



Project Participants

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Plan Participants

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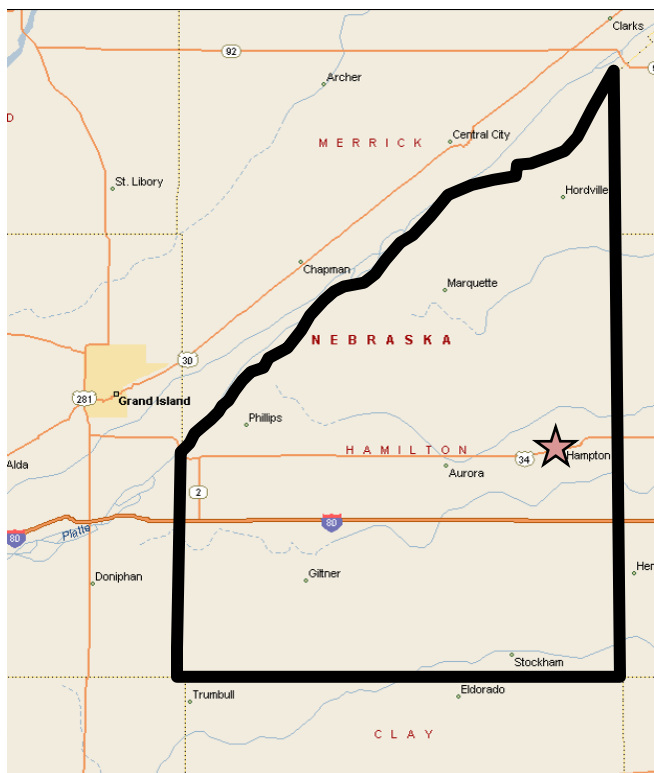
Introduction



Introduction

Location

Hampton is located in southeast Hamilton County along US Highway 34. Hamilton County is located in central Nebraska, immediately east of Hall County and the city of Grand Island. Hampton and Hamilton County are considered part of the Grand Island Metropolitan Area.



COMPREHENSIVE DEVELOPMENT PLANNING

The Hampton Comprehensive Development Plan is designed to promote orderly growth and development for the community, as well as providing policy guidelines to enable citizens and elected officials to make informed decisions about the future of the community.

The Comprehensive Development Plan will provide a guideline for the location of future developments and uses within the planning jurisdiction of Hampton. The Comprehensive Development Plan is intended to provide a vision and direction for the planning period.

The Comprehensive Development Plan is intended as an information and management tool for community 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.

THE PLANNING PROCESS

The Comprehensive Development Plan begins with the development of general goals and policies, based upon current and future issues faced by the community and its residents. These are intended to be practical guidelines for addressing existing conditions and guiding future growth.

In conjunction, the data collection phase will be occurring. Data are collected to provide a snapshot of the past and present conditions within the community. Analysis of data provides the basis for developing forecasts for future land use demands, as well as future needs regarding housing and facilities.

The Comprehensive Development Plan is 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 community and its residents.

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 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 Village.

PLAN PREPARATION

The Plan was prepared under the direction of Hamilton County Joint Planning Commission, with the assistance and participation of the Hampton Village Board, Hamilton County Board of Commissioners; County staff; the Plan Review Committee and citizens of Hampton and Hamilton County. The time period for achieving the goals, programs, and developments identified in the Hampton Comprehensive Plan is 20 years. However, the community should review the Plan annually and update the document every 10 years (2027), or when major, unanticipated opportunity arises.

Completing updates every ten years or so will allow the community to incorporate ideas and developments 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, "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:

- Introduction Chapter
- Community Engagement Chapter
- Population Statistics Chapter
- Housing Chapter
- Economics/Economic Development Chapter
- Community Facilities Chapter
- Land Use Chapter
- Transportation Chapter
- Implementation Chapter

The Comprehensive Development Plan is a vision presented in text, graphics and tables representing the desires of the Village and its residents for the future.

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 in planning for the future; however, these tools are not always accurate and may change due to unforeseen factors. Also, past trends may be skewed or the data may be inaccurate, creating a distorted picture of past conditions. Therefore, it is important for Hampton to closely monitor population, housing and economic conditions that may impact the community. Through periodic monitoring, the Village can adapt and adjust to changes at the local level. Having the ability to adapt to socio-economic change allows the Village 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 Plan is only one of several tools within the toolbox that helps guide the community into the future.

The Comprehensive Development Plan records where Hampton 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 Village officials as much as possible.

The Comprehensive Development Plan is an information and management tool for Village 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 Hampton's evolution as it achieves its physical, social, and economic goals.

Planned growth will make Hampton 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.

Introduction

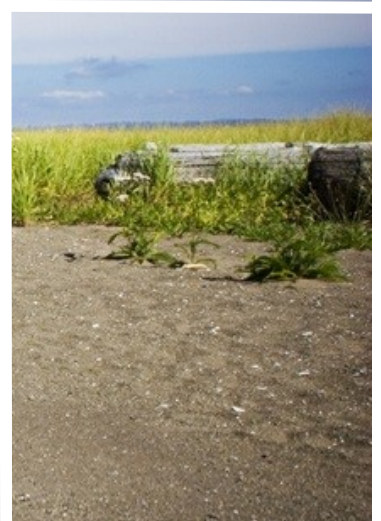
JURISDICTIONAL ORGANIZATION

The Hampton Village Board of Trustees, which is a board of elected officials, performs the governmental functions for the Village. The planning and zoning jurisdiction of Hampton, pursuant to Neb. Rev. Stat. §17-1001, may include up to one-mile from the corporate limits of the Village.



2

Community Engagement



Community Engagement

COMMUNITY ENGAGEMENT

Community engagement is important to a successful planning effort. The use of public participation makes it possible to have a clearer understanding of how the residents feel regarding different parts of the community. However, there are limited numbers of individuals concerned about the effort either because things are going in a good direction or specific issues do not impact them.

COMMUNITY ENGAGEMENT

Community engagement in Hampton was designed as a major component of the project and the process included multiple approaches. It was structured in a manner allowing for stakeholders to be involved in numerous ways throughout the process. Some key elements will include:

- Education: Planning 101
- Use of a steering committee
- SurveyMonkey
- Facebook
- Three Open Meetings
- Public hearings

Planning 101

Planning 101 forms the educational foundation for the entire project. In this process, there was one workshop. This workshop addressed:

- What is a Comprehensive Plan?
- How the plan is used?
- How does the plan impact me?

Steering Committee Meetings

With the assistance of Hamilton County, a steering committee was decided upon, the county Planning Commission, to provide regular input on all phases of the planning project. This group also provided the internal assistance the planning effort needed to get more people involved in the process.

The steering committee also acts as a sounding board during the entire process; this allows all pieces/Chapters of the plan to be reviewed and commented on at regularly scheduled meetings. The steering committee is one of the more critical components of the process.

SurveyMonkey

SurveyMonkey, a web based survey tool was utilized for gathering specific input on the villages of Hamilton County. The survey

process allows individuals to provide input while remaining totally anonymous. The survey was advertised using specially designed cards, announcements on the project, Facebook page, and on posters hung up throughout the communities.

There was one survey focused on the Villages. The survey used the same questions for each village but a participant was asked to identify a specific village.

The Village survey had a total of three individuals identified from Hampton. The following is a summary of some questions and their responses:

Share your vision for the short- and long-term improvements that will make our great community better in 2040.

- Affordable Housing
- More businesses

Share your favorite reasons for living in your community.

- Atmosphere and Character
- Friendly people
- Safety
- Schools
- Location
- Family-oriented
- Close to family
- Affordability

If you could change one thing about your community, what would it be?

