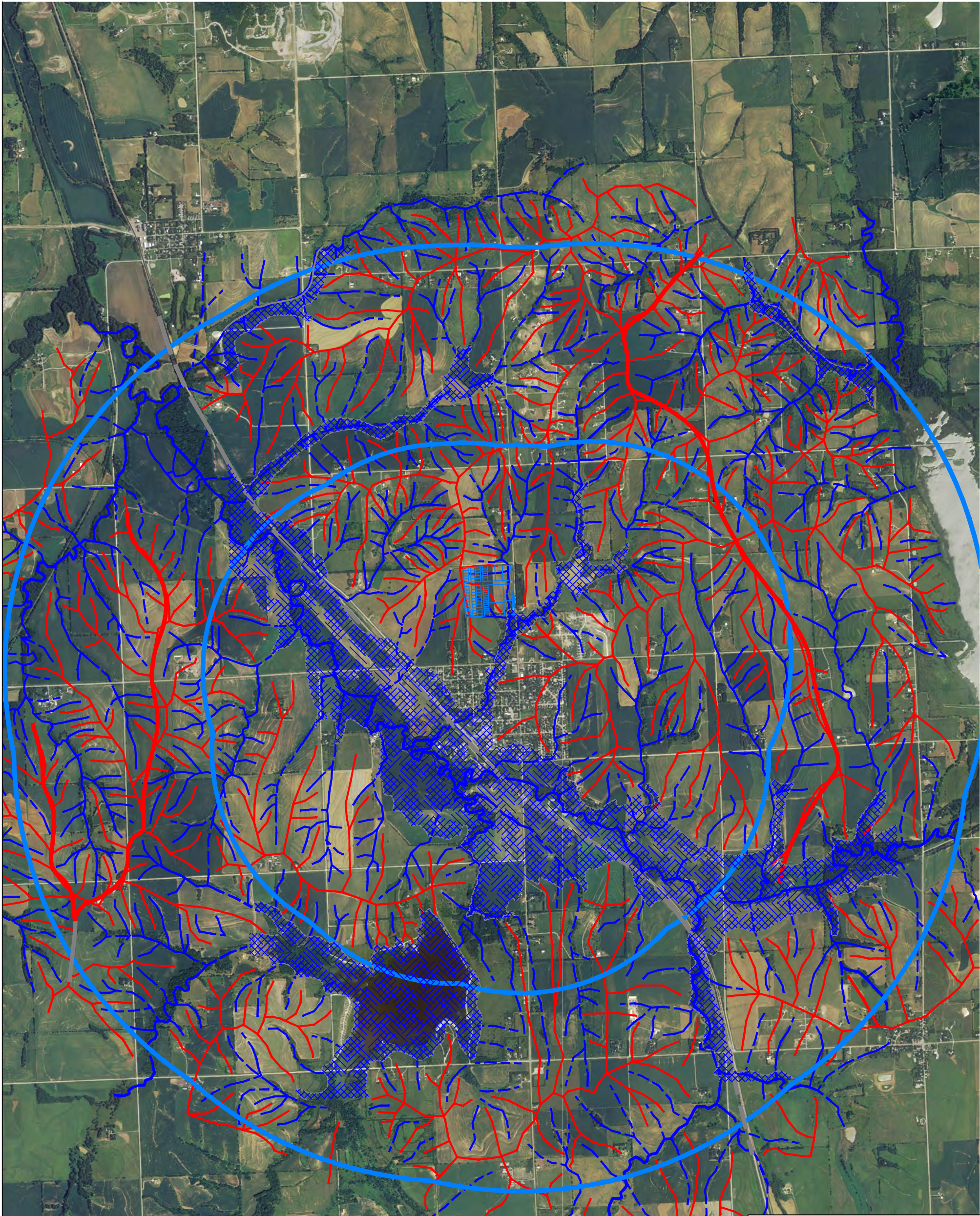
- Existing utility sizes and locations,
- Utility expansion plans,
- Existing ridgelines and valleys,
- Existing drainage areas (watersheds),
- Potential barriers to growth (floodway, major ridgelines on the east and west, etc.), and
- The ability to extend sanitary sewer services through the use of gravity flows.

A Growth Management Plan can accomplish several goals. The most important of these goals is the ability for development to occur in a planned and contiguous manner and in a manner that is sensitive to the plans for utility extension. Haphazard growth can only create major issues related to sprawl, leapfrog development and increase the overall cost of utility construction to the City and/or the Developer. In order for Growth Management to occur and be effective, specific policies need to be discussed and adopted by the Planning Commission, the City Council and the City staff. These policies if enforced will allow the City and the developer to know where the potential development stands prior to making a presentation to the City and the Public.

Contiguous growth is the most desirable approach to any Growth Management Plan. In most cases, when contiguous growth occurs, then new development has the opportunity to connect onto existing utilities without the City or the developer incurring any major expansion costs. The Phasing Plan will identify the pros and cons of developing in specific areas adjacent to or away from the City of Hickman. Therefore, any new development should, to the greatest extent possible, be contiguous to existing development or services. This would allow for the logical and cost effective extension of streets and utility services (see Phasing Plan this section). The City may authorize non-contiguous development if:

- the developer pays for the “gap” costs of extending services from the existing connections to the proposed development, or
- the extension would open up needed or desirable areas of the community for additional growth, or
- Issues are related to adjacent/transitional agriculture areas





- RIDGE
- WATER WAYS
- RAILROAD
- MAJOR RIDGE LINE
- FLOODPLAIN

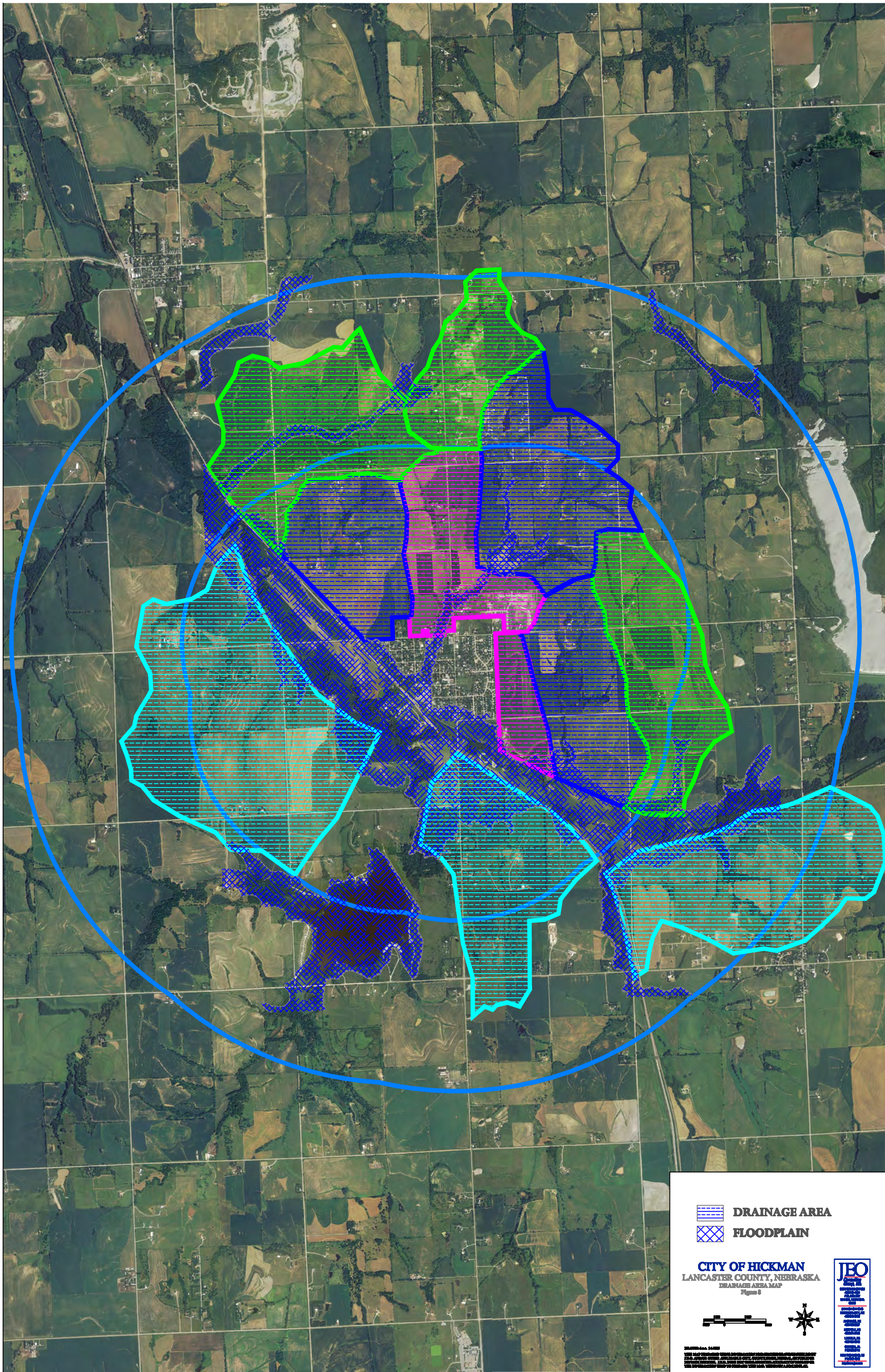
**CITY OF HICKMAN**  
 LANCASTER COUNTY, NEBRASKA  
 RIDGE AND VALLEY MAP  
 Figure 7



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-  DRAINAGE AREA
-  FLOODPLAIN

**CITY OF HICKMAN**  
LANCASTER COUNTY, NEBRASKA  
DRAINAGE AREA MAP  
Figure 8



DATE: 11/15/2011  
DRAWN BY: JEO  
CHECKED BY: JEO  
APPROVED BY: JEO  
SCALE: AS SHOWN  
PROJECT: CITY OF HICKMAN  
DRAWING NO.: 11-001





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**PHASING PLAN**

Phasing development means expanding services on an incremental basis and avoiding long spans of water, sanitary sewer and streets that do not serve growth. The potential growth areas may have utilities extended in a number of ways that include:

- Budgeting and constructing improvements incrementally through the use of a Capital Improvements Program that allocates specific amounts of funding to projects annually with cost projections for six and ten years into the future. This option should also include the potential to assess the developers appropriately to cover portions of the overall costs,
- Requiring developers to pay the cost of utility extensions as development is proposed. Through this process individual developers could surcharge future developers a fee to cover part of the initial costs incurred by the original development ,
- Cost sharing the price of extending major utilities into a new area as development is proposed,
- The City could develop a fee structure that basically assesses an Impact Fee to a developer for approving a proposed development. This Impact Fee could be charged on a projected demand analysis for utilities, streets, etc. or on a per lot basis.
- Requiring new developments within the Extraterritorial Jurisdiction that are not adjacent to or within 1,320 feet of the Corporate Limits to install sanitary sewer and water lines (dry lines) at the time of initial development. This approach will allow the City of Hickman to tap into the constructed system once utilities are extended to the subdivision.
- Requiring the concept of “Build-through” plats or “ghost platting” to be completed within areas not readily accessible to water and sanitary sewer. This process allows for less dense development to occur in the present while planning and “ghost platting” an area for future denser development.

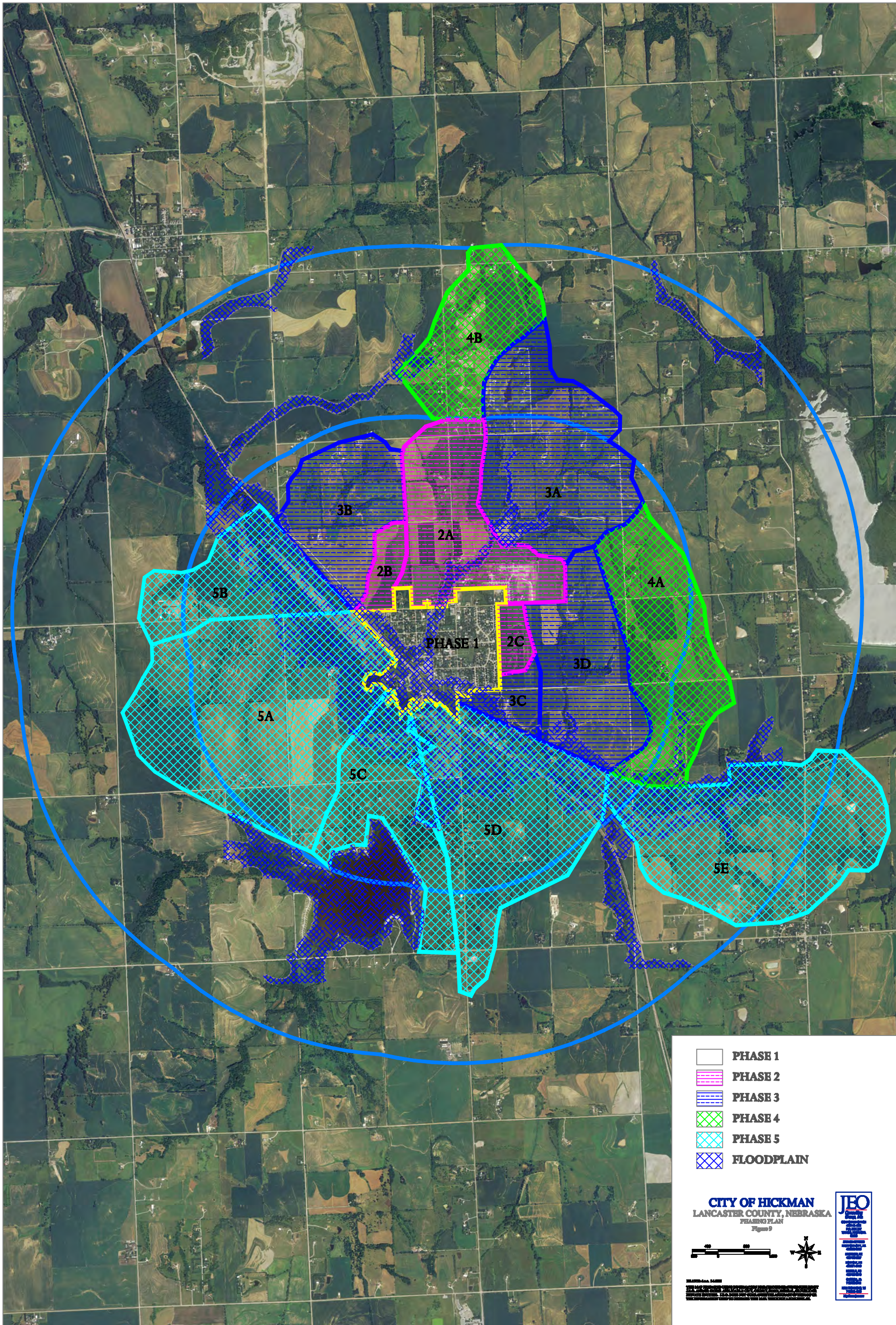
As development is proposed and developed in the Extraterritorial Jurisdiction of Hickman, these developments should create a benefit to the existing taxpayers of the City as opposed to being a potential cost burden to either the General Fund or to the bonding capability of the City. However, positive development opportunities may require some variance in this basic policy.







The area around Hickman is divided into five different Phased areas including Phase 1 through Phase 5. Each of the five areas has been divided further into alpha designations and this range anywhere from four subareas to five subareas. The majority of the areas designated between Phase 1 and Phase 4 are located within Hickman’s current one-mile extraterritorial Jurisdiction. Some portions of Phase 5 lie within the one-mile jurisdiction, while some of the Phase 5 areas are in an area that would represent a two-mile Extraterritorial Jurisdiction based upon the current Corporate Limits. See Figure 9 for boundaries of each Phasing district.

**Phase 1 Development**

Phase 1 Development is intended to be the primary area for development within the Hickman area. This area is contained within the current corporate limits of Hickman. This area is predominately serviced at the present time, only a slight amount of utility service extensions will be necessary to accommodate growth.