- Do not make rules that are not enforced (for example, unleashed dogs, speeding, etc.).
- Move the power lines and poles that are on all properties along the "blacktop".

The remaining questions will be included in an Appendix of this document.

Facebook

A special Facebook page was established for the Hamilton County Comprehensive Plan. The Facebook page served as a means to notify people about the survey as well as providing another medium for asking questions. In addition, the Facebook page provided a location to upload links to parts of the Comprehensive Plan as they were completed

and reviewed.

Town Hall Meetings

The team scheduled a town hall meeting in Hampton for June 14th at 5:30 pm and no one attended.

GOALS AND POLICES

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

Vision without action is merely a dream

Action without vision is just passing time

Vision with action can change the world

Joel Barker

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 Hampton's vision, the community can decide where it wants to be in the future, and then develop a "roadmap" guiding decisions of the community. However, the plan cannot only be based upon this "vision" and "road map" concept. The residents of Hampton must also act or implement the necessary steps involved in achieving this "vision".

Change is continuous, therefore Hampton must decide specific criteria that will be used to judge and manage change. Instead of reacting to development pressures after the fact, the community along with their strategic vision, can better reinforce the desired changes, and discourage negative impacts that may undermine the vision. A shared vision allows Hampton 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 and/or policies, used to guide, direct, and base decisions for future growth, development and change within Hampton. Consensus on "what is good land use?" and "how to manage change in order to provide the greatest benefit to the community and its residents?" is formed. Hampton's goals and policies attempt to address various issues, regarding the questions of "how" to plan for the future.

The Hampton Comprehensive Plan provides a broadly painted picture for the community's future. The vision statements and goals describing the desired future conditions provide guidance for land use decisions and other actions, both public and private that collectively will determine the future of the community.

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 Village government, they may need to be modified or changed from time to time.

Policies are measurable, definable steps that lead to the eventual completion of the goal. They are specific statements of principle or actions that imply a direction that needs to be undertaken.

These policies will synthesize the information from the goals, as well as the responses from the participants of the various input processes. Policies play an important role in the Comprehensive Development Plan because they direct the different actions that will need to be taken to meet the goals.

It is important for communities to establish their goals and policies in a manner allowing 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

Community Engagement

before the long-term goals can be accomplished.

HAMPTON VISION AND THE PLAN

The Hampton Comprehensive Plan provides a broadly painted picture for the community's future. The vision statements and goals describing the desired future conditions provide guidance for land use decisions and other actions, both public and private that collectively will determine the future of Hampton.

The core premise embedded in the Hampton Plan 2017 is designed to maintain and enhance the health, safety and welfare of the community during times of change, to promote our ideals and values as changes occur, and to meet the needs of today without sacrificing the ability of future generations to meet their needs. The plan acknowledges the importance of the connections between economic, environmental, and social components of the county. The plan is a combination of practicality and vision, and provides guidelines for sustaining the rich fabric of Hampton.

HAMPTON PLAN GOALS AND POLICIES

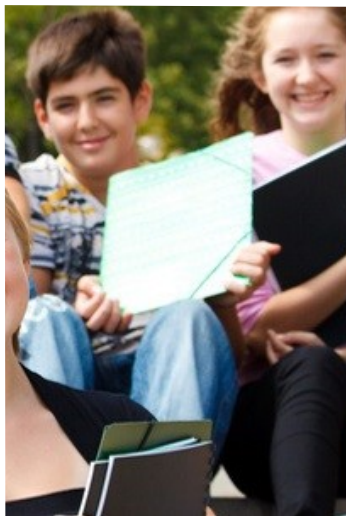
The goals and policies for the Hampton Comprehensive Plan will be contained throughout the following Chapters. Each Chapter shall contain the pertinent goals and policies for the Chapter.

Goals are intended as a long-range desire; however, as the Plan is implemented and different things in the world around Hampton changes, then the goals need to be modified to address the new direction and factors. Therefore, goals need to be flexible to ensure success and positive outcomes.



3

Population



Population

POPULATION PROFILE

Understanding past and existing populations; while applying these to the future is critical. Hampton, including the decision-makers, should understand where the Village has been, where it is, and where it appears to be going. Population impacts all of the major components making up the community including housing, local employment, economics, and fiscal stability.

Developing an understanding of the historic population helps identify where the population is going in the future and aids in determining potential impacts on future housing, retail, medical, employment, and educational needs within Hampton.

Projections provide an estimate for the Village to base future land use and development decisions. However, population projections are only estimates and unforeseen factors may affect projections significantly.

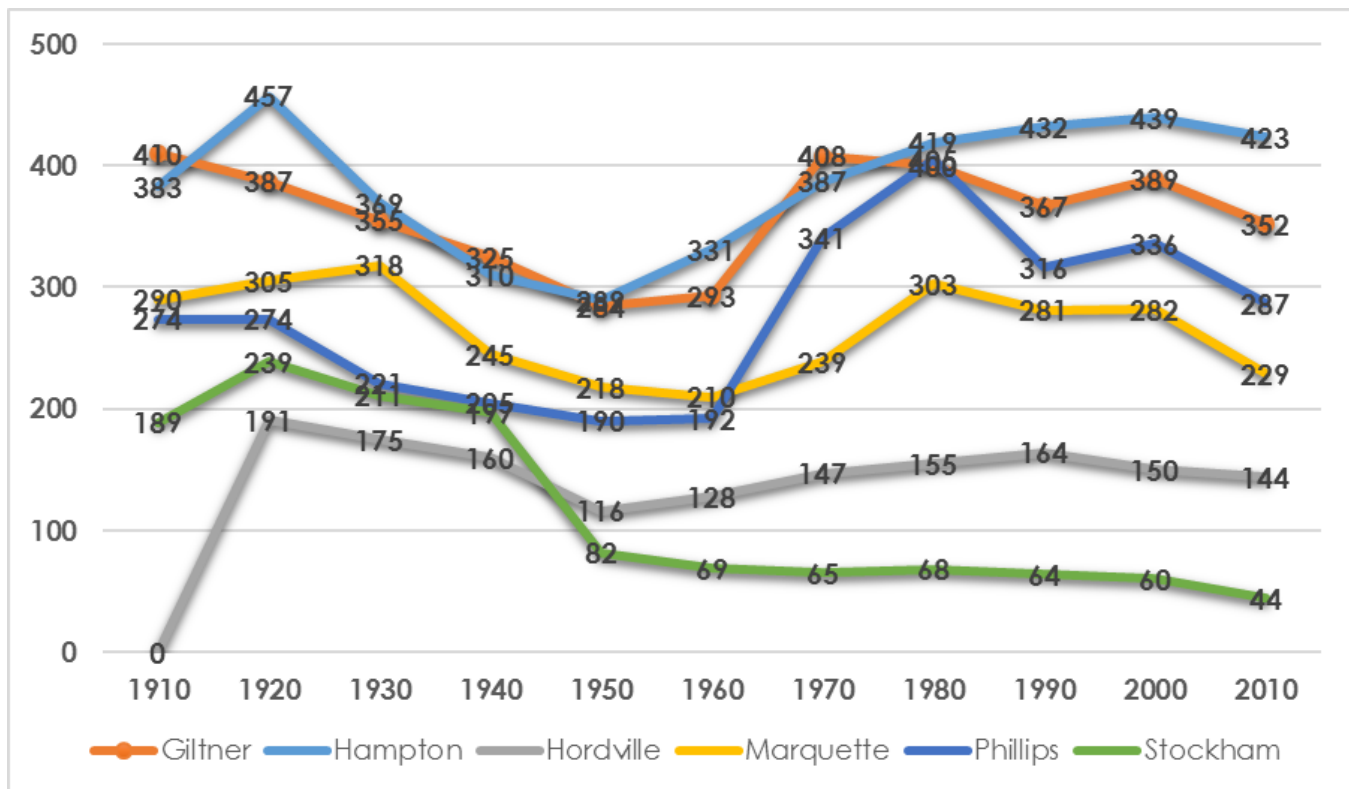
POPULATION TRENDS AND ANALYSIS

Figure 3.1 contains the historic population between 1910 and 2010 for Hamilton County Villages. The data provide a look at where the communities have been and allows for the eventual projection of populations in the communities.

Typically, a mid-decade comprehensive plan update would include the most recent population projections. These numbers are the best a community has at the time. It is critical to understand, these numbers can be and have been underestimated for the period.

Overall, Hamilton County has seen a 26.2% (307 people) increase in population from 1950 to 2010 and Hampton saw an increase of 50% (141 people) during the same period. The peak population in Hampton occurred in 1920 with 457 people with a low of 282 people in 1950. The community experienced growth from 1950 to 2000 and nearly hit the peak again in 2000. A slight decrease (3.6%) occurred from 2000 to 2010.

**FIGURE 3.1: POPULATION TRENDS AND ANALYSIS
HAMILTON COUNTY VILLAGES 1910 TO 2010**



Source: U.S. Census Bureau 1900 - 1990, 2000, 2010

AGE STRUCTURE ANALYSIS

Age structure is an important component of population analysis. By analyzing age structure, one can determine a key dynamic affecting the population of Hampton.

Each age group affects the population in a number of different ways. For example, the existence of large younger age groups (20-44 years) means there is a greater ability to sustain future population growth compared to large older age groups. Understanding what is happening within the age groups of the population is necessary to effectively plan for the future.

**TABLE 3.1: AGE AND SEX CHARACTERISTICS
HAMPTON, NE 2000 TO 2010**

Age in 2000	Male and Female Populations		2000-2010		
	2000 population	Age in 2010	2010 population	Cohort Change	% Change
		0-4	15	15	
		5-9	25	25	
0-4	23	10-14	39	16	69.6%
5-9	24	15-19	30	6	25.0%
10-14	38	20-24	18	-20	-52.6%
15-19	37	25-29	19	-18	-48.6%
20-24	15	30-34	12	-3	-20.0%
25-29	15	35-39	24	9	60.0%
30-34	27	40-44	26	-1	-3.7%
35-44	80	45-54	80	0	0.0%
45-54	63	55-64	58	-5	-7.9%
55-64	31	65-74	34	3	9.7%
65-74	53	75-84	39	-14	-26.4%
75 & older	33	85 and over	4	-29	-87.9%
Total	439		423	-16	-3.6%

Source: U.S. Census Bureau 2000 and 2010

Table 3.1 contains the age group structure for Hampton in 2000 and 2010. The examination of age structure provides an understanding of where some of the population shifts are occurring. These data allow for a better understanding of what could occur in the future.

Reviewing population in this manner permits a detailed analysis of which specific groups are moving in and out of the village. Negative changes in a group indicate out-migration or a combination of out-migration and deaths.

Hampton saw growth in six age groups. The 0-4 and 5-9 groups are always an increase, since these individuals were not alive for the 2000 Census. Outside of the 2010 age groups of 0-4 and 5-9 years, the other increases were in the 10-14, 15-19, 35-39, and 65-74 age groups; the 45-54 age group experienced no change. When you eliminate the first

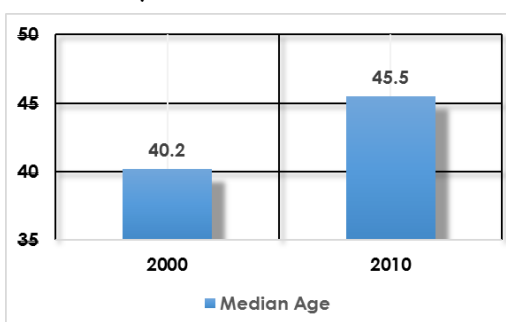
two younger populations, there were 34 people that actually moved to Hampton during this period.

There were seven age groups from 2000 that declined by 2010. The group with the greatest loss was the 85 years+ (2010), which lost 29 persons over the period. This loss can be attributed to two causes: 1) people moving on after 75 years to other communities and senior care facilities, or 2) a dying population base. Overall, Hampton had a negative population pattern occur during the ten year period (-3.6%).

MEDIAN AGE

Between 2000 and 2010, the median age in Hampton increased from 40.2 years to 45.5 years. This increase equaled 5.3 years or 13.2% for the period. Nationally, the country saw only a 2.0 year increase in median age, from 35.3 in 2000 to 37.2 in 2010.

**FIGURE 3.2: MEDIAN AGE
HAMPTON, NE 2000 TO 2010**



Source: U.S. Census Bureau 2000-2010

DEPENDENCY RATIO

The dependency ratio examines the portion of Hampton supporting age groups historically dependent upon others for survival (those under 18 years and those 65 years and older). See the box for details on calculating the ratio. The importance of this ratio focuses on the number of dependent persons and is there enough employed persons in the village to support these populations as well as themselves.

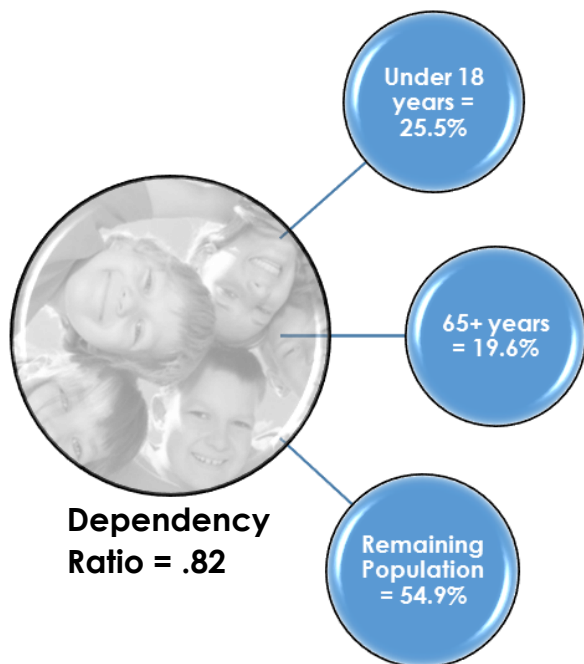
Figures 3.3 and 3.4 indicate the dependency ratios for 2000 and 2010 in Hampton. The portion of persons less than 18 years of age decreased by 2.8% between 2000 and 2010; while those aged 65 years and older decreased by 1.4% overall.

In 2000, Hampton had a Dependency Ratio of 0.82 (45.1%/54.9%); however, by 2010 the Ratio had decreased to 0.69 (40.9%/59.1%). This is supported by

Population

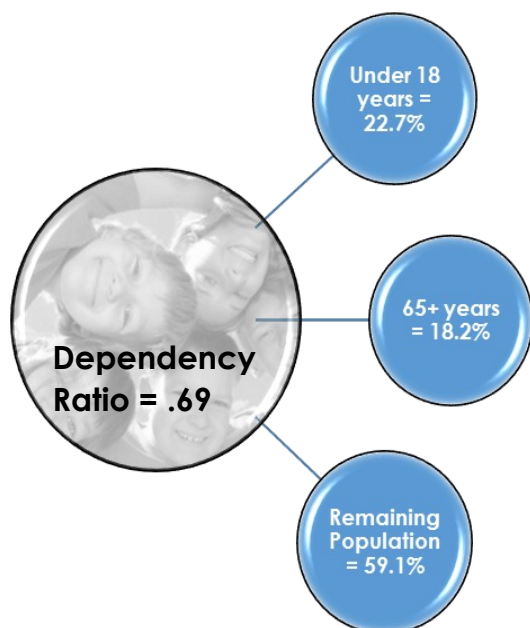
the increase in the 18 and under age group, plus the decrease in the 65 and older group from 2000 to 2010.