-  PHASE 1
-  PHASE 2
-  PHASE 3
-  PHASE 4
-  PHASE 5
-  FLOODPLAIN

**CITY OF HICKMAN**  
 LANCASTER COUNTY, NEBRASKA  
 PHASING PLAN  
 Figure 9



PLANNING SCALE  
 1" = 100'





**The primary concerns of this area should be the following:**

- Infill existing lots using established utilities,
- Redevelopment of undersized and/or older utility lines to service existing development as well as accommodating future development,
- Redevelopment of substandard property,
- Redevelopment of underutilized property

**Phase 2 Development**

Phase 2 Development areas are located in three different locations spread throughout the extraterritorial jurisdiction of Hickman. The first area is located immediately north of the City and stretches to Martell Road and is the largest of the three areas. Currently, there are developments pending or approved. These current developments have placed the City in a position that eventual build-out of the developments will place the Sewage Treatment facility over capacity. This area is divided by South 68<sup>th</sup> Street. This area is noted as *Phase 2A*.

*Phase 2B* is located immediately west of Phase 2A and is adjacent to the northern corporate limits of Hickman.

*Phase 2C* is located directly east of Hickman. The area is bounded on the north by Hickman Road. This area is indicated ahead of Phase 3C due to its proximity to existing development.

The following describes the conditions that need to be overcome in order for development to occur:

***Phase 2A:***

- The completion of the primary 18 inch and 12 inch sewer trunk lines as identified sanitary sewer lines as indicated in Figure A of the 2003 Sewer Study.
- Update and expand the existing sewage treatment plant in order to increase the treatment capacity.
- Standard utility lines to service specific properties,
- Standard extensions of water mains to the area,
- Extension of the existing street system,

***Phase 2B:***

- The completion of the primary eight inch sewer trunk line as identified sanitary sewer lines as indicated in Figure A of the 2003 Sewer Study.
- Potential updating and expansion of the existing sewage treatment plant in order to increase the treatment capacity.
- Standard utility lines to service specific properties,
- Standard extensions of water mains to the area,
- Extension of the existing street system,

**Phase 2C:**

- The extension of an existing 10 inch sewer line with a new eight inch line into Basin III as indicated in Figure A of the 2003 Sewer Study.
- Potential updating and expansion of the existing sewage treatment plant in order to increase the treatment capacity.
- Standard utility lines to service specific properties,
- Standard extensions of water mains to the area,
- Extension of the existing street system

**Phase 3 Development**

Phase 3 development areas are contained in four locations around Hickman. The first, Phase 3A, is an extension of Phase 2A and continues northeasterly past Martell Road.

**Phase 3B** is located northwest of Phase 2B and west of Phase 2A.

**Phase 3C** is located south of Phase 2C. Infrastructure needs for Phase 3C will actually be dealt with at the same time as Phase 2C.

**Phase 3D** is east of Phase 2A and 2C. The area crosses both Hickman Road and Wagon Train Road. Phase 3D will require some of the highest infrastructure construction costs within Hickman's growth area.

The following describes the issues involved in opening this up to future development:

**Phase 3A:**

- The continued extension of the sanitary sewer line discussed in Phase 2A. This area will require that the 12 inch line in 2A be extended and the identified 10 and eight inch lines constructed. This is as indicated in Figure A of the 2003 Sewer Study.
- Potential updating and expansion of the existing sewage treatment plant in order to increase the treatment capacity.
- Standard utility lines to service specific properties,
- Standard extensions of water mains to the area,
- Extension of the existing street system

**Phase 3B:**

- The continued extension of the sanitary sewer line discussed in Phase 2B. This area will require that the eight inch line in 2A be extended. This is as indicated in Figure A of the 2003 Sewer Study.
- Potential updating and expansion of the existing sewage treatment plant in order to increase the treatment capacity.
- Standard utility lines to service specific properties,
- Standard extensions of water mains to the area,
- Extension of the existing street system

**Phase 3C:**

- Potential updating and expansion of the existing sewage treatment plant in order to increase the treatment capacity.
- Standard utility lines to service specific properties,
- Standard extensions of water mains to the area,
- Extension of the existing street system

**Phase 3D:**

- The construction of the proposed 21 inch sewer trunk line to Basin IV. In addition, a new sanitary main would need to be constructed into the heart of Phase 3D, including a 12 inch, a 10 inch, and an eight inch line. This is as indicated in Figure A of the 2003 Sewer Study.
- Potential updating and expansion of the existing sewage treatment plant in order to increase the treatment capacity.
- Standard utility lines to service specific properties,
- Standard extensions of water mains to the area,
- Extension of the existing street system

**Phase 4 Development**

Phase 4 development areas are considered developable but have one of the highest price tags associated with development. There are currently two areas designated as Phase 4 development.

These areas are located as follows:

- **Phase 4A** is located east of Phase 3D and crosses Hickman Road and Wagon Train Road. Phase 4A will require some of the highest infrastructure construction costs within Hickman's growth area.
- **Phase 4B** is located north of Phases 2A and 3A and includes the Leisure Lakes area. This area would require that existing developed lots be subdivided further or a denser development established on the fringes of Leisure Lakes. This area, of those that could be served through a gravity sewer collection system, should be one of the last to be developed.

The following describes the issues involved in opening this up to future development:

**Phase 4A:**

- The construction of the proposed 21 inch sewer interceptor line and an 18 inch trunk line to Basin V. In addition, a new sanitary main would need to be constructed into the heart of Phase 3D, consisting of an eight inch line. This is as indicated in Figure A of the 2003 Sewer Study.
- Potential updating and expansion of the existing sewage treatment plant in order to increase the treatment capacity.
- Standard utility lines to service specific properties.
- Standard extensions of water mains to the area.
- Extension of the existing street system.

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**Phase 4B:**

- The continued expansion of the trunk that extends up through Basin II as indicated in Figure A of the 2003 Sewer Study.
- Extension of water mains into the areas.
- Standard utility lines to service specific properties.
- Extension of the existing street system.

**Phase 5 Development**

Phase 5 development areas are not considered developable at the present time. In addition, these areas have been studied solely to examine the potential for development and to determine the type of development that should be encouraged in these areas. There are currently five areas designated as Phase 5 development. These areas are located as follows:

- **Phase 5A** through **Phase 5D** lie west and south of Hickman Creek and its flood hazard area; plus, development would be required to cross the Burlington Northern Santa Fe Railroad line.
- **Phase 5E** is located east of Hickman and lies within what would eventually be Hickman's two-mile extraterritorial jurisdiction, once the community reaches 5,000 people.

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**TRANSPORTATION FACILITIES AND SYSTEM FUTURE**
**Introduction**

Transportation networks tie communities together and provide a link to the outside world. Adequate circulation systems are essential for the safe and efficient flow of vehicles and pedestrians, and accessibility to all parts of the City. The Transportation Plan will identify future improvements planned and those necessary to provide safe and efficient circulation of vehicles within the City of Hickman, including major projects that ensure implementation of the Land Use Plan.

**Street and Road Classification**

Nebraska Highway Law (Chapter 39, Article 21, Revised Reissue Statutes of Nebraska 1943) proposes the functional classification of both rural and municipal roads and streets and public highways. Chapter 39, Article 21.03 lists rural highway classifications as:

1. **Interstate:** federally-designed National System of Interstate and defense highways;
2. **Expressway:** second in importance to Interstate. Consists of a group of highways following major traffic desires in Nebraska and ultimately should be developed to multiple divided highway standards;
3. **Major Arterial:** consists of the balance of routes that serve major statewide interests for highway transportation in Nebraska. Characterized by high speed, relatively long distances, travel patterns;
4. **Other Arterial:** consists of a group of highways of less importance as through-travel routes.
5. **Collector:** consists of a group of highways that pick up traffic from the local or land-service roads and transport community centers or to the arterial systems. Main school bus routes, mail routes, and farm-to-market routes;
6. **Local:** consists of all remaining rural roads, generally described as land-access roads providing service to adjacent land and dwellings; and
7. **Bridges:** structures crossing a stream three hundred feet or more in width or channels of such a stream having a combined width of three hundred feet or more.

It is noted in article 39-2103, that the combined rural highways classified under subdivisions (1) and (3) should serve every incorporated municipality having a minimum population of at least one hundred inhabitants or sufficient commerce, a part of that will be served by stubs or spurs, and the major recreational areas of the state. Street and road classifications for the circulation system within the City of Hickman are outlined below:

1. **Arterial streets** - public ways where large volumes of high-speed, through traffic are carried, and may serve as primary circulation routes for local traffic. These streets also provide access to abutting property.
2. **Collector streets** - are connecting links between Arterials and various sectors of the City, over which local residential traffic moves in routine daily trips to centers of activity.
3. **Local streets** - function primarily to provide access to properties. They are characterized by short trip length and low traffic volumes.
4. **Marginal access streets** - parallel and adjacent to arterial streets. Providing access to abutting property. They increase the safety and efficiency of thoroughfares by separating the property access function from the traffic flow function.
5. **Alleys** - provide secondary access to properties. They provide service access in the case of commercial and industrial properties. Alleys should be provided for residential properties only when necessary for safe access, due to the fronting of the property on a major thoroughfare.

## Transportation Classifications in Hickman

This portion of the Transportation Plan addresses the future classifications for the road network within Hickman and the surrounding area. The following streets and traffic projects have been listed below:

**TABLE 29: EXISTING AND FUTURE ARTERIALS**

Arterial	Location	2005 Status and future upgrades
A-1	South 68 <sup>th</sup> Street north from Hickman Road	<p><b>2005</b> 68<sup>th</sup> Street is currently is a two-lane hard-surfaced arterial.</p> <p><b>Future Upgrades</b> It is anticipated that the street will need to be upgraded to a three-, four-, or five-lane street in the future. The number of lanes will be dependant upon the traffic volumes and the ability to acquire enough Right-of Way for the ideal number of lanes.</p>
A-2	Hickman Road west from 68 <sup>th</sup> Street	<p><b>2005</b> Hickman Road is a two-lane hard surfaced State Highway Spur that connects to U.S. Highway 77.</p> <p><b>Future Upgrades</b> As growth continues in Hickman, it is anticipates that this road will need to be widen to three-, four-, or five-lanes depending upon traffic volumes and available Right-of-Way.</p> <p>If the proper amount of land can be acquired in the future, it would be ideal if this road could be elevated via a viaduct over the existing Burlington Northern Santa Fe Railroad line.</p>
A-3	Hickman Road east from 68 <sup>th</sup> Street	<p><b>2005</b> The road is currently a two-lane hard surfaced road which extends approximately 1 ½ miles east of the current corporate limits.</p> <p><b>Future Upgrades</b> As growth in Hickman moves easterly this street will become even more central to the transportation system in the community. This street at a minimum will need to be a three-lane hard surfaced arterial.</p>
A-4	South 68 <sup>th</sup> Street South of Hickman Road	<p><b>2005</b> South 68<sup>th</sup> Street in this area is currently a two lane hard surfaced. The road turns into a County Road south of Hickman and carries travelers toward Stagecoach Lake, Norris Public Schools and the unincorporated area of Holland.</p> <p><b>Future Upgrades</b> It is anticipated that this road within Hickman's jurisdiction will only need to be a hard surfaced three-lane arterial. However, a new viaduct will be constructed at the intersection with the Burlington Northern Santa Fe Railroad tracks during the planning period.</p>
A-5	Panama Road east from 68 <sup>th</sup> Street	<p><b>2005</b> Currently, this road is outside of Hickman's one-mile extraterritorial jurisdiction. However, Panama Road is a two lane hard surfaced County Road that connects the unincorporated area of Holland and Village of Panama to 68<sup>th</sup> Street.</p> <p><b>Future Upgrades</b> It is anticipated that this road will be upgraded minimally during the planning period. However, if significant growth begins to occur in the area then the level of service will need to be re-evaluated.</p>
A-6	82 <sup>nd</sup> Street south of Hickman Road	<p><b>2005</b> Currently this road is a graveled County Road that veers southerly at the intersection of the Burlington Northern Santa Fe Railroad tracks.</p> <p><b>Future Upgrades</b> This road is scheduled to be armor coated in the near future. The armor coating will be completed in order for the road to handle an increase in traffic volume due to detour during construction of viaduct on 68<sup>th</sup> Street.</p> <p>The road eventually should be hard surfaced as development moves easterly from Hickman. The Road will need to be a two- or three lane surface.</p>
A-7	82 <sup>nd</sup> Street north of Hickman Road	<p><b>2005</b> Currently this road is a graveled County Road.</p> <p><b>Future Upgrades</b> Hard surfacing of this roadway will need to occur as development moves easterly and northerly from Hickman. The Road will need to be a two- or three lane surface. Portions of this road will be paved in 2007 as part of improvements planned in Hickman at 68<sup>th</sup> Street and BNSF.</p>
A-8	Stagecoach Road west of 68 <sup>th</sup> Street	<p><b>2005</b> Currently this road is a graveled County Road.</p> <p><b>Future Upgrades</b> This road will provide key access to the areas of Hickman south of the Creek and railroad. Hard surfacing of this roadway will need to occur as development moves westerly and southerly from Hickman. The Road will need to be a two- or three lane surface</p>
A-9	38 <sup>th</sup> Street north from Stagecoach Road to Roca	<p><b>2005</b> Currently, this road is outside of Hickman's one-mile extraterritorial jurisdiction. This road is a graveled County Road.</p> <p><b>Future Upgrades</b> This road will provide key access to the areas west of Hickman including the area indicated as a Commercial/Industrial Mixed Use area. Hard surfacing of this roadway will need to occur as development moves westerly from Hickman. The Road will need to be a two- or three lane surface</p>
A-10	54 <sup>th</sup> Street north of Hickman Road toward Roca	<p><b>2005</b> Currently, portions of this road are outside of Hickman's one-mile extraterritorial jurisdiction. This road is a graveled County Road.</p> <p><b>Future Upgrades</b> This road will provide key access to the areas north of Hickman. Hard surfacing of this roadway will need to occur as development moves northerly from Hickman. The Road will need to be a two- or three lane surface</p>



TABLE 30: EXISTING AND FUTURE COLLECTORS

Collector	Location	2005 Status and future upgrades
C-1	Martell Road east from South 68 <sup>th</sup> Street to South 82 <sup>nd</sup> Street	<b>2005</b> Currently, this segment is gravel. The road is one means of access into the Leisure Lake Estates area.  <b>Future Upgrades</b> This road will be a key means of access to the areas north of Hickman. This segment of road will need to be hard surfaced as development moves northerly. The Road will need to be a two- or three lane surface
C-2	Wagon Train Road east from Hickman Corporate Limits to 110 <sup>th</sup> Street	<b>2005</b> Currently, portions of this road are outside of Hickman's one-mile extraterritorial jurisdiction. This road is a graveled County Road except for one-mile below the dam for Wagon Train Lake.  <b>Future Upgrades</b> This road will provide access to new developments east of Hickman. Hard surfacing of this roadway will need to occur as development moves easterly. The Road will need to be a two- or three lane surface
C-3	Martell Road west from South 68 <sup>th</sup> Street to South 54 <sup>th</sup> Street	<b>2005</b> This road is a graveled County Road.  <b>Future Upgrades</b> This road will provide key access to the areas north of Hickman. Hard surfacing of this roadway will need to occur as development moves northerly from Hickman. The Road will need to be a two- or three lane surface
C-4	Located north and between Hickman Road and Martell Road from South 68 <sup>th</sup> west to South 54 <sup>th</sup> Street	<b>2005</b> A portion of this collector is currently platted and will be a part of a new subdivision being constructed along South 68 <sup>th</sup> Street.  <b>Future Upgrades</b> This collector will be constructed as this subdivision and subsequent subdivisions are constructed. The street will need to be a two-lane design.
C-5	The ½ Section line of Sections 26, 35 and 2 east of Hickman from Martell Road south to Panama Road	<b>2005</b> Does not exist  <b>Future Upgrades</b> This road will act as a mid-section collector to improve connectivity north and south through this area once it is developing. The street does not necessarily need to have a straight alignment but could be designed with some curves. The Road will need to be at minimum a two-lane surface
C-6	The east west ½ section line of Sections 26 and 27 north of Hickman from north south ½ Section line of Section 27 east to South 96 <sup>th</sup> Street	<b>2005</b> Does not exist  <b>Future Upgrades</b> This road will act as a mid-section collector to improve connectivity east and west through this area once it is developing. The street does not necessarily need to have a straight alignment but could be designed with some curves. The Road will need to be at minimum a two-lane surface
C-7	Martell Road east from C-1 to South 96 <sup>th</sup> Street	<b>2005</b> Currently, portions of this road are outside of Hickman's one-mile extraterritorial jurisdiction. This road is a graveled County Road.  <b>Future Upgrades</b> This road will provide key access to the areas north of Hickman. Hard surfacing of this roadway will need to occur as development moves northerly from Hickman. The Road will need to be at minimum a two-lane surface
C-8	The north south ½ section line of Section 27 beginning at Hickman Road north to Martell Road	<b>2005</b> Does not exist  <b>Future Upgrades</b> This road will act as a mid-section collector to improve connectivity north and south through this area once it is developing. The street does not necessarily need to have a straight alignment but could be designed with some curves. The Road will need to be at minimum a two-lane surface
C-9	South 54 <sup>th</sup> Street from Stagecoach Road north to Hickman Road	<b>2005</b> This road is a graveled County Road.  <b>Future Upgrades</b> This road will provide key access to the areas south of Hickman. Hard surfacing of this roadway will need to occur as development moves south and west from Hickman. The Road will need to be at minimum a two-lane surface
C-10	The east west ½ section line of Section 32 from South 54 <sup>th</sup> Street west to a point outside the growth area boundary	<b>2005</b> Does not exist  <b>Future Upgrades</b> This road will act as a mid-section collector to improve connectivity east and west through this area once it is developing. The street does not necessarily need to have a straight alignment but could be designed with some curves. The Road will need to be at minimum a two-lane surface but preferably a three-lane since this area is tied to potential Industrial and/or Commercial Uses
C-11	The north south ½ section line of Section 28 beginning at C-4 and going north approximately ½ mile	<b>2005</b> Does not exist  <b>Future Upgrades</b> This road will act as a mid-section collector to improve connectivity north and south through this area once it is developing. The street does not necessarily need to have a straight alignment but could be designed with some curves. The Road will need to be at minimum a two-lane surface.