**FIGURE 3.3: DEPENDENCY RATIO
HAMPTON, NE 2000**



Source: U.S. Census Bureau 2000-2010

**FIGURE 3.4: DEPENDENCY RATIO
HAMPTON, NE 2010**



Source: U.S. Census Bureau 2000-2010

Dependency Ratio

The dependency ratio examines the portion of a community's earnings that is spent supporting age groups typically and historically dependent on the incomes of others.

< 1: 1 Independent resident is able to support more than 1 Dependent resident

=1: 1 Independent resident able to support 1 Dependent resident

>1: 1 Independent resident able to support less than 1 Dependent resident

$(\%18 \text{ years and younger} + \%65 \text{ years and older})$
% of remaining population

ETHNICITY

Hampton during the past decade has seen a shift in the ethnicity within the village. Analysis of the ethnicity provides more detail as to the changes being seen in a county. Ethnicity is more than additional people living in the county since these new residents bring their own cultures and beliefs to the area. The changes in Hampton saw considerable increases in the percentage of Hispanic persons between 2000 and 2010.

**TABLE 3.2: POPULATION BY ETHNICITY
HAMPTON, NE 2000 TO 2010**

Race	2000		2010		2000-2010	
	Number	% of total	Number	% of total	Net Change	% change
White, not Hispanic	432	98.4	411	97.2	-21	-4.9
Black or African Am.	1	0.2	0	0.0	-1	-100.0
Am. Indian & AK. Native	3	0.7	0	0.0	-3	-100.0
Asian & Pacific Islander	0	0.0	4	0.9	4	-
Other, not Hispanic	2	0.5	0	0.0	-2	-100.0
Hispanic	1	0.2	8	1.9	7	700.0
Mexican	1	0.2	4	0.9	3	300.0
Puerto Rican	0	0.0	1	0.2	1	-
Cuban	0	0.0	0	0.0	0	-
Other Hispanic	0	0.0	3	0.7	3	-

Source: U.S. Census 2000 and 2010

The largest change was the Asian, Pacific Islander population, which grew by four people from zero in 2000.

In addition, the White population had a 4.9% decrease overall, which equaled 21 fewer Caucasian people in Hampton. The County, communities, and school districts need to track these changes annually in order to minimize any potential fiscal impacts.

POPULATION PROJECTIONS

Population projections are estimates based upon past and present circumstances. The use of population projections allows Hampton to estimate the potential population in future years by looking at past trends. By scrutinizing population changes in this manner, Hampton will be able to develop a baseline of change from which future scenarios can be generated. 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 Hampton has for predicting future population changes. There are many methods to project the future population trends; the projection technique used below is intended to give Hampton 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 Hampton, four different trend lines were reviewed: 2000 to 2010, 1980 to 2010, 1990 to 2010, and 1960 to 2010. A review of these trend lines indicates Hampton will see varied levels of population changes between now and 2040. The following projections summarize the decennial population for Hampton through 2040.

Hampton Trend Analysis

Year	1960 to 2010
2010	423 persons
2020	444 persons
2030	467 persons
2040	490 persons

Year	1980 to 2010
2010	423 persons
2020	424 persons
2030	426 persons
2040	427 persons

Year	1990 to 2010
2010	423 persons
2020	419 persons
2030	414 persons
2040	410 persons

Year	2000 to 2010
2010	423 persons
2020	408 persons
2030	393 persons
2040	378 persons

SUMMARY OF POPULATION PROJECTIONS

Using the modeling techniques discussed in the previous paragraphs, a summary of the population projections for Hampton through the year 2040 is shown in Figure 3.5. Three population projection scenarios were selected and include (1) a Low Series; (2) a Medium Series; and, (3) a High Series.

Low = 2000 to 2010

2020	408 persons
2030	393 persons
2040	378 persons

Medium = 1980 to 2010

2020	424 persons
2030	426 persons
2040	427 persons

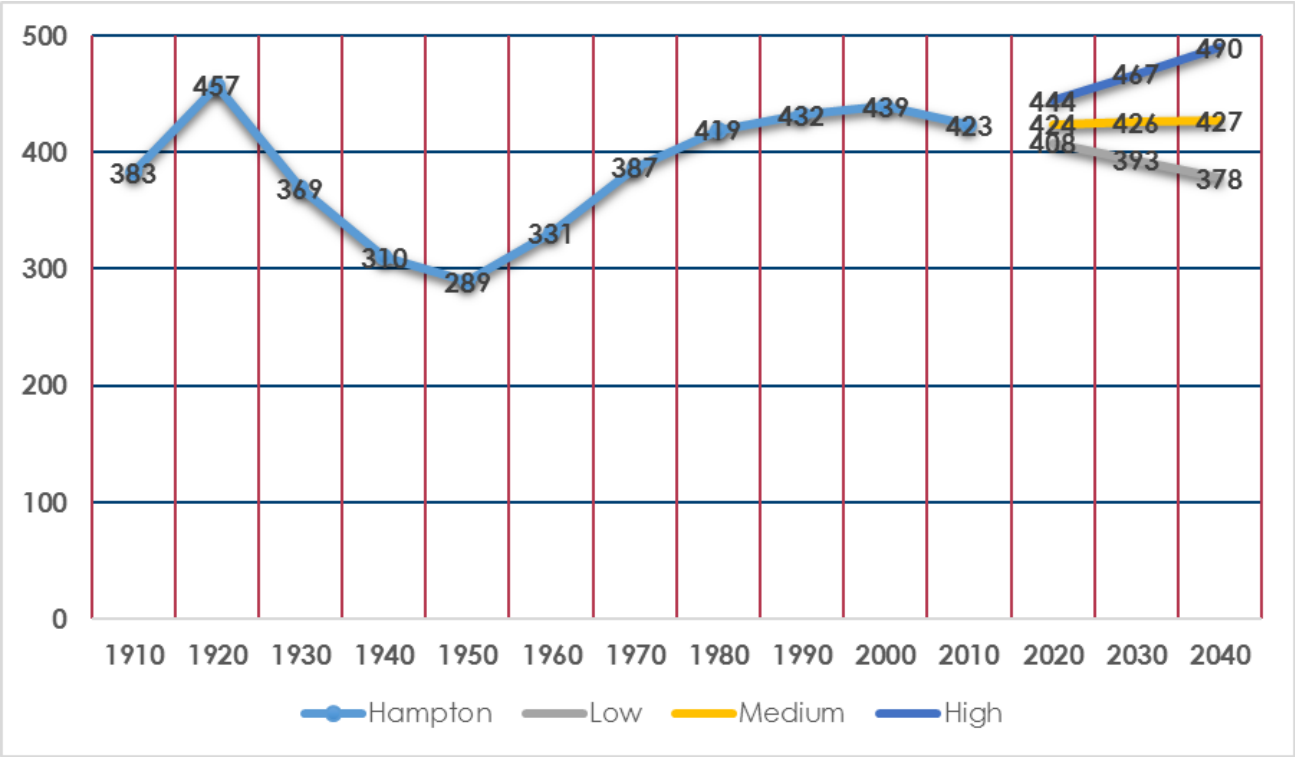
High = 1960 to 2010

2020	444 persons
2030	467 persons
2040	490 persons

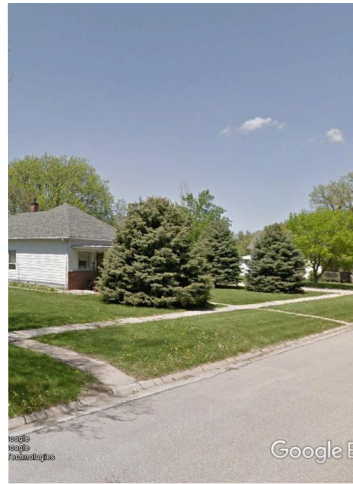
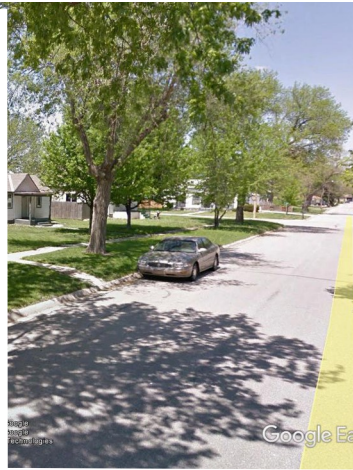
Figure 3.5 reviews the population history of Hampton between 1910 and 2010, and identifies the three population projection scenarios into the years 2020, 2030, and 2040.

Population

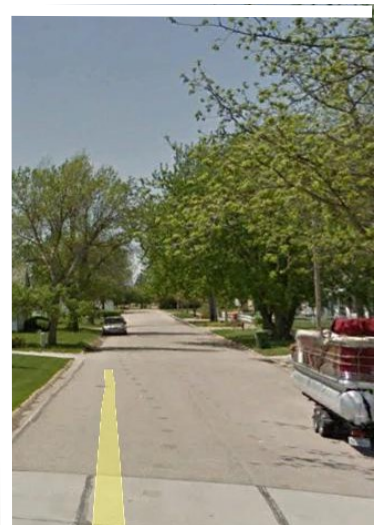
FIGURE 3.6: POPULATION AND PROJECTIONS
HAMPTON, NE 1910 TO 2040



Sources: U.S. Census Bureau, Marvin Planning Consultants



4 Housing



Housing

HOUSING PROFILE

The Housing Profile identifies existing housing characteristics and projected housing needs for residents of Hampton. The primary goal of the housing profile is to allow examination of past and present conditions; while, identifying potential needs including provisions for safe, decent, sanitary, and affordable housing for every family and individual residing within Hampton.

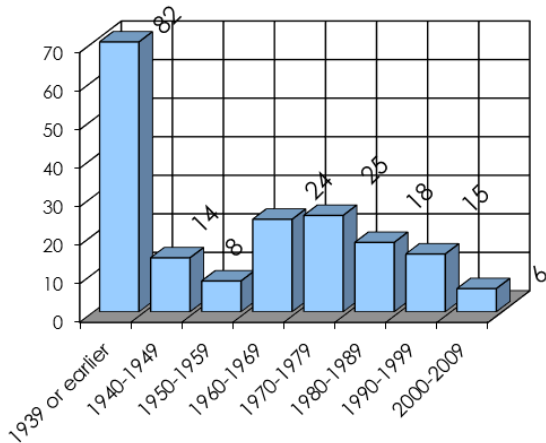
Projecting future housing needs requires several factors to be considered. These factors include population change, household income, employment rates, land use patterns, and residents' attitudes.

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 Hampton and Hamilton County.

AGE OF EXISTING HOUSING STOCK

An analysis of the age of the housing stock can reveal a great deal about population and economic conditions of the past. Examining the housing stock is important in order to understand the overall quality of housing in Hampton.

**FIGURE 4.1: AGE OF EXISTING HOUSING STOCK
HAMPTON, NE 2010**



Sources: U.S. Census Bureau
American Community Survey 2010

Figure 4.1 indicates 82 homes, or 58.9% of Hampton's 192 total housing units, were constructed in 1939 or earlier.

Hampton saw very positive construction activity between 1960 and 1999 with 83 (43.2%) homes

constructed. These data indicate the economy was relatively good during these decades. However, in recent years the construction of new homes has slowed.

A total of 79.7% of all housing units in Hampton were constructed prior to 1980. Due to the age of these homes, there may be a need for special weatherization programs to bring these homes up to current energy efficiency standards.

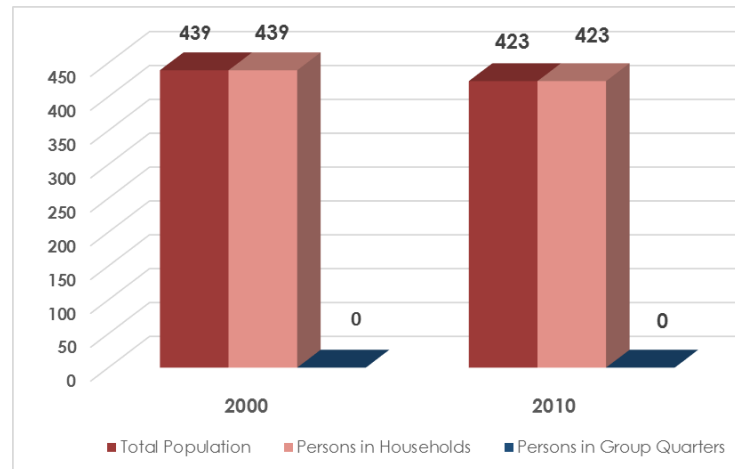
HOUSING CHARACTERISTICS

Figures 4.2 through 4.10 identify several different housing characteristics in Hampton. The figures indicate the breakdown between owner- and renter-occupied housing as well as the number of people living in group quarters.

Persons in Households/Group Quarters

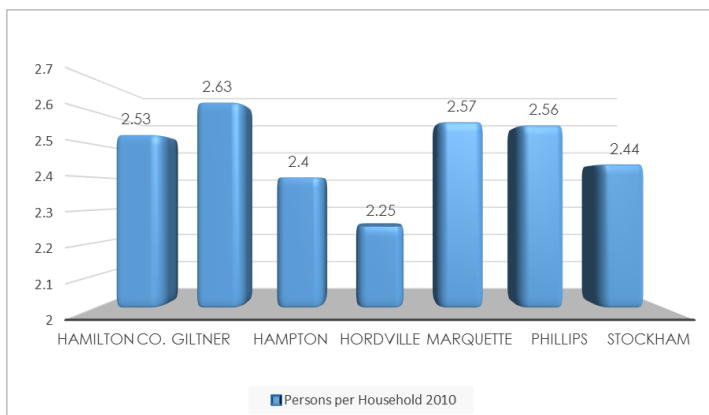
In 2010 there were 16 fewer people living in households than in 2000, this represents a change of 3.6%. The decrease in persons in households is equal to the actual population decrease of 3.6% seen for the same period. There were no people living in group quarters in 2000 or 2010.