## TRANSPORTATION PLANNING AND LAND USE

Land use and transportation create the pattern for future development. A new or improved transportation route generates a greater level of accessibility and determines how adjacent land may be utilized in the future. In the short term, land use shapes the demand for transportation. However, new or improved roads, as well as, City streets and state highways may change land values, thus altering the intensity of which land is utilized.

In general, the greater the transportation needs of a particular land use, the greater its preference for a site near major transportation facilities. The location of commercial activities are sensitive to highly traveled routes since their survival often depends upon the ease at which consumers can travel to and through an area. Thus, commercial land uses are generally located near the center of their market area along highways or at the intersection of arterial streets.

### South 68th Street Corridor

South 68<sup>th</sup> Street is the main north-south thoroughfare for Hickman. The street is a heavily traveled route that connects Hickman to south Lincoln. This corridor should be protected and enhanced while denoting the destination of Hickman. Future land uses and developments along South 68<sup>th</sup> Street should be designed implementing special criteria including coordinated building design, special landscaping improvements, lighting guidelines, and the use of interior circulations upon the site.

### Community Entrances and Gateways

As mentioned South 68<sup>th</sup> Street is one of the major entrances into Hickman and will become an even more important visual element in how Hickman is perceived by individuals passing through the community. In addition, Hickman Road is the major east-west thoroughfare and acts as a gateway from U.S. Highway 77 (four miles west of the community) and is a major connector to Wagon Train State Recreational Area (east of the community) Hickman Road and South 68<sup>th</sup> Street intersect at what may eventually become the new center of the community. These gateways should be designed in a manner that leaves no doubt that someone is in Hickman. These gateways can be a tremendous source of community pride, and can also be good promotional tools.

### Design for Major Thoroughfares and Arterial

Major thoroughfares within Hickman can be visually pleasing to both pedestrians and the motoring public. The introduction of grass and other landscaping materials as well as standards for how commercial and residential developments use signs to identify themselves can contribute significantly to the safe and efficient movement of people. Major thoroughfares within Hickman need to be designed



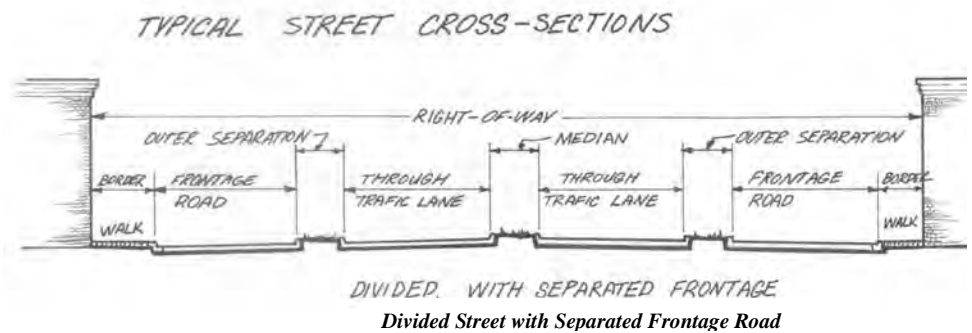
*Example of "Gateway/Community" entrance monument*



*An example of a Subdivision Entry sign.*

to serve two purposes. The first purpose is to move people efficiently and safety through the community. Second, the movement of people needs to be as pleasurable as possible rather than massive amounts of concrete or asphalt.

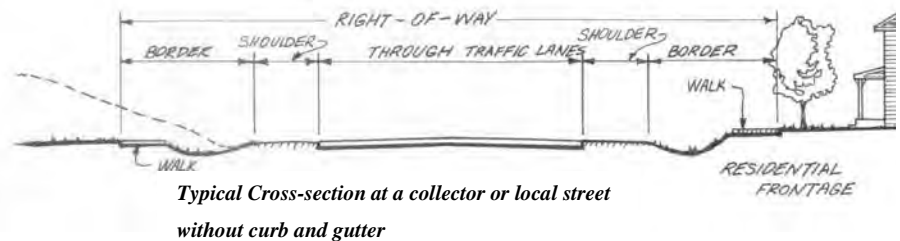
The design of future thoroughfares, including the expansion of existing county roads, should reflect the character of the area. This character includes the future expansion from a two-lane road to a four-lane urban



street with a grass median. Any new thoroughfares will need to meet minimum design standards per the Nebraska Department of Roads (NDOR). In addition, where the proper amount of open space exists or additional right-of-way can be acquired, the use of Frontage Roads along these Major Thoroughfares should be required within all types of developments. Dimensions for median and outer separation must meet the design criteria from NDOR.

### **Collector and Local Streets**

Collectors and Local streets within Hickman's growth area will play a major role in the future. The City must examine the policies to be used in the design of these



streets. Growth to the north and east of the City there are two distinct options. The first option is to require the standard street width with or without parking and incorporate the standard curb and gutter system. This will surface drain all stormwater runoff to specific inlets. However, the second approach would be to allow a standard street to be constructed without curb and gutter (using drainage swales in the right-of-way). The use of a natural drainage system is best suited for areas that want to maintain a more natural appearance.

Collector streets are critical to efficient circulation within the community. The collectors need to be designed so that there is connectivity from one subdivision to the next. Connectivity allows the motoring public to move between major thoroughfares without traveling to and along these thoroughfares to make their connection.

### **Future Street Widening**

Over the next twenty years, Hickman may be faced with the eventual improvement of certain roadways. Included in the improvement will be the need to widen these roadways to handle the traffic flows that will be generated by new development. Future widening projects will include the upgrading of existing routes from two lanes to three-, four-, and even five-lane thoroughfares. The following is a list of existing roadways that may need to be widened and upgraded in the next 20 years:

**Four- to five-lanes**

- South 68<sup>th</sup> Street north from Hickman Road towards Lincoln,
- Hickman Road west to U.S. Highway 77,

**Three- to four-lanes**

- Hickman Road east to Wagon Train State Recreational Area,
- South 68<sup>th</sup> Street south of the community,
- South 68<sup>th</sup> Street south of Hickman Road through the community,
- South 82<sup>nd</sup> Street south of Hickman Road,
- South 54<sup>th</sup> Street north of Hickman Road toward Roca,
- South 38<sup>th</sup> Street north of Stagecoach Road to Roca,
- South 82<sup>nd</sup> Street north of Hickman Road,
- Stagecoach Road west of South 68<sup>th</sup> Street

The following descriptions and diagrams are intended to clarify the meaning behind the terms two-lane street, three lane street, Four-lane street, and a five-lane street. Each of these street classifications will play a role in the future transportation system in Hickman.

**Two-lane street**

A two-lane street simply described a roadway with two driving lanes. The street may be edged with a curb and gutter drainage system or it may have a shoulder of some sort. Speeds along two-lane streets tend to slower than on other streets with more traffic capacity.

**Three-lane street**

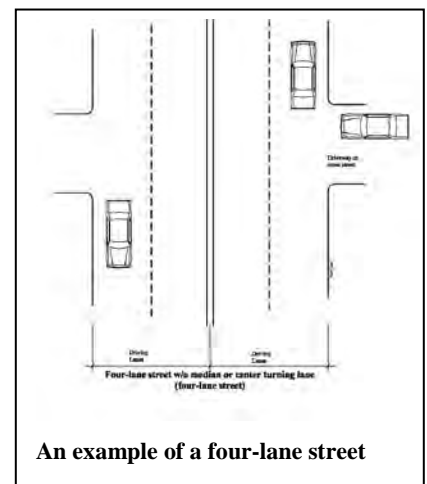
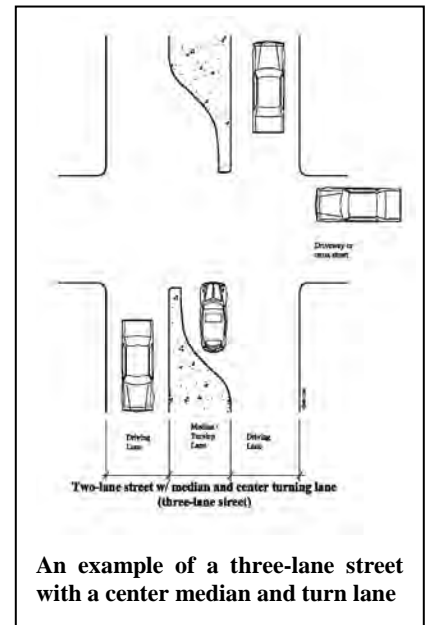
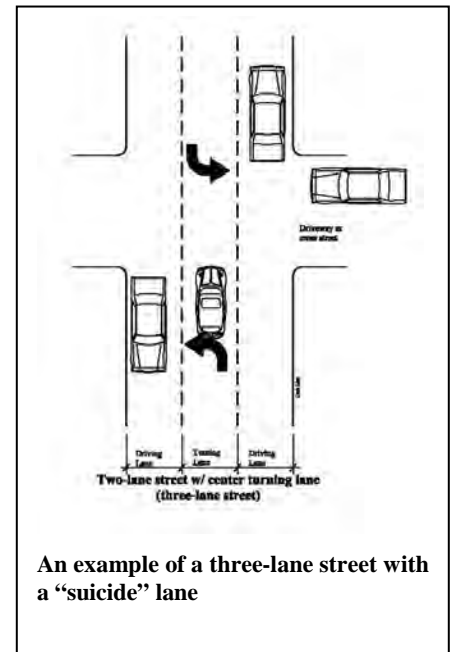
The three-lane street is similar to the two-lane street but with a center turning lane. The street may be edged with a curb and gutter drainage system or it may have a shoulder of some sort. This street system has two ways to be set up for the motoring public.

The first is to construct a median and turn lane within the middle lane. This approach is the safer of the two methods in that it physically separates traffic.

The second method is to construct three-lanes of pavement and then paint the lanes on the surface. The middle lane is still the turning lane but it no longer provides for physical separation of the lanes. These center turn lanes have become affectionately referred to as “Chicken” lanes or “suicide” lanes.

**Four-lane street**

A four-lane street is a street with four-lanes of traffic. Typically, a four lane street does not have a center turning lane. The street will also have a double line down the middle of the surfacing indicating no passing. Again, the street may be edged with a curb and gutter drainage system or it may have a shoulder of some sort.

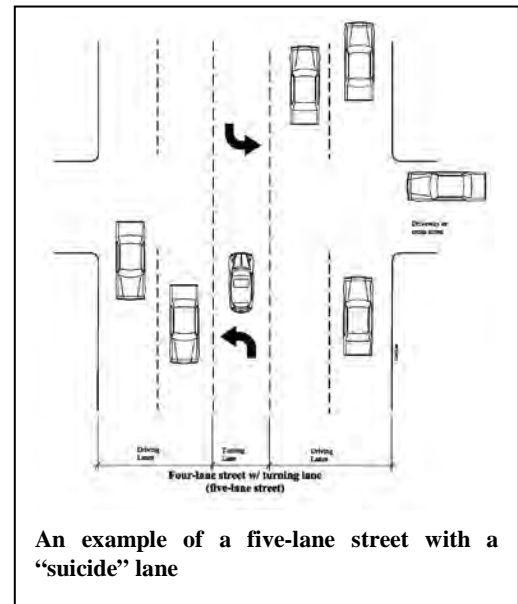


### ***Five- Lane Street***

Similar to the three-lane concept, the five-lane concept has two basic approaches in the design of the system. The street may be edged with a curb and gutter drainage system or it may have a shoulder of some sort.

Again, the first is to construct a median and turn lane within the middle lane. This approach is the safer of the two methods in that it physically separates traffic.

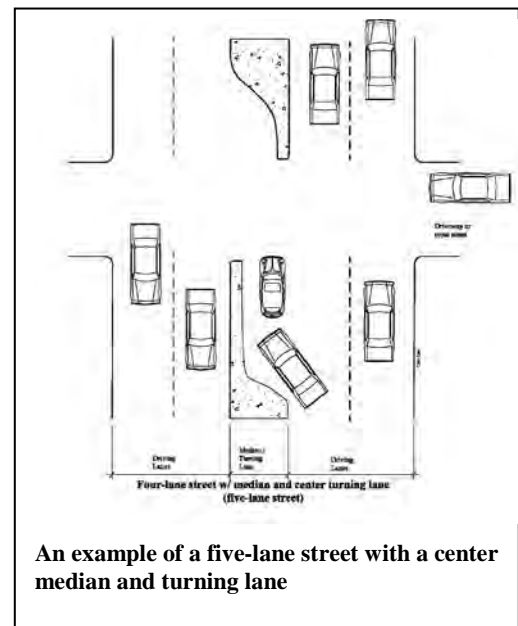
The second method, again, is to construct four-lanes of pavement and then paint the lanes on the surface. The middle lane is still the turning lane but it no longer provides for physical separation of the lanes.



### ***When to use***

These different street systems are not appropriate in every situation. The city will need to rely on different traffic models and studies to identify the appropriate time to upgrade a specific street to one of the systems discussed. The Arterial and Collector charts identify the eventual level that the street is anticipated to achieve as Hickman grows.

One option not shown on the diagrams is the construction of right turn lanes. Right turn lanes may be added to any of the lane configurations in order to achieve better traffic flow. Again, timing of this project will require a traffic model and study to be completed.



### ***Required Right-of Way***

The future will see Hickman and the city of Lincoln grow closer together. Future street dedications, improvements and/or construction will need to see a level of cooperation in not only street and lane widths but in the amount of right-of-way dedicated to the public. The Lincoln-Lancaster County Comprehensive Plan has established specific right-of-way requirements for specific lane widths. The following are those criteria:

**Future Arterial streets**

Number of Lanes	Right-of-Way required
Three lanes (2+1)	120 feet
Four lanes	120 feet
Five lanes (4+1)	120 feet
Seven lanes	140 feet

**Future Collector streets (not identified in Lincoln-Lancaster County Comprehensive Plan)**

Number of Lanes	Right-of-Way required
Two lanes	66 feet to 80 feet
Three lanes (2+1)	80 feet to 100 feet

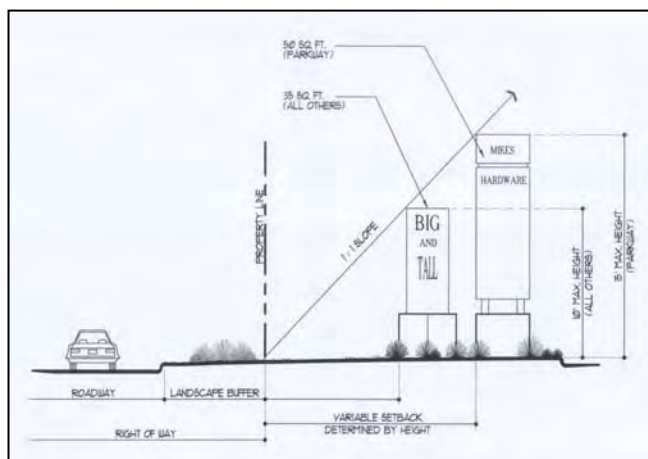
The City of Hickman needs to have a strong coordinated effort with the City of Lincoln and Lancaster County on right-of-way requirements and acquisition in the future. The future will see Lincoln's influence within three miles of the Hickman corporate limits, once the new Beltway is constructed. The Beltway will be aligned, on the south end, between Bennet and Wittstruck Roads. As this happens the extraterritorial jurisdictions of Lincoln and Hickman will be close to each other if not touching. Therefore, a coordinated effort between Hickman, Lincoln and Lancaster County will only serve to create a seamless transition of the transportation system in the metropolitan area.

**Thoroughfares and Signage**

The regulation of signs along major thoroughfares can have a tremendous impact on how the street appears to the general public. The policy recommended in this plan is to control signs to the point that only ground monument style signs are allowed in commercial developments and at the entrances of residential neighborhoods. The size of these signs should be guided by the distance the sign is from the driving surface of the nearest traffic lane. The graphic indicates that the required setback is variable and is determined by the height of the sign and its location is generated by drawing a 1:1 slope from the property line toward the property. Set backs are also referred to as "Clear Zone" and is a function of roadway classification and design speed.

**Connectivity of Transportation System**

Connectivity is the concept of connecting one development to another over time. The importance of connectivity is to maintain a continuous flow of traffic throughout the community. In the previous years of suburban development, one subdivision would be designed and built, and then the land adjacent would go through a similar process. However, in most cases, the two subdivisions were never connected via the street system of the area, thus, creating a difficult and frustrating means of vehicular movement. The City of



Hickman should address this issue as new areas develop adjacent to the community. Connectivity will allow each new development to feel as if it were a planned part of the community at large.

## CONNECTIVITY DESIGN STANDARDS

The following Connectivity Design Standards are recommended to create a better transportation pattern in Hickman as well as surrounding areas within Lancaster County.

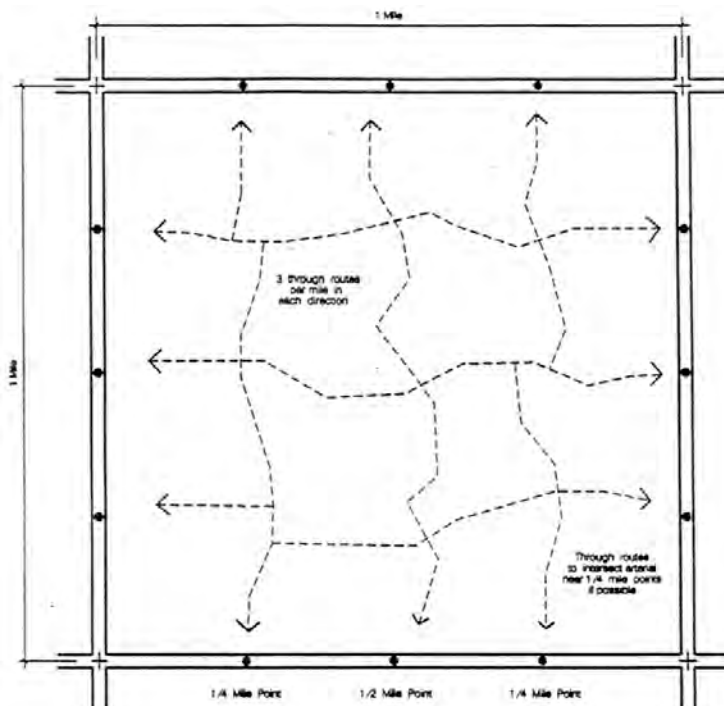
The road classification system described earlier works to match corresponding land uses with graduated levels of roadway function; specific design standards for the City's Transportation System would also benefit the community's effort in handling and controlling growth and would create a better transportation network. The following text and figures represent the process of controlling access points along roadways in and around Hickman. The overall goal of these policies is to better integrate future development with existing and planned development in Hickman and Lancaster County.

### Policy 1:

#### Three through route per section policy

As seen in Figure 10, requiring three through routes per section would require future subdivisions in the same section to connect local streets thus creating a better traffic flow between neighborhoods. These routes should fall as close as possible to the  $\frac{1}{4}$ ,  $\frac{1}{2}$ , and  $\frac{3}{4}$  mile along each section (every mile). Simply this would reduce confusion while traveling through neighborhoods, eliminate dead ends, and would direct concentrated traffic flow to specific intersections in the community. Considering these recommendations of three through routes, minimal offsets of roadway design should also be implemented to discourage high speed cut through traffic. This would introduce a form of traffic calming to the area.

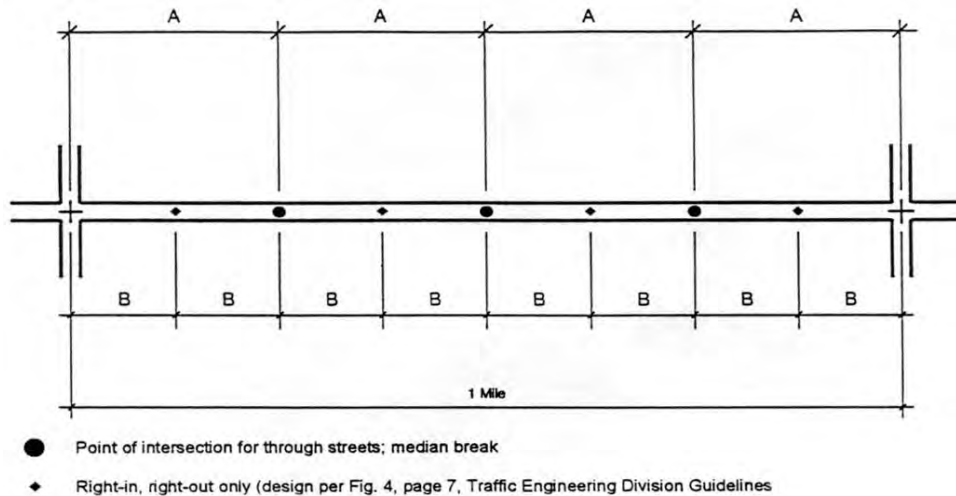
FIGURE 10: THROUGH STREET DIAGRAM





**Policy 2:****Access Point Policy**

This transportation policy simply builds upon the three through routes per section concept, and also adds certain access criteria along section lines or every mile. Full access points are recommended every quarter mile (A). Full access points are entrances into subdivisions allowing full turns in all directions, both right and left (allowing for a median break). In addition to these full access points, intermediate access points should be recommended to be placed at the eight mile (B) with limited access, see Figure 11. Limited access would only allow for right in right out only traffic movement. This would relieve traffic congestion at these points.

**FIGURE 11: ACCESS POINT DIAGRAM****Policy 3:****Intersection Policy**

Intersections along section lines should not be offset, but meet directly at recommended access points. In addition to relieving traffic congestion along roadways, turn lanes should be installed at both full access points and intermediate access points.

**TRAIL DEVELOPMENT**

Trail development has been a strong feature in Hickman in the past and will continue into the future. Trail development is an excellent economic development tool, as opposed to strictly a recreational asset for the City. The City has begun the development of a continuous network of transportation and recreational trails throughout Hickman. These trails should continue and should be laid out in order to link all Hickman parks and recreation areas. In addition it is policy to see the development of off-road trails as well as road-separated trails in public rights-of-way.

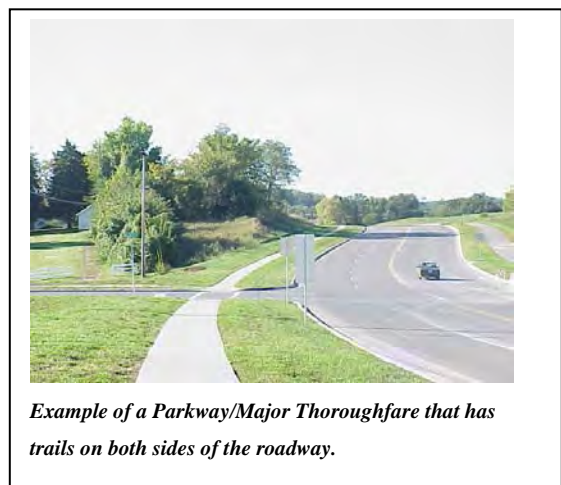
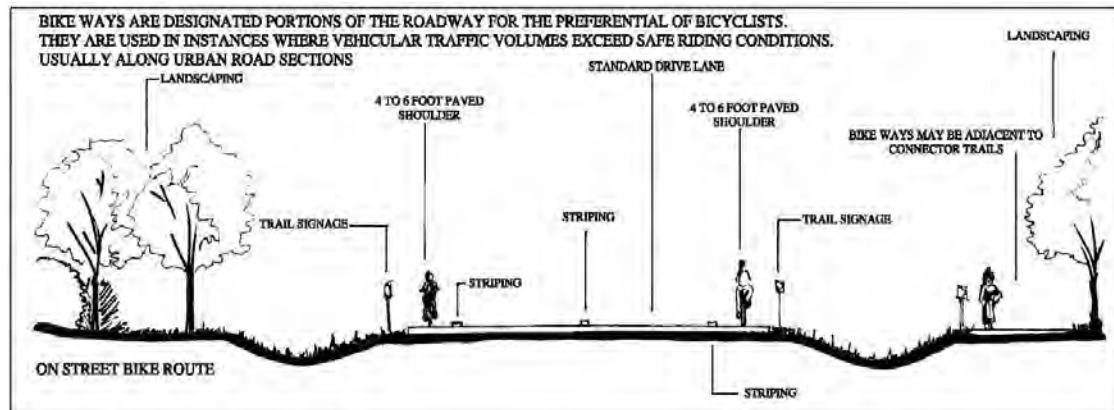


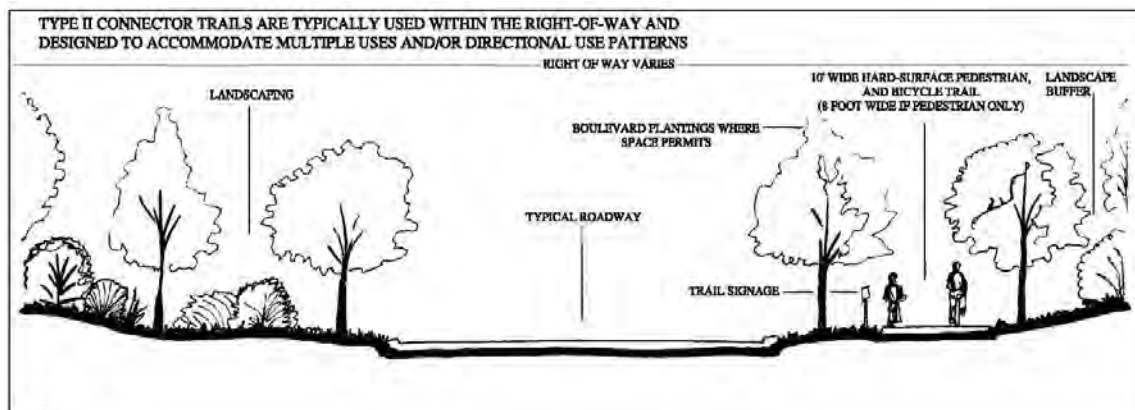


FIGURE 12: ON-STREET BIKE ROUTE



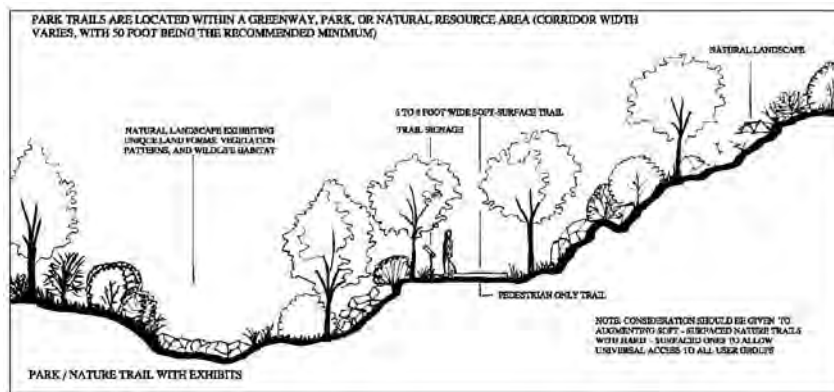
Beyond off road trails, the City of Hickman through this Plan has adopted a “Green Street” policy. “Green Streets” are selected thoroughfares designed to extend a park-like appearance throughout the city and serve to create an interconnected network of parks, recreation areas, schools, and other civic facilities.

FIGURE 13: TYPE II CONNECTOR TRAILS



The proposed policy would establish a hierarchy of Primary, Secondary, and Neighborhood Green Streets. Designated Green Streets should be designed or redesigned over time to have 1) one or more rows of trees along both sides of the roadway, 2) space for wide sidewalks or off-road recreation trails on both sides of the roadway, and 3) no overhead utility wires that interfere with growth of overstory trees.

FIGURE 14: PARK/NATURE TRAIL WITH EXHIBITS



Exceptions to planting street trees would be 1) to take advantage of the existing natural landscaping where a Green Street passes through areas of native timber and 2) where the trees would obscure the view of adjoining commercial development.

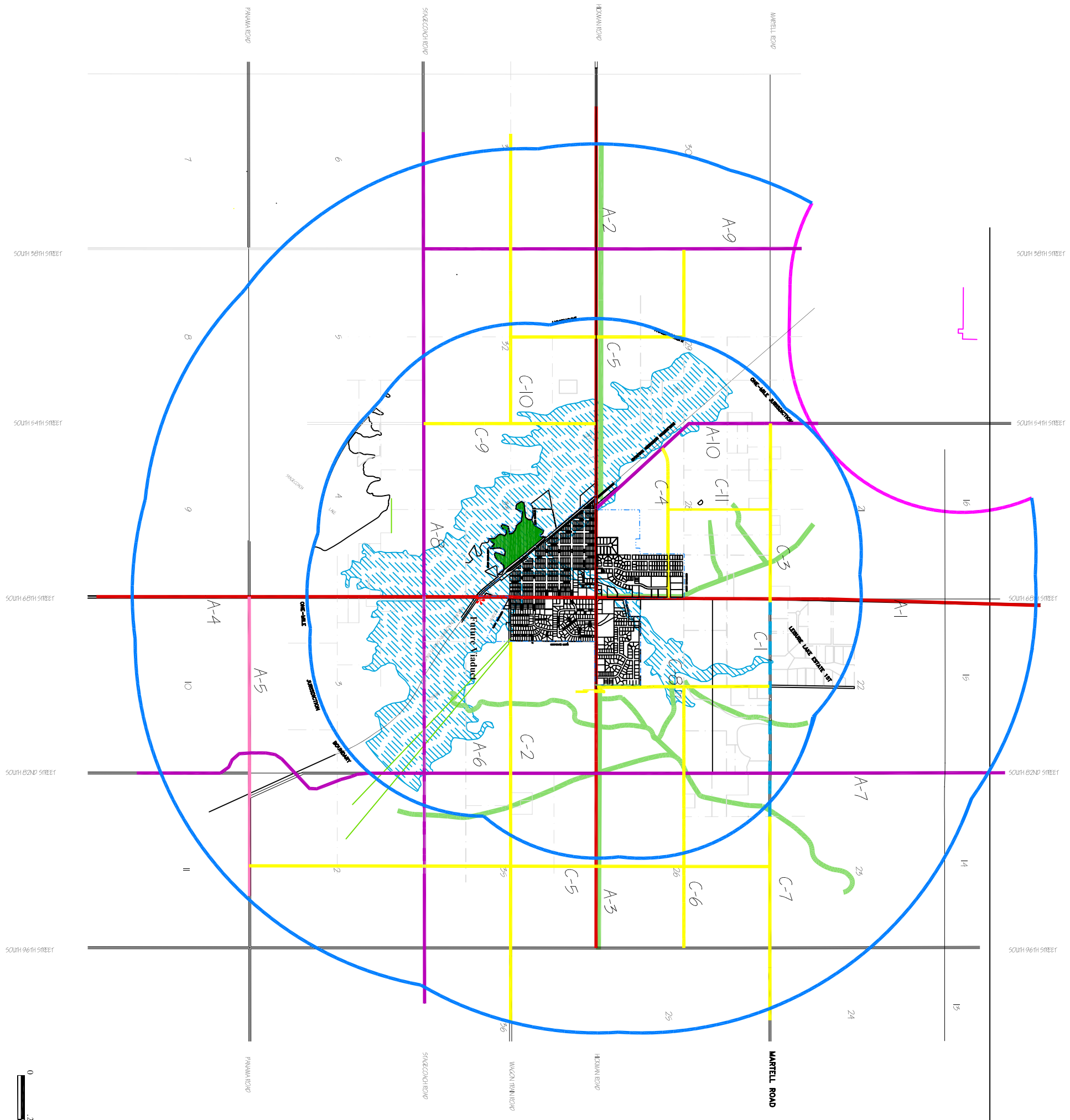
### TRANSPORTATION GOALS

The City of Hickman should provide a transportation system that improves access and circulation for vehicular traffic within the community. The Transportation Goal of Hickman is to develop and support an efficient road system to serve current and future circulation and access needs. Provide and encourage an efficient, safe, convenient transportation and communication system.