**FIGURE 4.2: HOUSING POPULATIONS
HAMPTON, NE 2000 TO 2010**



Sources: U.S. Census Bureau, American Community Survey 2010

**FIGURE 4.3: PERSONS PER HOUSEHOLD
HAMILTON COUNTY 2010**



Sources: U.S. Census Bureau, American Community Survey 2010

Persons per Household

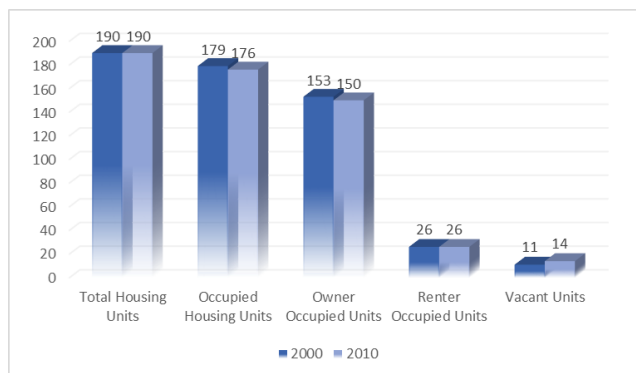
Figure 4.3 includes the number of persons per household. The average persons per household in Hampton was 2.40 in 2010. The trend nationally has been towards a declining household size; however, the persons per household in Hampton varies from the other villages in Hamilton County. The villages are as follows:

- Hamilton County has 2.53 persons per household
- Giltner has 2.63 persons per household
- Hampton has 2.4 persons per household
- Hordville has 2.25 persons per household
- Marquette has 2.57 persons per household
- Phillips has 2.56 persons per household
- Stockham has 2.44 persons per household

Occupied vs. Vacant Housing Units

Occupied housing units in Hampton decreased by 1.6% between 2000 to 2010; this was a 3 unit decrease over 2000.

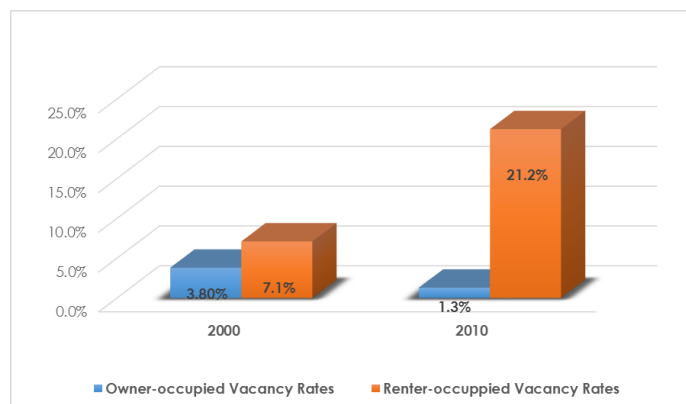
**FIGURE 4.4: OCCUPIED VS. VACANT HOUSING
HAMPTON, NE 2000-2010**



Sources: U.S. Census Bureau, American Community Survey 2000/2010

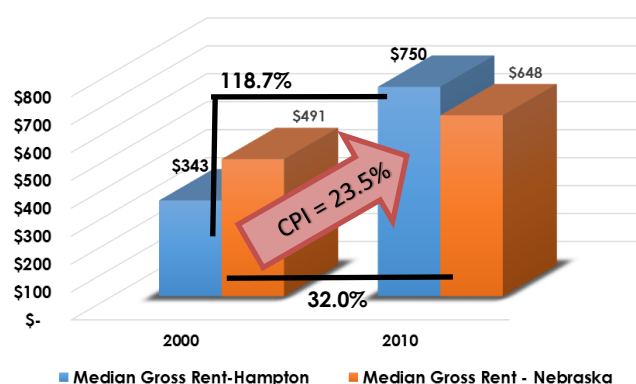
During the same time frame, vacant housing units grew from 11 units to 14 units or 27.3%. The largest increase in vacancy rates was in the renter-occupied units, which increased from 7.1% in 2000 to 21.2% in 2010. The overall percentage for owner-occupied units decreased from 3.8% in 2000 to 1.3% in 2010.

**FIGURE 4.5: VACANCY RATES BY TYPE OF UNIT
HAMPTON, NE 2000-2010**



Sources: U.S. Census Bureau, American Community Survey

**FIGURE 4.6: MEDIAN GROSS RENT
HAMPTON, NE AND NEBRASKA 2000-2010**



Sources: U.S. Census Bureau, American Community Survey 2000/2010

Median Gross Rent

Median gross rent in Hampton increased from \$343 per month in 2000 to \$750 per month in 2010, or an increase of 118.6%. The State's median monthly gross rent increased by 32.0%. This indicates Hampton has seen a gross rent increase approximately three & a half times more than the State. Hampton's median gross rent was 115.7% of the State's median gross rent in 2010.

Housing

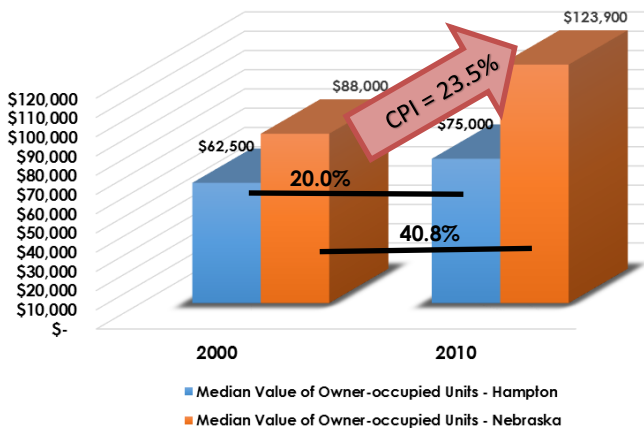
Comparing changes in monthly rents between 2000 and 2010, with the Consumer Price Index (CPI), enables the local housing market to be compared to national economic conditions. Inflation between 2000 and 2010 increased at a rate of 23.5%, indicating Hampton's rents increased by over three times the rate of inflation for the 10-year period. Thus on average, Hampton tenants were paying considerably more in monthly rents in 2010, in terms of real dollars, than they were in 2000. Landlords were potentially making less on their investment.

Median Value of Owner-Occupied Units

The Median value of owner-occupied housing units in Hampton increased from \$62,500 in 2000 to \$75,000 in 2010, and represents an increase of 20.0%. The median value for owner-occupied housing units in the State showed an increase of 40.8%. Housing values in Hampton grew at a slightly slower rate than the state. In addition, the median value of an owner-occupied unit in Hampton is 60.9% of the state median.

In comparison to the CPI, the local value of owner-occupied housing increased at a rate lower than the CPI. This indicates housing values in Hampton were worth less in 2010 compared to 2000 dollars.

FIGURE 4.7: MEDIAN VALUE OWNER-OCCUPIED HAMPTON, NE AND NEBRASKA 2000-2010

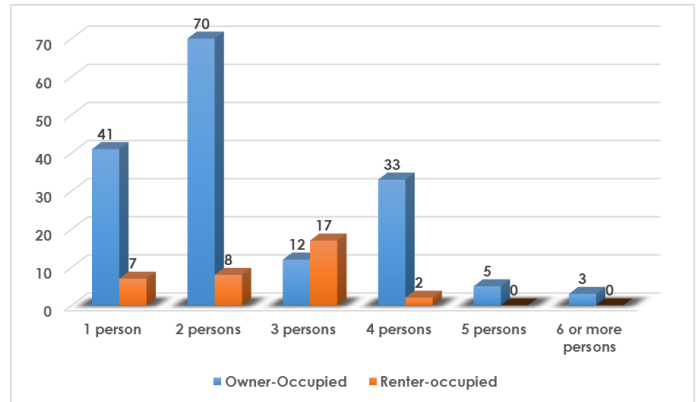


Sources: U.S. Census Bureau, American Community Survey 2000/2010

Persons Per Household

Figures 4.8 and 4.9 shows tenure (owner-occupied and renter-occupied) of households by number and age of persons in each housing unit. Analyzing these data gives Hampton the opportunity to determine where there may be a need for additional housing.