### Policies

- TRANS-1. Discourage the expansion of existing or the inclusion of new commercial development in areas where, even with street and traffic signal improvements, the additional traffic generated by such development would exceed the handling capacity of the street system.
- TRANS-2. An evaluation of the traffic impacts created by a project, on the surrounding area, should consider existing and projected traffic conditions and be based on anticipated traffic system improvements, not on speculative traffic system improvements.
- TRANS-3. Encourage bicycle and pedestrian access to and within commercial areas.
- TRANS-4. Strive to avoid pedestrian and vehicular conflicts within commercial areas.
- TRANS-5. Discourage the diversion of commercial traffic into residential neighborhoods.
- TRANS-6. Ensure adequate vehicular circulation within commercial developments allowing access to adjacent commercial buildings and commercial developments without the need to drive to the public streets.
- TRANS-7. When new development is contemplated, due consideration must be given to the carrying capacity of the existing road system in the area, and development should be discouraged from occurring in areas where the road system is insufficient to handle any additional traffic load.
- TRANS-8. Improve, develop, and maintain well-traveled roads with hard surfacing.
- TRANS-9. Right-of-way and pavements shall be sufficiently wide and of sufficient strength to accommodate anticipated future traffic loads.
- TRANS-10. Commercial signing along major arterials shall be kept to a minimum and shall be low profile.

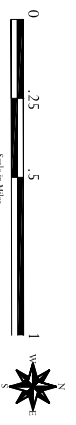
- TRANS-11. All transportation-related decisions will be made in consideration of land use impacts including but not limited to adjacent land use patterns, both existing and planned, and their designated uses and densities.
- TRANS-12. When new or reconstructed streets are built, there should provisions made in the design documents that provide for additional space along a wider shoulder or path within the R.O.W. for pedestrian/bicycle access.
- TRANS-13. The City of Hickman will encourage bicycle and pedestrian traffic as an element of the street transportation system by coordinating within the City to develop an integrated system of safe and convenient bicycle and pedestrian ways to complement other modes of transportation.
- TRANS-14. Encourage “Green Streets.”



**LEGEND**

- Existing Arterial
- Existing Other Arterial
- Existing Collector
- Future Arterial
- Future Collector
- Trails

Hickman, Nebraska  
 LANCASTER COUNTY, NEBRASKA  
 Future Transportation Map  
 Figure 15



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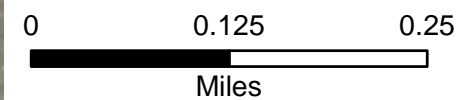
**Hickman, Nebraska**  
**LANCASTER COUNTY, NEBRASKA**  
 Recreational Trails Plan  
 Figure 16



**Legend**

- Existing Trails \*
- Proposed/Future Trails \*  
 (Not including any internal trails within future subdivisions)
- Park & Recreation
- Hickman Corporate Limits

\*Trail Locations are not precise



CREATED: JDM October 3, 2006  
 REVISED: CPW May 4, 2007

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**FUTURE LAND USE PLAN**

Within any planning jurisdiction, whether a large growing urban area or a small declining rural City, there will be changes in land uses throughout a planning period. The purpose of the Future Land Use Plan is to provide a general guide to direct changes in land use and transportation over time. The resulting changes in land use and transportation networks should be capable of coexisting with a minimum number of conflicts. This element must reflect the existing conditions and be flexible in order to meet the needs of its citizens as well as their vision for the City's future.

The Future Land Use Plan provides the basis for the formulation of land use and zoning regulations and the application of zoning districts. For this reason, it is imperative to formulate a plan tailored to the needs, desires and environmental limitations of the planning area. The Future Land Use Plan should promote improvements in all components of the local economy. The following common principles and land use concepts have been formed to guide the development within the Hickman Future Land Use Plan.

The Land Use Plan, along with the Transportation Plan, provides the tools to guide future development in Hickman. The plan is based upon existing conditions and projected future conditions for the community. The Land Use Plan also assists the community in determining the type, direction and timing of future community growth and development. The criteria used in this Plan reflect several elements, including:

- the current use of land within and around the community
- the desired types of growth, including location of growth
- the feasibility of extending water and sanitary sewer as well as the capacity of the existing sanitary sewer treatment facilities in Hickman
- physical characteristics, opportunities and constraints of future growth areas
- current population and economic trends affecting the community

Hickman should review and understand the above criteria when making decisions about the future use of land within the planning jurisdiction of the community.

This Comprehensive Development Plan identifies more land for development than forecasted for the planning period. Identifying more land allows for several development opportunities without giving one or two property owners an unfair advantage in the real estate market. Typically, the value of land can increase merely as a result of Plan designation. However, value should be added to land by the real and substantial investments in roads, water, sewer or parks, not by the designation of land in the Plan. Efficient allocation of land recognizes the forces of the private market and the limitations of the capital improvement budget. This Plan acknowledges that these factors play an important role in the growth and development of a community. A Land Use Plan is intended to be a general guide to future land use that will balance private sector development, the critical growth element in any community, with the concerns, interests, and demands of the overall local economy.

**LAND USE PLAN OBJECTIVES**

- Identify past trends in demand for various land use categories (residential, commercial, industrial, public). Determine which are working and which may need modification.
- Combine community goals with estimated future demands to project future land use needs.
- Establish policies and land use suitability standards to
  - a. Protect and enhance current and future building/land use
  - b. Provide reasonable alternatives and locations for various land uses

## c. Promote efficient use of public facilities and utilities

Future land uses are generally segregated into seven primary categories. However, each category will be further delineated to provide greater detail for future development. The following list shows the general land uses within each Land Use Category:

- **Agriculture**
- **Residential**
- **Public**
- **Parks / Recreation**
- **Commercial**
- **Industrial**
- **Overlays**

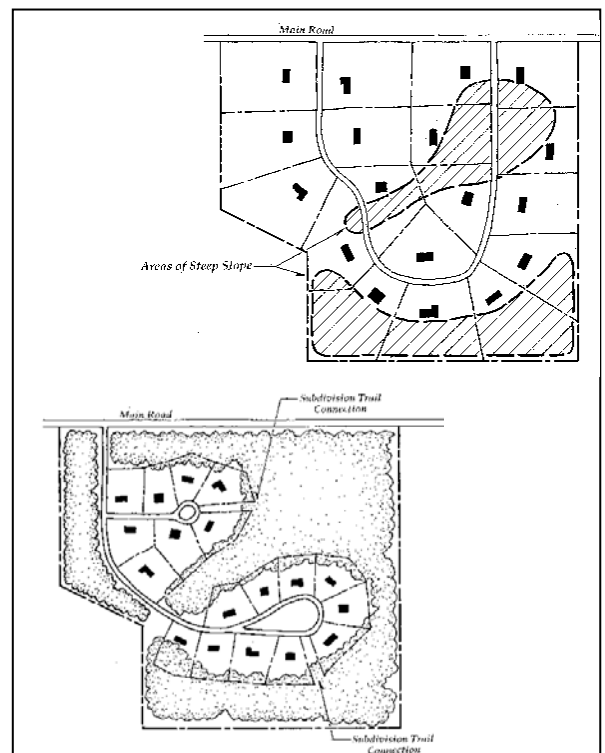
**Agricultural:** This land use designation intends for the continued use of cropland, farmsteads, livestock areas, animal services, crop services, horticulture, community supported agriculture and tree farms. At some point in the future this designation may transition into an urban developed use.

**Residential:** Residential development is the backbone of a community. These areas are where the residents live and spend the quality time in their lives. The next five land use designations are intended for single-family dwellings, townhouses, duplexes, multifamily dwellings, apartments, group homes and elderly homes. The difference among the various groups is the density of development in each land use category.

**Low Density/Estate Development:** The first among the residential land uses. The recommended density for this land use designation is a minimum of three acres per unit. This would be compatible with existing acreage development near the edges of the community. This type of land use would not be recommended in prime developable areas near Hickman due to the amount of land consumed. However, this type of use should be located near existing acreages and in areas where the land is not suitable for agricultural use or traditional suburban development. An example of a typical estate land use area would be a cluster development that works to incorporate the natural amenities of the area. A portion of the development site would allow single family residential and the remaining area of the site would be left undeveloped. City services could either be or not be provided within this land use designation.



*Example of Estate Residential*



*An example of a Cluster Subdivision with the typical approach above.*

*Source: Randall Arendt*

These areas will be required to conform to the Build through Acreage policies and “ghost platting” concepts that will be adopted by separate Resolution in the City of Hickman. This policy is similar to that adopted by the City Lincoln and Lancaster County.

**Medium Density Residential:** The next highest development density of residential is medium density residential with a density that ranges from three to 10 units per acre. This would be a common density found throughout the existing portions of Hickman. This density would allow lots for single family dwellings anywhere from 15,000 square feet to 7,000 square feet lots. City services such as water and sewer would be provided.



*A traditional single-family development constructed around existing trees stands.*

Medium Density Residential development will allow for a greater number of homes than the Estate Residential area, by providing more useable open space or specific amenities as a tradeoff. This density is intended to encourage variations to the standard detached single-family environment. The area will include predominantly single-family detached dwellings, with some occasional townhouse and condominium developments as well as some two- to four-family dwellings mixed in to the subdivision. In addition, this land use category will allow for some limited multi-family developments in conjunction with developments that predominately contain single-family units. In this way, these areas can provide some opportunity for affordable housing in such a way that it is incorporated into an overall mixed-use residential neighborhood. Most dwellings will be one or two story, and will maintain a typical residential scale and character.



*An example of an apartment building built within an existing grove of trees.*

Subdivisions should be designed using principles of environmental conservation and clustering. When clustering is used in subdivision design, the same number of dwelling units can be realized while natural features are preserved. The areas being protected can be used as natural open spaces, linear parks, or trails. This should affect property values in a positive way as people are drawn to live in areas that provide natural amenities.



*An example of a multi-family unit that has a good residential scale has strong residential elements facing the street, constructed of natural materials and was constructed amongst existing foliage.*

This district is intended to provide character through allowing a number of alternative housing opportunities within a neighborhood setting. Because of the higher concentration of residents in some of these areas, open space and linear



parks should be used in conjunction with this area to provide visual interest and contrast with the more densely developed residential form.

Another beneficial affect that accompanies cluster development is an overall increase in open space without having to increase the park system. Density bonuses can be used to encourage developers to preserve natural space within their developments, while still developing approximately the same number of lots.

**High Density Residential:** This Land Use area is intended to accommodate denser residential development. The locations of these areas are such that they act as a buffer between more intensive uses, (i.e. Commercial and Industrial) and the Low Density and Medium Density Residential Areas and between low density residences and intensive transportation residences. The developed density of these areas should be 10-35 housing units per acre.



*Multi-family structures similar to this may be acceptable in areas designated as High Density or Very High Density.*

**Very High Density Residential** This Land Use district is intended to accommodate the highest level of density of all the other residential land use areas. The location of these areas is such that they act as a buffer between more intensive uses, (i.e. Commercial and Industrial) and the Low Density and Medium Density Residential Areas and between low density residences and intensive transportation residences. The developed density of these areas should be greater than 35 housing units per acre. Allowable uses in this area are: Apartment buildings, (allowed Flexibility in density along flood plains or Multi-family dwellings) Apartment Complexes, and Multiple building complexes.



*Multi-family units similar to these have a good residential scale*

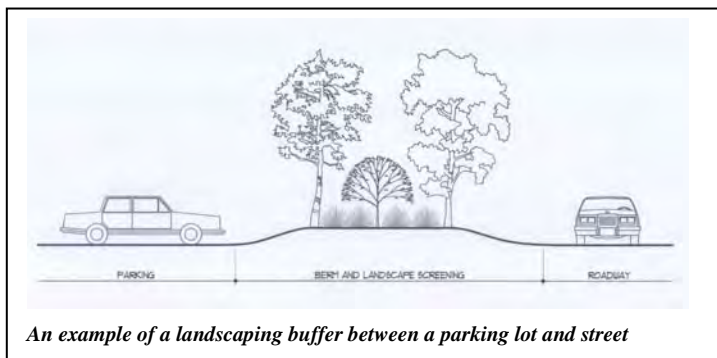
Multi-family residential developments do not have to be massive structures as in the picture above. Multi-family units can also take on the appearance and scale of single-family dwelling units and should do so when situations dictate. The City of Hickman needs to work with developers in the area to construct units of varying kinds in order to give the residents different options to choose from. This can lead to a more diverse group of residents in the community.



*An example of Open Space*

**Public Space/Institutional:** This land use districts intended for City offices, libraries, fire stations, city utility operations, hospitals and other similar public uses. The Public land

use district is a general area that can be utilized anywhere within the community. Public uses are intended to accommodate existing public facilities, as well as allow the flexibility to add more facilities within the community as the Hickman area develops.

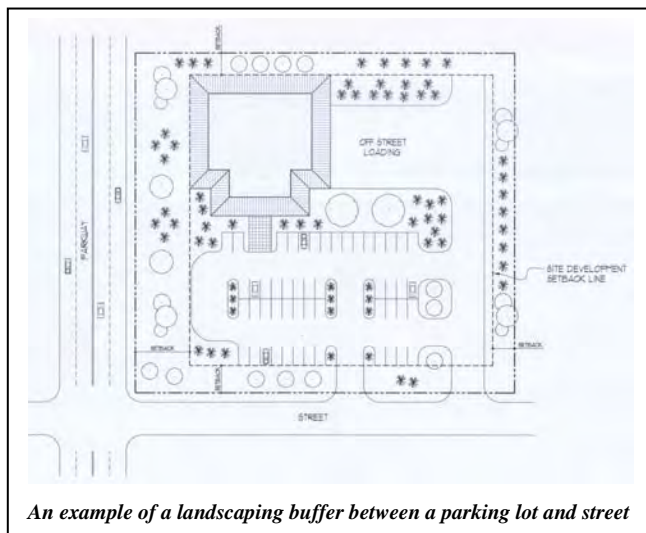


*An example of a landscaping buffer between a parking lot and street*

**Park/Open Space/Floodway:** This land use district is intended for Parks, green space, trails, recreational areas, and areas protected for environmental reasons. (The Open Space land use designation is not intended to be an extension of the City's existing park system). These areas are intended to be used to preserve natural features, as well as a buffer between different development densities. As such, they would initially be void of any park-like amenities. The City supports the retention of natural open space within developments. This land use designation can be used as a tool to encourage environmentally sensitive development. To encourage the appropriate use of open space in this manner, the City should work with developers to identify areas worthy of protection rather than allow individual developers to designate the open areas.

**Commercial:** Commercial development is critical to the future stability of the community. Commercial uses are of two non-residential uses that aid in balancing the tax receipts of a community. More predominate is the fact that commercial uses provide the different goods and services required by local residents. Commercial uses can be divided into two categories, 1) Local Commercial and 2) Regional Commercial. Local Commercial uses contain shops and service-oriented businesses that provide goods and services to those living locally, while Regional Commercial Uses are those that attract shoppers and users from outside Hickman. Both uses are required for a community located within a major Metropolitan Area.

Incorporated into the Commercial concepts of Hickman is a policy to allow high to higher density residential uses in the General Commercial areas. This policy will allow for apartment buildings and complexes to be constructed, especially when the proposed residential use is adjacent to major thoroughfares of the community.



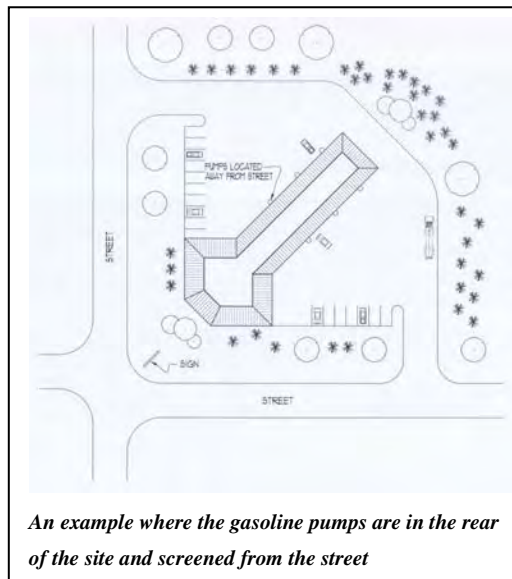
*An example of a landscaping buffer between a parking lot and street*

The City of Hickman must work with future Commercial developments of all sizes with regard to their building sites, parking, landscaping, etc. How future commercial uses are constructed, located, and developed will have major impacts on how Hickman is perceived by future residents and visitors. These uses need to observe some basic design standards in the future. Possible commercial design standards to include:

- Placement, scale, and orientation of commercial, residential, and mixed use buildings.
- Size, location, and landscaping of parking.
- Building articulation, building materials, roof pitch, and buffering from streets.
- Screening accessory uses

**Local:** The Local Commercial classification designates areas for small-scale, neighborhood-serving retail and office uses. Neighborhood business areas should be located as business clusters rather than arterial strip commercial development, and include such traditional, pedestrian accessible uses as bakeries, banks, bookstores, etc. This land use also allows for a retail mix with some office restaurants, and other places that are more compact and used for day-to-day errands. This area also includes the original Downtown Commercial District.

**Mixed Use Commercial/Industrial** - Traditional land use designations prohibit the co-location of residential and commercial and light industrial uses. This is based on the perception of functional and architectural incompatibility. Using design standards with mixed use policies overcomes many of the incompatibilities. By locating stores, offices, residences, public services, and recreation spaces within walking distance of each other, parking and congestion problems can be alleviated. Some types of uses are not found in mixed use zones, such as auto- or truck-dependent uses, light industrial, distribution, automobile sales lots, and some drive-up or drive-through facilities, because of their negative impact on nearby residences and the pedestrian environment.



*An example where the gasoline pumps are in the rear of the site and screened from the street*

Mixed Use Commercial/Industrial areas are intended to meet the daily retail and service needs of nearby residents while providing an area on the community's perimeter for certain less intense industrial uses.

Uses that would be acceptable include:

- Personal Services: Dry cleaners, hairdressers, optical services.
- Finance, Insurance, and Real Estate: Banks, securities brokers, insurance agents.
- Small real estate brokerage offices, title companies.
- Industrial uses include warehouses, manufacturing uses where water and waste demands are minimal, manufacturing uses that have low levels of emissions and odors, service oriented repair businesses.
- Other Services: Video rental, fitness centers, convenience stores with or without gasoline, small eat-in/carry out restaurants.



*This commercial building was constructed on grades that were below street level. This aids in softening the overall height and scale from the street.*

A mixed use area offers more options for developing land. In exchange for flexibility in use, the developer would be required to adhere to more stringent standards in order to resolve compatibility issues. Design standards improve the function and appearance of development. They are also supportive of property values, favorable occupancy rates, and creation of a sense of place.

**Transportation Corridor Overlay:** This land use area is intended to protect the primary community entrance from Lincoln, South 68<sup>th</sup> Street and along Hickman Road towards the west. First impressions of the community are made

at the entrances. These impressions are critical to a community's overall image. This is true for both communities and individuals. New development should have larger set backs and higher landscaping standards when those located at any of the entrances to the community. In addition, signs, storage areas, or parking lots might be regulated to reinforce the quality of life in Hickman. Aesthetic corridors are intended to protect the visual appeal of the area along this major transportation route.

**Conservation District:** The Conservation Area has been established to protect and mitigate environmental impacts of this special area within and adjacent to the jurisdiction of the City of Hickman. These concerns center on conservation/preservation and erosion prevention associated the city's established floodplain. Therefore the establishment of this district is based upon four primary factors:

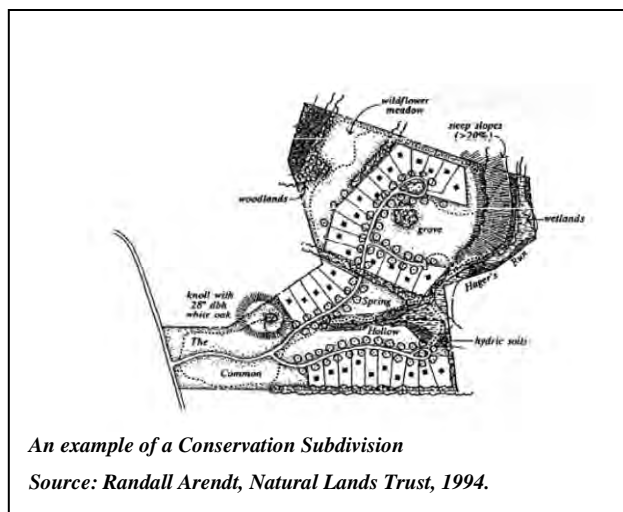
- Specific soil type.
- Protect the land from future erosion through increased runoff and/or vegetation clearing.
- Regulate and control erosion that may either damage structures on or below a hillside, as well as damage the natural area.
- The ability to establish uses within the floodplain

This area is intended to have minimal development, if no development due to the floodplain regulations and requirements. Any development within the Conservation District should be accomplished through special design considerations for the site. These new developments are encouraged to be designed in a manner that respects environmental conditions through clustering on residences and businesses.

The concepts surrounding **Conservation Subdivisions and Stormwater Management** are compatible. Conservation Subdivisions allow developers to work around natural water areas and drainage areas and are encouraged in future areas of Hickman. In addition, this combination has increasingly greater potential when the development is designed to work with the existing

topography of the site. As discussed previously, Conservation Subdivisions work with natural amenities, thus allowing stormwater to follow existing drainage ways and use existing wetland areas for the natural recharge of the ground water. These subdivisions can be designed to accommodate stormwater above ground and allow it to dissipate more naturally.

**Flood Plain Overlay:** This land use area accommodates the existing flood hazard areas along Hickman Creek and other designated areas in Hickman. This area protects land surrounding these areas while preserving the natural environment. Urban Development in this area is highly discouraged, although it is possible through standards set by the Federal Emergency Management Agency. Uses, if located in the best areas that would lessen the impact upon the area include; existing and future city parks and trails. \*This area was based from maps produced through the National Flood Insurance Program, including the Flood Insurance Rate Map.

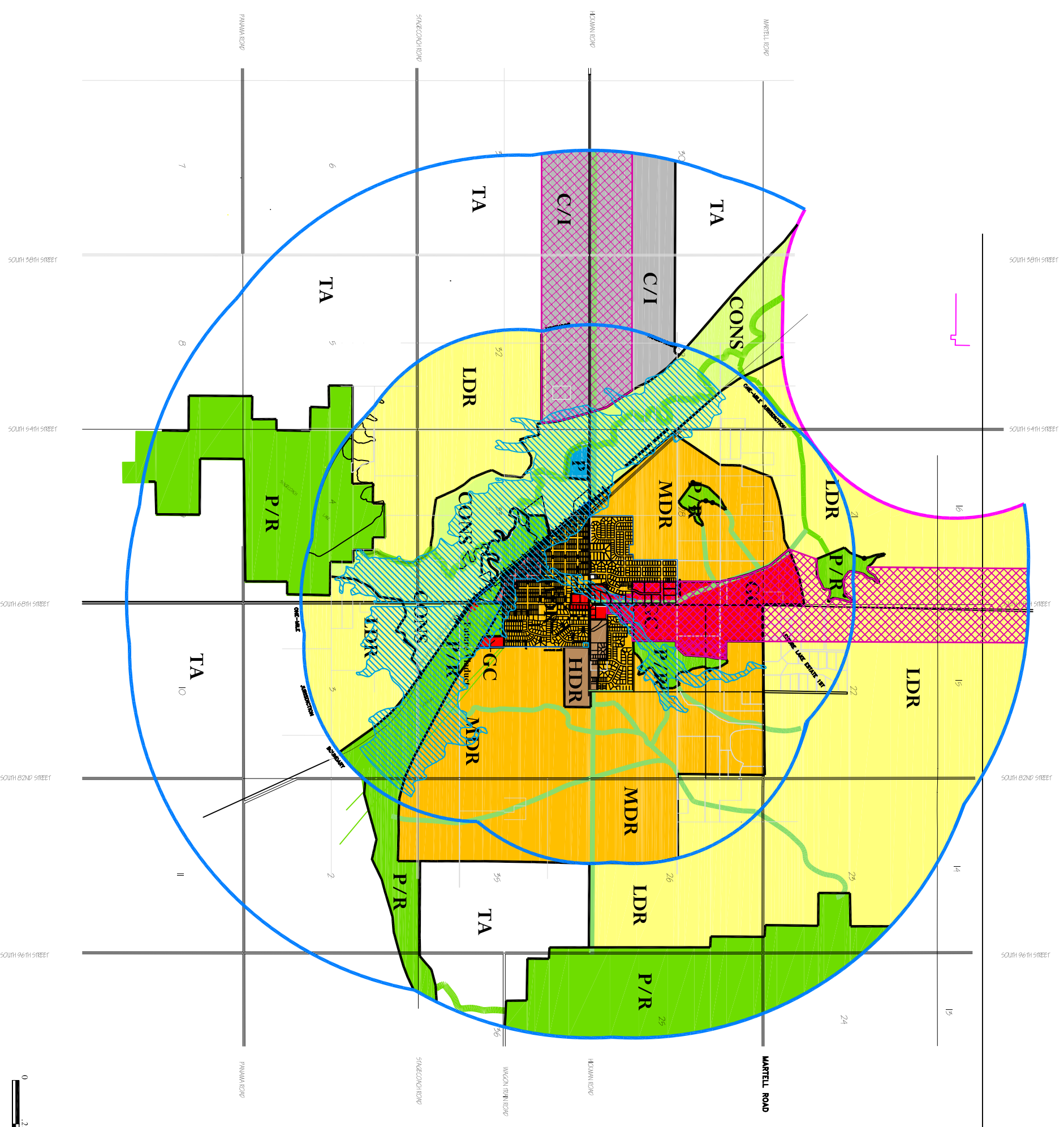


**LAND USE PLAN MAP**

These seven general land use areas have been expanded into a total of 11 areas, with two overlays, to accommodate specific land uses in the community. A larger number of land use types will give Hickman more control over the location of different uses and the appearance of the community, while promoting the health, safety, and general welfare of the public. These land use areas will then become the basis for developing Zoning and Subdivision Regulations.

The 11 areas have been incorporated into the Land Use Plan Map, shown in Figure 17. This key element of the Plan has been developed by the citizens, planning commission members and elected officials of Hickman. Figure 17 is a representation of future land uses in Hickman. Each land use category will address the purpose of the land use area and the general development guidelines that should be applied to such land use area(s) in the future.





**LEGEND**

- TA Transitional Agriculture
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- GC General Commercial
- DC Downtown Commercial
- C/I Commercial/Industrial Mixed Use
- P Public
- P/R Open Space/Recreational
- CON Conservation Area
- Internal Trails System
- Gateway Overlay District



Hickman, Nebraska  
 LANCASTER COUNTY, NEBRASKA  
 Future Land Use Plan Map  
 Figure 17

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**FUTURE LAND USE GOALS**

The City of Hickman should manage the land in a cost-effective and efficient manner while protecting the natural resources, as well as maintaining and increasing land values. Guiding future growth and development in Hickman towards a compact pattern of land uses based upon the efficient and economical expansion of public infrastructure will continue to maintain and improve the quality of life for everyone in the community.

**Policies**

- GEN-LU-1. A review and comment process will be required for any proposed activity that occurs within City planning and zoning jurisdiction.
- GEN-LU-2. The cost of required improvements, both on-site and off-site, to a subdivision that are to exclusively serve the property owners of the subdivision shall be borne by the developer or those property owners within said subdivision.
- GEN-LU-3. Designate areas in the Land Use Plan that address the anticipated future growth needs of Hickman.
- GEN-LU-4. Develop zoning and subdivision regulations that promote efficient land usage and long-term adequacy, while avoiding land use conflicts and inefficient provision of public infrastructure.
- GEN-LU-5. Encourage the development of vacant lands within Hickman by providing regulatory incentives such as clustering provisions and density bonuses that promote appropriate land uses.
- GEN-LU-6. Discourage and minimize leapfrog development outside of the corporate limits.
- GEN-LU-7. The City needs to identify specific locations, internally, for future public facilities including recreation and fire.

**Commercial Land Use Policies**

- COM-LU-1. Encourage the location of commercial land uses at the intersections of major transportation networks that already have or can be efficiently supplied with public infrastructure.
- COM-LU-2. Promote the efficient expansion of public infrastructure through the development of commercial centers as clusters of high-density development that efficiently utilize land resources.
- COM-LU-3. Utilize frontage roads when locating along major roads/highways.
- COM-LU-4. Encourage investment in new and existing commercial development which is compatible in size, architectural design, intensity, and signage with surrounding land uses in established areas.
- COM-LU-5. Encourage the formation, retention, and expansion of commercial development within the existing commercial boundaries of Hickman.
- COM-LU-6. Encourage investment in new and existing commercial development that is compatible in size, architectural design, intensity, and signage with the surrounding land uses in established areas.
- COM-LU-7. Appropriate transitional methods should be considered at all locations where the development or expansion of commercial land use abuts residential property (either built or zoned).
- COM-LU-8. Allow low-intensity office development as an alternative transitional land use into low-density residential neighborhoods.

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**Residential Land Use Policies**

- RES-LU-1. The City of Hickman should manage residential development by preserving and enhancing existing residential neighborhood subdivisions.
- RES-LU-2. Residential development should be separated from more intensive uses, such as agriculture, commercial, and industrial development, by the use of setbacks, buffer zones, or impact easements.
- RES-LU-3. Work with community officials and developers on a continual basis to monitor and evaluate the effectiveness of existing regulations, and to identify proper areas to locate new development.
- RES-LU-4. Promote the development of housing that varies in size, density, and location.
- RES-LU-5. Utilize information tools such as slope, soil type, floodplain, road and bridge development and maintenance plans, when identifying areas for residential development.
- RES-LU-6. Develop subdivision regulations that provide for a quality living environment while avoiding inefficient and expensive public infrastructure expansions.
- RES-LU-7. Support housing options for all incomes and physical capabilities of Hickman's residents.
- RES-LU-8. New residential developments should be accompanied by covenants, when appropriate, which provide for the maintenance of common areas, easements and drainage.
- RES-LU-9. Encourage the establishment of a rehabilitation program to maintain and improve the existing housing stock.
- RES-LU-10. Develop relationships and partnerships with housing professions in the public and private sector to establish a range of affordable housing options, ranging from a First Time Homebuyer program to rental assistance.
- RES-LU-11. Promote low to zero non-farm densities in agricultural districts by providing proper distances between residential and agricultural uses.
- RES-LU-12. Establish zoning and subdivision design standards that require buffers and screening standards for new developments.
- RES-LU-13. Revise existing regulations to improve the review process for preliminary and final plats and site plans.
- RES-LU-14. Encourage the development of additional elderly housing throughout the City.
- RES-LU-15. The Clustered / Mixed Use concept provides a viable alternative to conventional urban development patterns, while providing a means to encourage creative yet responsible / sensitive developments.
- RES-LU-16. The City of Hickman will review and accommodate, wherever possible, any new or alternative development concepts or proposals, provided such concepts or proposals are consistent with and do not compromise in any way the established disposition of land uses on the Land Use Map or the goals and policies of the Plan.