FIGURE 4.8: PERSONS BY HOUSEHOLD TYPE HAMPTON, NE 2010

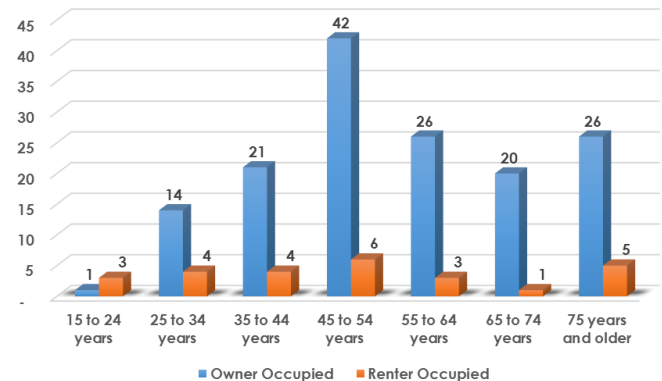


Sources: American Community Survey 2010

In 2010, the largest section of owner-occupied housing in Hampton was in the two-person household, with 70 units or 42.6% of the total owner-occupied units. By comparison, the largest household size for rentals was the three-person households with 17 renter-occupied housing units, or 50% of the total renter-occupied units.

In 2010, the age cohorts representing the largest home ownership group were those 45 to 54 years. Of the total residents living in owner-occupied housing units, 28% were between 45 and 54 years of age. The 55 to 64 years and 75 years & older cohorts were a close second with 17.4% each of the total owner-occupied units.

FIGURE 4.9: AGE BY HOUSEHOLD TYPE HAMPTON, NE 2010

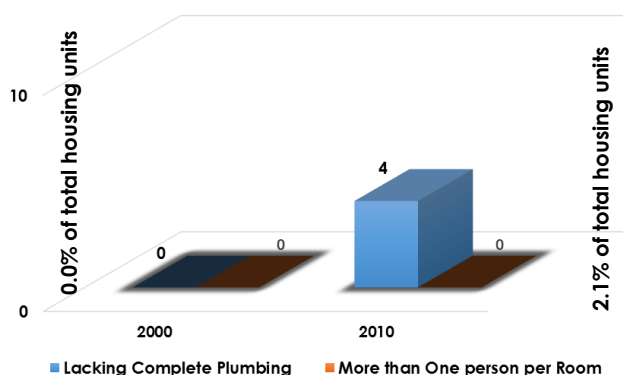


Sources: American Community Survey 2010

The renter-occupied housing was evenly distributed among all cohorts with the 45 to 54 years of age cohort representing the largest group at 23.0%.

Hampton was comprised of 126 1- or 2-person households, or 63.6% of all households; which represents a considerable portion of the households. Households with 5- or more persons accounted for 8 units, or only 4.0% of the total.

**FIGURE 4.10: SUBSTANDARD HOUSING CONDITIONS
HAMPTON, NE 2000 TO 2010**



Sources: U.S. Census Bureau 2000, ACS 2010

Substandard Housing

According to the U.S. Department of Housing and Urban Development (HUD) guidelines, housing units lacking complete plumbing or that 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; overcrowding is more than one person per room. In addition, anytime there is more than 1.0 persons per room, the housing unit is considered overcrowded, thus substandard.

This Substandard Housing figure was reached by adding the number of housing units meeting one criterion to the number of housing units meeting the other criterion. This criteria, when applied to Hampton, 0 units were substandard in 2000, however 4 units were substandard in 2010. All substandard units in 2010 were due to a lack of complete plumbing; no units contained more than one person per room in 2000 or 2010.

Comparing Hampton to the State of Nebraska as a whole, the percent of substandard housing units in Hampton was lower than the State for both time periods.

What these data fail to consider are housing units that have met both criterion and counted twice. Even so, the village should not assume this data overestimates the number of substandard housing. 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 village maintains a high quality of life for its residents through protecting the quality and quantity of its housing stock.

HOUSING GOALS, OBJECTIVES AND POLICIES

Housing Goal H-1:

The community of Hampton, either alone or in conjunction with the other communities in Hamilton County should complete a Housing Needs Assessment.

Objectives and Policies

- H-1.1 The Housing Needs Assessment should examine specific levels of substandard housing as well as needs in owner- and renter-occupied units.
- H-1.2 The Housing Needs Assessment may be eligible for special funding through the Nebraska Department of Economic Development (NEDED) and/or Nebraska Investment Finance Authority (NIFA)

Housing Goal H-2

Work jointly with public and private sectors, as well as the South Central Economic Development District (SCEDD), the Village of Hampton should implement a housing development initiative as a primary economic development activity.

Objectives and Policies

- H-2.1 The Community should create further partnerships with local housing developers and local and state funding sources, in an effort to create new housing in the community.
- H-2.2 Plan and implement an Employer's Housing Assistance Program, to encourage major employers in the Hampton area to become directly involved with assisting their employees in becoming residents of the community.

Housing Goal H-3

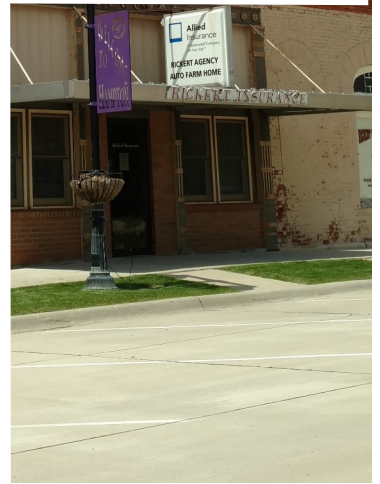
Housing rehabilitation programs and activities in the

Housing

Village of Hampton should strive to protect and preserve the existing housing stock of the community.

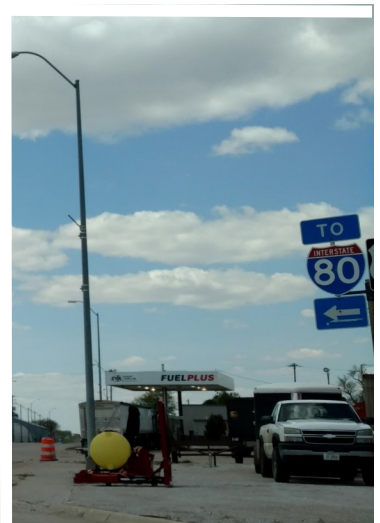
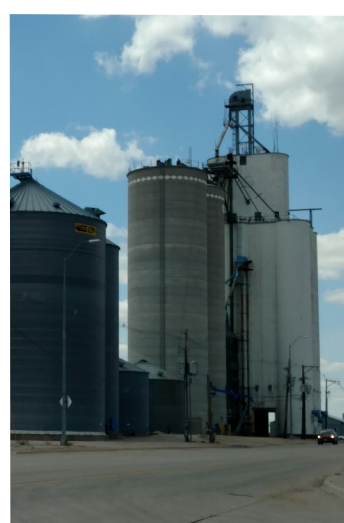
Objectives and Policies

- H-3.1 Create a housing rehabilitation program, for both owner and rental housing units with emphasis on meeting the housing needs of the elderly, low income families and housing for persons with special needs.
- H-3.2 Hampton should work with South Central Economic Development District on a housing nuisance abatement program.



5

Economy and Economic Development



Economy and Economic Development

ECONOMIC AND EMPLOYMENT PROFILE

Economic data are collected in order to understand local changes in economic activity and employment needs and opportunities in Hampton. In this section, employment by industry, household income statistics, and commuter analyses were reviewed for Hampton and Nebraska.

Income Statistics

Income statistics for households are important in determining the earning power of households. The data within show household income levels for Hampton 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).