**LAND USE SUITABILITY CRITERIA**

This section of the Plan begins to address the question "How will this plan be implemented?" The major assumption of this plan is:

*"Specific development criteria will be adopted to help guide builders, investors and community leaders in making good decisions concerning Hickman's future."*

Based upon that assumption, the implementation criteria will be specific statements that:

- Describe the relationship between/among land uses.
- Establish criteria or design standards that new development must meet.



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### **Land Use Transitions**

New development should provide, if needed, any screening, buffers, or additional setback requirements when located next to existing uses. Screening or buffers may be plant material, low earthen berms, solid fences, or any combination of the above. Boundaries between different land uses are done along streets, alleys or natural features (streams, railroads, etc.) whenever possible.

### **Community Growth**

New development should, to the greatest extent possible, be contiguous to existing development or services. This would allow for the logical and cost effective extension of streets and utility services. The City may authorize non-contiguous development if:

- The developer pays for the “gap” costs of extending services from the existing connections to the proposed development, or
- The extension would open up needed or desirable areas of the community for additional growth, and
- Issues are related to adjacent/transitional agriculture uses.

The Land Use Plan, along with the Transportation Plan, provides the necessary tools to direct future development in Hickman. The Land Use Plan is based upon existing conditions and projected conditions for the community.

Demand for residential uses will be driven by the future population, the ratio of owner-occupied to renter-occupied housing units, and the projected number of future dwelling units needed. The development of new residential units drives the need for additional commercial development, additional streets, public and park facilities, and industrial development. Residential development is the primary force driving all other uses in smaller communities. Therefore, decisions regarding future residential development will have a direct impact on other uses throughout the entire community.

### **Post Development Run-off**

All future subdivision development within Hickman’s growth area needs to seriously consider the impact upon downstream areas regarding increased amounts of stormwater runoff. As the City approves development along the edge of the community special consideration should be given to this issue. In addition, this same special consideration should be taken when examining redevelopment areas within the existing corporate limits.

The following policies should be considered by the City of Hickman regarding post development runoff. All new subdivision developments within the City’s Growth Area, including the existing corporate limits, should be designed to minimize the post development runoff. Design should be based upon a 10-year storm event. This policy needs to be implemented in the City’s Zoning and Subdivision Regulations. The increased runoff may be contained within a retention/detention basin on the development site, within parking lot designs, or any other approved means. Currently, there are a number of ponds located in the growth areas of Hickman, these ponds need to be analyzed to determine the potential detention abilities of each pond. These ponds could be an asset with regard to detention as well as an amenity for developments.

### **EXTRATERRITORIAL JURISDICTION**

The one-mile area beyond the City limits will play a major factor in Hickman’s future growth. The land uses in the extraterritorial area. However, the City of Hickman needs to work with Lancaster County on the development of an

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Interlocal Agreement for extending the one-mile extraterritorial jurisdiction to two-miles in key locations only as allowed by the State of Nebraska.

As an alternative to this Interlocal agreement, the City and the County's planning staff should work to coordinate the land uses and densities along the existing one mile. This alternative will allow consistency between land use policies at the jurisdictional edge and allowing continuity of uses to be present as Hickman's extraterritorial jurisdiction expands.

#### **ANNEXATION POLICY**

As cities grow in size the borders must be extended in order to provide a higher quality of life for its residents. The State of Nebraska has established a process for communities to extend their corporate limits into urban or suburban areas situated contiguous to an existing community, provided the criteria for such action is justified. This power should be used, as development becomes urban in nature rather than rural. An important restriction must be followed before contiguous lands are considered for annexation, that is, the land may not be further than 500 feet from the corporate limits of the municipality. There are two ways annexation actions can be taken:

- Land that has been requested to be annexed by the property owner(s), or
- Any contiguous or adjacent lands, lots, tracts, streets, or highways which are urban or suburban in character.

Landowners that desire annexation of land must submit a plat, by a licensed surveyor. This plat must be approved by the City Engineer and filed with the Clerk along a written request signed by all owner(s) of record within the proposed annexed area.

Following three separate readings of the ordinance, a majority of affirmative votes by the City Council in favor of an annexation is required at each reading, to pass the annexation. The certified map is then filed with the Register of Deeds, County Clerk and County Assessor, together with a certified copy of the annexation ordinance. The City has one year to develop a plan that addresses the providing of services to residents of the annexed area.

With regard to annexation, the City should establish subdivision improvement agreements and non-contested annexation agreements with future Sanitary Improvement Districts (SID's). This agreement gives the SID a possible financing vehicle, the City gets an agreement that states that the SID can be annexed, at the discretion of the City, and the SID will not contest the annexation action.

#### **Potential Annexations**

Currently, there are no existing developments, lots, tracts, or Sanitary Improvement Districts that are adjacent and contiguous to the Corporate Limits of Hickman. There are no clear areas for immediate annexation.



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**ACHIEVING HICKMAN'S FUTURE**

Successful community plans have the same key ingredients: "2% inspiration and 98% perspiration." This section of the plan contains the inspiration of the many city officials and residents who have participated in the planning process. However, the ultimate success of this plan remains in the dedication offered by each and every resident.

There are numerous goals and objectives in this plan. We recommend reviewing the relevant goals during planning and budget setting sessions. However, we also recommend the City select three elements of the plan for immediate action; the goals of highest priority. This is the Action Plan.

**Action agenda**

The Action Agenda is a combination of the following:

- Goals and Objectives
- Growth Policies
- Land Use Policies
- Support programs for the above items

It will be critical to earmark the specific funds to be used and the individuals primarily responsible for implementing the goals and policies in Hickman.

***Support Programs for the Action Agenda***

Four programs will play a vital role in the success of Hickman's plan. These programs are:

1. **Zoning Regulations**--updated land use districts can allow the community to provide direction for future growth.
2. **Subdivision Regulations**--establish criteria for dividing land into building areas, utility easements, and streets. Implementing the Transportation Plan is a primary function of subdivision regulations.
3. **Plan Maintenance**--an annual and five-year review program will allow the community flexibility in responding to growth and a continuous program of maintaining the plan's viability.

**Plan Financing**

The Implementation Plan is a reiteration of the Goals and Policies; however, the Goals and Policies have been prioritized by the importance to the community. This prioritization was undertaken during the comprehensive planning process with the Planning Commission and the Plan Review Committee. The information represents potential projects, which need to be addressed by the City and key participants (see Goals and Policies section).

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**COMPREHENSIVE PLAN MAINTENANCE****Annual Review of the Plan**

A relevant, up to date plan is critical to the on-going planning success. To maintain both public and private sector confidence; evaluate the effectiveness of planning activities; and, most importantly, make mid-plan corrections on the use of community resources, the plan must be current. The annual review should occur during the month of January.

After adoption of the comprehensive plan, opportunities should be provided to identify any changes in conditions that would impact elements or policies of the plan. At the beginning of each year a report should be prepared by the Planning Commission, which provides information and recommendations on:

- whether the plan is current in respect to population and economic changes; and
- the recommended policies are still valid for the City and its long-term growth.

The Planning Commission should hold a public hearing on this report in order to:

1. Provide citizens or developers with an opportunity to present possible changes to the plan,
2. Identify any changes in the status of projects called for in the plan, and
3. Bring forth any issues, or identify any changes in conditions, which may impact the validity of the plan.

If the Planning Commission finds major policy issues or major changes in basic assumptions or conditions have arisen which could necessitate revisions to the Comprehensive Plan, they should recommend changes or further study of those changes. This process may lead to identification of amendments to the Comprehensive Plan and would be processed as per the procedures in the next section.

**Plan Amendment Procedures**

It is anticipated that each year individuals and groups may come forward with proposals to amend the Comprehensive Plan. We would recommend that those proposals be compiled and reviewed once a year at the Annual Review. By reviewing all proposed amendments at one time, the effects of each proposal can be evaluated for impacts on other proposals and all proposals can be reviewed for their net impact on the Comprehensive Plan.

**UNANTICIPATED OPPORTUNITIES**

If major new, innovative development opportunities arise which impact several elements of the plan and which are determined to be of importance, a plan amendment may be proposed and considered separate from the Annual Review and other proposed Comprehensive Plan amendments. The City should compile a list of the proposed amendments received during the previous year; prepare report providing applicable information for each proposal, and recommend action on the proposed amendments. The Comprehensive Plan amendment process should adhere to the adoption process specified by Nebraska law and provide for the organized participation and involvement of citizens.

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**METHODS FOR EVALUATING DEVELOPMENT PROPOSALS**

The interpretation of the Comprehensive Plan should be composed of a continuous and related series of analyses, with references to the goals and policies, the land use plan, and specific land use policies. Moreover, when considering specific proposed developments, interpretation of the Comprehensive Plan should include a thorough review of all sections of the Comprehensive Plan.

If a development proposal is not in conformance or consistent with the policies developed in the Comprehensive Plan, serious consideration should be given to making modifications to the proposal or the following criteria should be used to determine if a Comprehensive Plan amendment would be justified:

- the character of the adjacent neighborhood
- the zoning and uses on nearby properties
- the suitability of the property for the uses allowed under the current zoning designation
- the type and extent of positive or detrimental impact that may affect adjacent properties, or the community at large, if the request is approved
- the impact of the proposal on public utilities and facilities
- the length of time that the subject and adjacent properties have been utilized for their current uses
- the benefits of the proposal to the public health, safety, and welfare compared to the hardship imposed on the applicant if the request is not approved
- comparison between the existing land use plan and the proposed change regarding the relative conformance to the goals and policies
- consideration of City staff recommendations

**PLAN FINANCING**

To accomplish the tasks proposed in the Comprehensive Plan the City of Hickman will need to develop partnerships with a number of individuals, corporations, and other jurisdictions to provide financing and avenues to address issues and fund development projects. A summary of potential sources and development partners is provided in the following paragraphs. Although it is by no means exhaustive, it allows the City to begin the process of securing funding for projects and creating necessary partnerships in order to facilitate community development.

**Banks**

In the past, many banks collected savings from distressed areas, but then refused to lend those dollars back. The Community Reinvestment Act (CRA) addresses past lending practices that did not support lending in depressed neighborhoods. Enforced by four federal agencies that track the geographic distribution of each bank's loans, the CRA applies to all large lending institutions.

Under the CRA, financial institutions are obligated to serve the public, specifically low- and moderate-income neighborhoods. Banks are encouraged to apply flexible underwriting standards for loans that benefit economically disadvantaged areas or individuals. Working in tandem with the CRA is the Home Mortgage Disclosure Act (HMDA), which addressed the problem of conventional lenders denying credit to certain neighborhoods or areas. The HMDA requires lending institutions to document and reveal the geographic location of their home mortgages.



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Also, Bank Community Development Corporations (CDCs) are specific example of how banks can contribute to economic revitalization. Bank CDCs can be for-profit or non-profit subsidiary organizations funded by banks, bank holding companies, and/or federal savings associations under special regulations that encourage such investments in local community and economic development projects. Banks CDCs may make equity or debt investments in local businesses, or real estate investment projects that directly benefit low- and moderate-income groups. Unlike banks or bank holding companies, bank CDCs can also purchase, construct, or rehabilitate property.

A neighborhood or area can establish a bank CDC by working with one or more local banks, the Federal Reserve, the Comptroller, and its respective state financial institution regulators. They must be approved by the Federal Reserve and the Office of the Comptroller of the Currency. Bank CDCs have more freedom to participate in and provide guidance to commercial lending activities in their community than do regular banks. Therefore, small businesses located in distressed areas have a good opportunity to approach a local Bank CDC for further lending options. For more information, please refer to Chapter II on Major Players.

### **Peer Group Lending**

Individual entrepreneurs are frequently denied loans because banks believe they lack sufficient collateral or that the entrepreneur will be unable to repay the loan. Peer-group lending collects collateral and spreads the risk among a group of entrepreneurs, increasing an entrepreneur's chances of obtaining a loan.

Peer groups are composed of entrepreneurs gathered together by neighborhood groups, non-profits, or banks. The availability of a loan is dependent on the repayment schedule of others in the group. Since group members are dependent on the success of their peers, they work together to support each other. Most loans are based on character rather than collateral. Members alert each other to business opportunities and critically look at other member's business plans.

### **Small Business Investment Companies**

Small Business Investment Companies (SBICs) provide another opportunity to secure venture capital. They are privately owned and managed investment firms that use their own capital, plus funds borrowed at favorable rates with an SBA guarantee, to make **venture capital investments** in small businesses, start-ups, and growth situations. SBICs are primarily for-profit organizations that provide equity capital, long-term loans, debt-equity investments, and management assistance to qualifying small businesses.

With few exceptions, there are no restrictions on the ownership of SBICs. An SBIC can be formed by virtually anyone with venture capital expertise and capital. By law, SBICs can be organized in any state as either a corporation or a limited partnership. Most SBICs are owned by small groups of local investors, although some are owned by commercial banks.

There are two types of SBICs: regular SBICs and Specialized SBICs (SSBICs), or 301(d) SBICs. SSBICs invest in small businesses owned by socially or economically disadvantaged persons, such as minorities.

SBICs obtain financing through equity capital, public stock sales, government leverage, debt security issues, and loans. In return, SBICs finance small business concerns. As financier, the SBIC has a variety of options. Long-term loans to small business concerns provide funds needed for sound financing, growth, modernization, and expansion. These loans may be provided independently or in cooperation with other public or private lenders and have a maturity of no more than 20 years. In the interest of the small business concerns, the SBA regulates the cost of money on SBIC loans and debt securities issued.

To become a licensed SBIC, an organization must bring to the table a minimum of \$5-10 million in private capital (\$5 million for SBIC using debenture, \$5 million for Specialized SBICs and \$10 million for SBIC using Participating Securities). Specialized SBICs (SSBIC) invest in businesses owned by socially and economically disadvantaged entrepreneurs, whereas SBICs can invest in any type of business. They are sometimes known as 301(d) SBICs. SSBICs that work with disadvantaged entrepreneurs, primarily members of minority groups, are often referred to as Minority Enterprise SBICs or MESBICs.

In order to leverage private sector money, the potential SBIC must reach out to private investors who understand the SBIC program and meet the SBA's operation requirements. Once this private capital has been raised, additional funds from the sale of SBA-guaranteed securities can be added, with approval by the SBA after a rigorous credit evaluation. Each SBIC is regularly assessed by the SBA to make sure the organization is doing well.

General information on SBICs:

- **Finance Limit:** As with most local entities, SBICs vary across the country and establish different limits on the types of investments they make.
- **Investment Policy:** SBICs make equity investments and loans. Some offices may prefer to do one over the other.
- **Type of business:** The preferential type of industry that an SBIC will support depends on the individual management of each SBIC.
- **Location:** Although SBICs, as do venture capitalists, prefer to invest in businesses close to their offices, SBICs will fund viable small business projects anywhere nationally if they believe in the company.
- **Qualifications:** A business must have a net worth under \$18 million and an average after-tax earning of less than \$6 million in the past two years to be eligible for SBIC funding.

### **Community Development Financial Institutions**

The federal government also supports Community Development Financial Institutions (CDFIs), which promote community economic development in areas lacking financial access. CDFIs can be banks, credit unions, loan funds, and venture capital funds that make grants, loans, and other investments in both community groups and small businesses in certain neighborhood areas. The three types of CDFIs are:

- **Community Development Banks** are federally insured and regulated depository institutions structured and regulated like normal banks with a primary mission to serve low-income communities. Community development banks include South Shore Bank in Chicago, IL and Elk Horn Bank in Arkadelphia, AR.
- **Community Development Credit Unions (CDCUs)** are financial cooperatives owned and operated by low-income people to serve member needs. CDCUs can make low interest loans for small business creation and expansion. For the initial fund start-up, CDCUs rely on outside groups interested in making social purpose investments. There are approximately 300 CDCUs serving 40 states.

- **Community Development Loan Funds** aggregate capital and contributions from socially conscious banks, investors, and foundations to provide equity, bridge loans, or low-market financing for affordable housing, small businesses, or neighborhood economic development in distressed communities.

A CDFI is eligible for federal financial support, technical assistance, and training if it:

- Has a primary mission to promote community development.
- Serves an “investment area” determined by demographic criteria or a “targeted population” that is low income or lacking access to loans or equity investments.
- Provides development services in conjunction with equity investments or loans.
- Maintains accountability to area residents or targeted population through representatives on its governing board.

### **Venture Capital**

Venture capital refers to equity investments in businesses with the hope that they will grow and become profitable. Although risky, equity investments can lead to enormous payoffs when the companies invested in are extremely successful. The prosperity of many of today’s corporate giants can be directly linked to the venture capital investments they received when they were infant businesses. Recognizing this, neighborhood groups can encourage the use of venture capital as an option for financing small businesses and projects in their communities. Two effective ways of increasing the venture capital available to local businesses is to 1) coordinate databases that assist in matching up potential investors with businesses, and 2) promote the area to specific venture capital firms.

### **Foundations**

Foundations with objectives similar to those of a neighborhood group or project can be approached for funds. A foundation is likely to fund planning studies, management or technical programs, rather than construction, maintenance or operations.

### **Small Business Administration (SBA)**

Small businesses that meet SBA size standards and program requirements can apply for SBA guaranteed loans through participating lenders. Although administered through a participating bank, loans are federally guaranteed so that if the small business does not do well, the bank is not at risk. These loans are intended to assist businesses not successful in obtaining funds through commercial lenders, and decrease the lending risk to banks.

#### *SBA Credit Requirements*

To qualify for SBA lending programs, a small business must meet specific program requirements and the SBA size standards for that particular industry. Some credit and collateral requirements may apply. The SBA size requirements are as follows:

- **Manufacturing:** Maximum number of employees ranges from 500 to 1,500, depending on the type of industry.
- **Wholesaling:** Number of employees may not exceed 100.
- **Retail and Services:** Average annual receipts of the last three years may not exceed \$3.5 to \$17 million, varying by industry.
- **Construction:** Average annual receipts of the last three years cannot exceed \$7 to \$17 million, depending on industry classification.

Personal guarantees are required from all principal owners and from the CEO of the business. Liens on personal assets of the principals may be required. It should be noted that while SBA offices across the country have the same policies and regulations, there are regional differences in loan packages. Contact the SBA at (800) 827-5722 for specifics in your area.

To receive an SBA loan, the **applicant must:**

- Be of good character.
- Demonstrate sufficient management expertise and commitment to running a successful operation.
- Have sufficient funds, including the SBA guaranteed loan, to operate the business on a sound financial basis.

**Documents required** by the SBA include:

- Current balance sheet (start-up businesses must prepare an estimated balance sheet and state the amount that the principals have invested in the business).
- Profit and loss statement for the current period and for the most recent three fiscal years, if available (start-ups must prepare a detailed projection of earnings for at least the first year of operation).
- Current fiscal financial statement for all principals/stockholders who own 20 percent or more of the business.
- A detailed list of collateral and its estimated present value.
- A completed loan package. Provided by banks, these packages give insight on the applicant and the business.
- A statement of the amount of the loan request and the purpose for which the funds are to be used.

### **SBA 7(a) Program**

The 7(a) loan program is the SBA's general business loan program. The SBA is authorized to guarantee between 75 percent and 80 percent of a loan, up to a maximum of \$750,000, for small businesses that cannot obtain financing on reasonable terms through normal lending opportunities. This includes acquisition of real estate, business expansion, machinery and equipment purchases, furniture and fixture purchases, working capital, and inventory purchases.

A major advantage of the 7(a) loan program, over a straight commercial loan from a private lender, is the typically extended repayment term. Working capital loans can have maturities of up to ten years, while 25 year maturities are available to finance fixed assets such as the purchase of real estates. Interest rates are negotiated between the borrower and the lending institution, subject to SBA maximums, and cannot exceed the prime rate plus 2.75 percent.

### **SBA 504 Program**

The SBA 504 loan program, administered by SBA Certified Development Companies (504 CDCs), provides long-term, fixed rate capital to small businesses to acquire real estate, machinery and equipment for business expansion or facility modernization. The loans cannot be used for working capital purposes or to refinance existing debt, except to replace funds spent on the project in anticipation of the loan. The minimum debenture SBA 504 project amount is \$125,000. The SBA's share of the loan cannot exceed \$750,000 or 40 percent of the total project cost, whichever is less.

The 504 program requires that funds are provided by three sources:

1. The business needs to find a conventional lender to provide a first-mortgage type loan for approximately 50 percent of the funds at a normal lending rate.
2. A minimum of 10 percent of the funds is provided by the borrower.
3. The remainder is provided by a Certified Development Company (CDC) through debenture bond sales. The CDC will sell debentures in the private market that are guaranteed by the SBA. These debentures pay a below

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market rate of interest twice annually. The maximum SBA debenture is \$1 million. These debenture bonds are popular even at the lower rate of interest because the bond is completely guaranteed in the full faith and credit of the U.S. Government.

The business is required to pay the bi-annual interest on the debenture to the holder of the note, in addition to the normal payments to the lender for the loan that covered 50 percent of the financing. The bank is protected by a deed of trust or lien on the property having an appraised value great enough to support 100 percent of the loan.

### **Community Development Corporations 504 Loan Lender**

A Community Development Corporation loan lender (504 CDC) provides financial assistance on participation with SBA under Title V of the Small Business Investment Act. A CDC may also aid a small business in obtaining other assistance from SBA by preparing loan applications, facilitating management and procurement assistance, and obtaining assistance from other government and non-government programs. CDCs are encouraged to organize resources for the economic benefit of small business in a fashion that will produce community economic development.

All SBA 504 loans must originate with and be administered by a 504 CDC loan lender. Businesses can go directly to a participating CDC to apply for the loan. The CDCs generally will approach banks with qualified borrowers but banks may identify potential candidates for these loans, advise them about the 504 program, assist them in contacting a CDC in their community, and arrange to meet with the CDC. Similarly, the SBA District Office can advise small businesses about this process and supply them with names of CDCs in the area. In order for an organization to be a CDC, it must be certified by the SBA.

The SBA's microloan program is designed to support existing financial assistance opportunities for microenterprises, particularly those in low-income or rural areas. The program seeks to provide credit or enhancement to motivate local lending institutions to extend funding to firms that are in certain industries (i.e., service or retail), are young, and/or are small. This is a "direct loan" options, should there be extraordinary loan requests that cannot be funded through private sector participation or other funds. The scope of the MicroBusiness Loan Program relies on the following concepts:

- A Direct Loan provision (lender of last resort) to accommodate loan requests that cannot be reasonably funded by the private sector.
- The MicroBusiness Loan Program is being initiated to address a large credit gap in the capital which is made available to small businesses. It is not a borrowers incentive or subsidy program.
- Although established to serve targeted business, the program is flexible enough to expanded, when fiscally practical, to meet the requests of a variety of businesses.

Traditionally small entrepreneurs suffer from a lack of capital. The approach of this program is to bring microbusinesses into the broad and diverse capital resources which are typically accessible to their mainstream competition. Thus the goals are to:

- Improve access to business credit by targeted small-scale businesses, including minority and women owned enterprises.
- Increase the success of businesses in the region.
- Motivate micro businesses in the region.
- Encourage local banks to provide credit to small firms.
- Leverage public money through private sector involvement.

In order to reach the goals described above, there are essentially three services, which are available to microbusinesses:

- Assistance in locating and developing receptive financing sources, in preparation and submission of financing packages, and in loan negotiations and closing.
- Assistance in **leveraging** capital resources for the purpose of directing and using these resources to the benefit of micro enterprises.
- The program, also, actively looks for merger, acquisition, and joint venture opportunities. In addition, it pursues such business growth opportunities for minority and women owned businesses.

### **Micro-loan Demonstration Program**

Through the Micro-loan Demonstration Program the SBA makes loans to private, non-profit, and quasi-governmental organizations who will make **short-term, fixed interest rate micro-loans** (up to \$25,000) to start-up, newly established, and growing small business concerns. Funds are then provided with marketing, management, and technical assistance. The program helps women, low-income, and minority entrepreneurs who lack credit.

SBA grants are also made to non-intermediary lender non-profits to provide marketing, management, and technical assistance to low-income individuals seeking, with or without loan guarantees or private sector financing for their businesses.

Micro-loans can be used to purchase machinery and equipment, furniture and fixtures, inventory, supplies, and working capital. This is not part of the 7(a) program and funds cannot be used to retire existing debt. Loans must be repaid on the shortest term possible, no more than six years, depending on the earnings of the business. Each organization has individual collateral requirements; assets bought with the loan are automatically considered collateral. Personal business owners guarantees are also commonly required.

### **CAPLines**

CAPLines is used by SBA to help small businesses meet short-term and cyclical **working-capital needs**. Most loans can be for any amount and the following purposes:

- Finance seasonal working-capital needs.
- Finance direct costs needed to perform construction, service, and supply contracts.
- Finance direct costs associated with commercial and residential building, construction without a firm commitment for purchase.
- Finance operating capital by obtaining advances against existing inventory and accounts receivable.
- Consolidate short-term debt.

Fixed or variable interest rates are negotiated between the lender and borrower, and have a maturity of up to five years. The five short-term CAPLines programs are:

- **Seasonal Line:** revolving or non-revolving, it advances funds against anticipated inventory and accounts receivable for peak seasons and sales fluctuations.
- **Contract Line:** either revolving or non-revolving, it finances direct labor and materials costs associated with a performing assignable contract(s).
- **Builders Line:** either revolving or non-revolving, it helps small contractors and builder in finance direct labor and materials costs. The project if the collateral.
- **Standard Asset-Based Line:** provides finances for cyclical, growth, recurring, and/or short-term needs. Borrowers generate repayment by converting short-term assets into cash. Borrowers continually draw and repay as their cash cycle dictates. Businesses that provide credit to other firms generally use this; since loans require periodic servicing and monitoring of collateral, the lender may charge additional fees.



- **Small Asset-Based Line:** provides an asset-based revolving line of credit up to \$200,000, and operates like the Standard Asset-Base Line, except stricter serving requirements are waived, provided the borrower can consistently provide full repayment from cash flow.

**Low Documentation Loan Program (LowDoc)**

LowDoc is one of the SBA’s most popular programs because of its **one-page application** form and rapid turnaround time (two to three business days) for loans of up to \$100,000. Borrowers must meet the lender’s credit standards before applying for a LowDoc loan. Business start-ups and businesses with fewer than 100 employees and with average annual sales of less than \$5 million over the past three years are eligible for LowDoc.

**FA\$TRAK**

FA\$TRAK makes loans of up to \$100,000 available **without requiring lenders to use the SBA process**. Approved lenders use existing documentation and procedures to make and service loans, and the SBA guarantees up to 50 percent of the loan. Maturities are 5-7-years for working capital and up to 25 years for real estate or equipment.

**Revolving Loan Funds (RLF’s)**

In economically distressed areas, RLF’s are vitally important to revitalization and growth as they are designed to alleviate the high cost and short supply of capital by providing flexible loan terms to entrepreneurs and business owners. RLF’s make capital accessible to those unable to obtain financing from banks or other financial institutions, filling a credit gap for many small businesses. The RLF board tries to make the loans as affordable as possible by providing below market interest rates and longer loan terms.

Long-term economic growth strategies must include methods to replenish funds that have been dispersed for business development. RLFs’ constantly enlarging money pool meets this economic development need. Since most states prohibit the use of local revenue for private business assistance, public financing of private economic development traditionally has been capitalized and recapitalized with federal and state monies. However with RLFs, federal funds can be used to leverage further private investments, sometimes producing loan pools with as large a ratio as five or six private dollars to each public dollar. Because of their involvement in RLFs, private investors often influence how RLF loans are made.

In addition to the programs listed above, the following programs should be utilized to assist in the implement the proposals listed in the Comprehensive Plan:

- Community Services Block Grants
- Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) programs:
- Transportation Community and System Preservation
- Transportation Enhancements
- Scenic, Historical, and Trails
- U.S. Department of Commerce EDA programs:
- Public Works
- Economic Adjustment
- U.S. Department of Housing and Urban Development programs:

- [Assisted Living Conversion Program](#)
- [Brownfields Economic Development Initiative \(BEDI\)](#)
- [Community Development Block Grant \(CDBG\) Technical Assistance](#)
- [Community Development Work Study](#)
- [Community Housing Development Organizations \(CHDO\) Technical Assistance](#)
- [Continuum of Care Homeless Assistance/Supportive Housing Program](#)

[Economic Development Initiative \(EDI\)](#)  
[Empowerment Zone/Enterprise Community Initiative](#)  
[Fair Housing Initiative Program \(FHIP\)](#)  
[Healthy Homes Initiative](#)  
[Hispanic Serving Institutions Assisting Communities](#)  
[HOME Technical Assistance](#)  
[Homeless Assistance Technical Assistance](#)  
[Homeless Innovative Project Funding Grants](#)  
[Homeownership Zones](#)  
[HOPE 3](#)  
[HOPE VI Demolition](#)  
[HOPE VI Revitalization](#)  
[Housing Choice Voucher Program](#)  
[Housing Opportunities for Persons With AIDS \(HOPWA\) Competitive](#)  
[Housing Opportunities for Persons with AIDS \(HOPWA\) Technical Assistance](#)  
[HUD Colonias Initiative \(HCI\) Grant \(non-CDBG\)](#)  
[Indian Community Development Block Grant \(ICDBG\)](#)  
[Intermediary Technical Assistance Grants \(ITAG\)](#)  
[Lead Hazard Control Program](#)  
[Lead Hazard Research](#)  
[Multifamily Housing Drug Elimination Grant Program](#)  
[Outreach Technical Assistance Grants \(OTAG\)](#)  
[Resident Opportunity and Self-Sufficiency Program \(ROSS\)](#)  
[Rural Housing and Economic Development](#)  
[Section 8 Housing Assistance Payments Program](#)  
[Section 8 Moderate Rehabilitation for Single Room Occupancy Dwellings \(Continuum of Care\)](#)  
[Self-Help Homeownership Opportunities Program \(SHOP\)](#)  
[Shelter Plus Care \(Continuum of Care\)](#)  
[Youthbuild](#)

U.S. Department of Agriculture

Rural Development  
 Natural Resources Conservation Service

Environmental Protection Agency

Construction Grants Programs  
 Section 106 Water Pollution Control Program Grants  
 Indian Set-Aside Grants  
 Hardship Grants Program for Rural Communities  
 Water & wastewater grants  
 Brownfields Initiative Grants

## **PUBLIC EDUCATION**

Finally, broad public support and involvement is necessary to the development and use of practically any implementation policy or program. If adequate support is to be developed, a permanent program educating residents is necessary. People who understand the needs and ways of meeting those needs of the community must take the initiative to stimulate the interest and the understanding required to assure action is taken. The governing body of Hickman should strive to implement an active public participation process by creating an educational process on land use issues annually.

Some of the objectives of the comprehensive plan cannot be achieved unless the actions of two or more public agencies or private organizations can be coordinated. Frequently constraints prevent organizations from working with one another (i.e. financial resources, legal authority, restriction of joint uses of facilities, etc). Efforts should be

made to bridge this gap with open communication, cooperation and the realization that the issue at hand could benefit the health, safety and general welfare of the residents in Hickman.