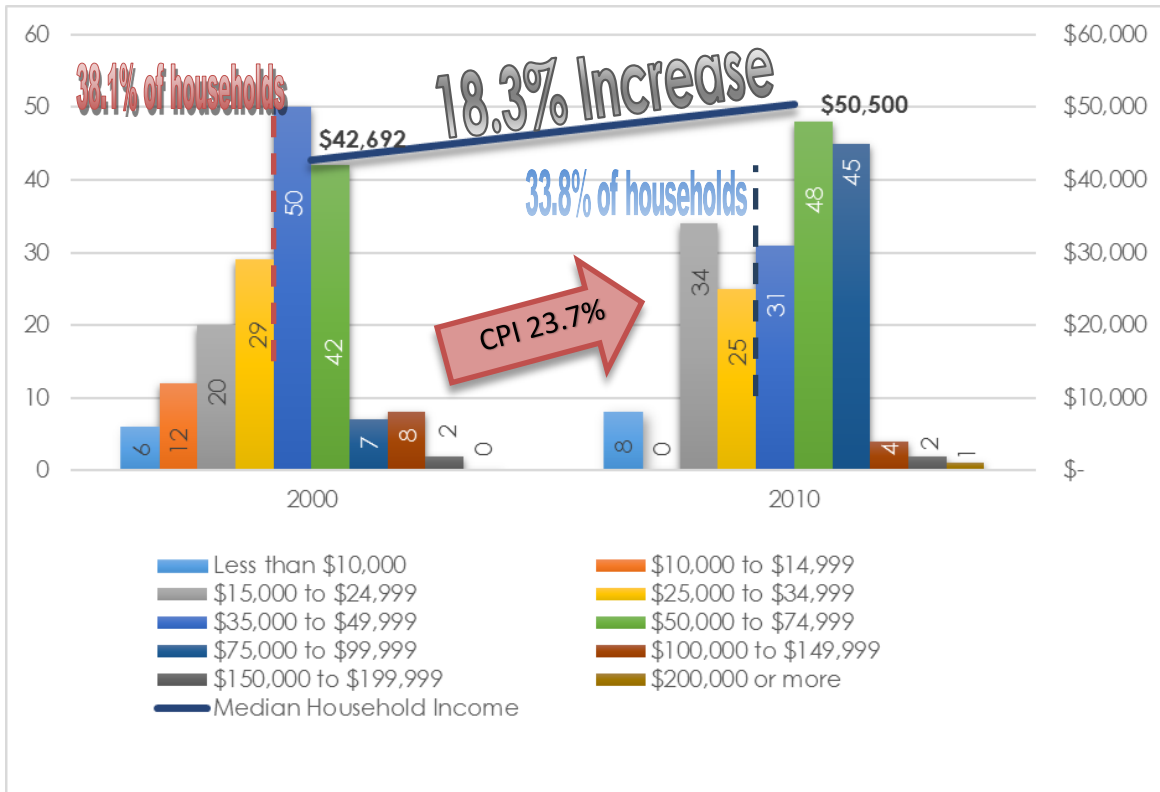
Figure 5.1 indicates the number of households in each income range for Hampton for 2000 and 2010. In 2000, the household income range most commonly reported was \$35,000 to \$49,999, which accounted for 28.4% of all households.

In 2010, the income range reported most was the \$50,000 to \$74,999; however, this income range only represented 24.2% of the total households.

Those households earning less than \$10,000 increased from 3.4% in 2000 to 4.0% in 2010. These household groups account for the poorest of the poor in the community.

The median household income for Hampton was \$42,692 in 2000, which was approximately \$3,400 more than the State median income of \$39,250. By 2010, the median household income increased to \$50,500 or an increase of 18.3%. The CPI for this period was 23.5%, which indicates household incomes in Hampton grew at a rate less than inflation. Therefore, households were earning less in real dollars in 2010 than in 2000.

**FIGURE 5.1: HOUSEHOLD INCOME
HAMPTON, NE 2000 TO 2010**

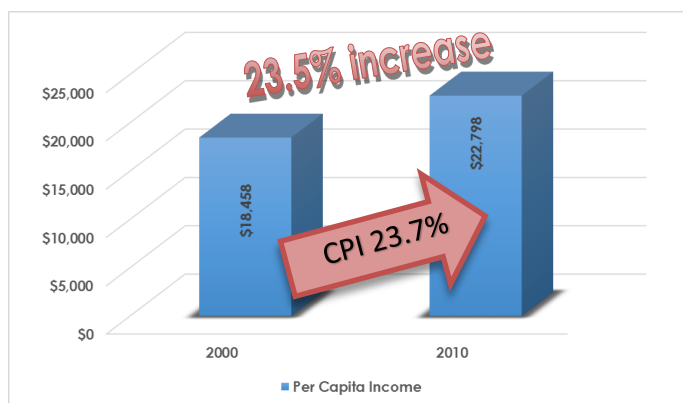


Source: U.S. Census Bureau, 2000, American Community Survey 2006-2010

Per Capita Income

The per capita income in Hampton increased from \$18,458 in 1980 to \$22,798 in 2010, or an increase of 23.5%, which was only slightly under the CPI. Hampton's per capita income was 56.9% of the state's per capita income level of \$40,023.

**FIGURE 5.2: PER CAPITA INCOME
HAMPTON, NE 2000 TO 2010**



Source: US Census Bureau

Industry Employment

Analyzing employment by industry assists a community in determining the key components of their labor force. This section indicates the type of industries making up the local economy, as well as identifying particular occupations employing residents. Figures 5.4 indicates employment size by industry for Hampton for 2000 and 2010 (these data indicate the types of jobs residents have, not the number of jobs locally). However, Figure 5.5 takes the same data and indicates it by percentages.

The employment sector with the most employees in 2000 was Education, health, and social services at a close second. This sector employed 42 people or 17.9% of the total employed residents in 2000. In 2010, the largest employment sector was still manufacturing, with Educational, health, and social services at a close second. In 2010, manufacturing employed 62 people or 24.3%; while Educational, health, and social services employed 61 people or 23.9% of the total.

Overall the top five industries in Hampton for 2000 were as follows:

- Educational, health, and social services 17.9%
- Manufacturing 16.2%
- Retail Trade 14.5%
- Construction 11.1%
- Transportation and warehousing and utilities 10.7%

By 2010, the overall top five industries in Hampton were as follows:

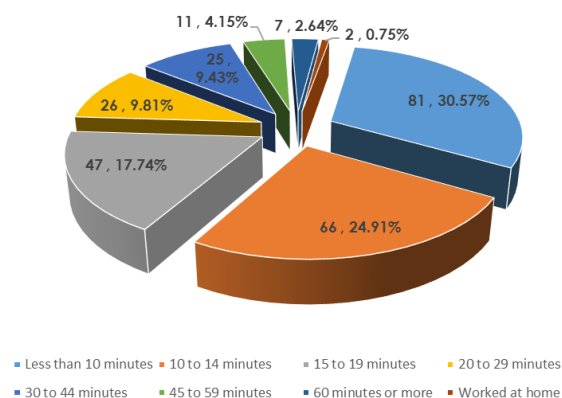
- Educational, health, and social services 24.3%
- Manufacturing 23.9%
- Retail Trade 11.4%
- Wholesale Trade 7.5%
- Information 6.7%

COMMUTER TRENDS

Figure 5.3 show the commuter characteristics for Hampton in 2010. Travel time to work is another factor that can be used to gauge where Hampton's workforce is employed. Figure 5.5 shows how many residents of Hampton travel to work in each of several time categories.

Figure 5.3 indicates, in 2010, 30.57% of the commuters were traveling 10 minutes or less to work. In addition, 0.75% worked from home. Those traveling 20 minutes or more to work totaled 24.91% of those driving to work.

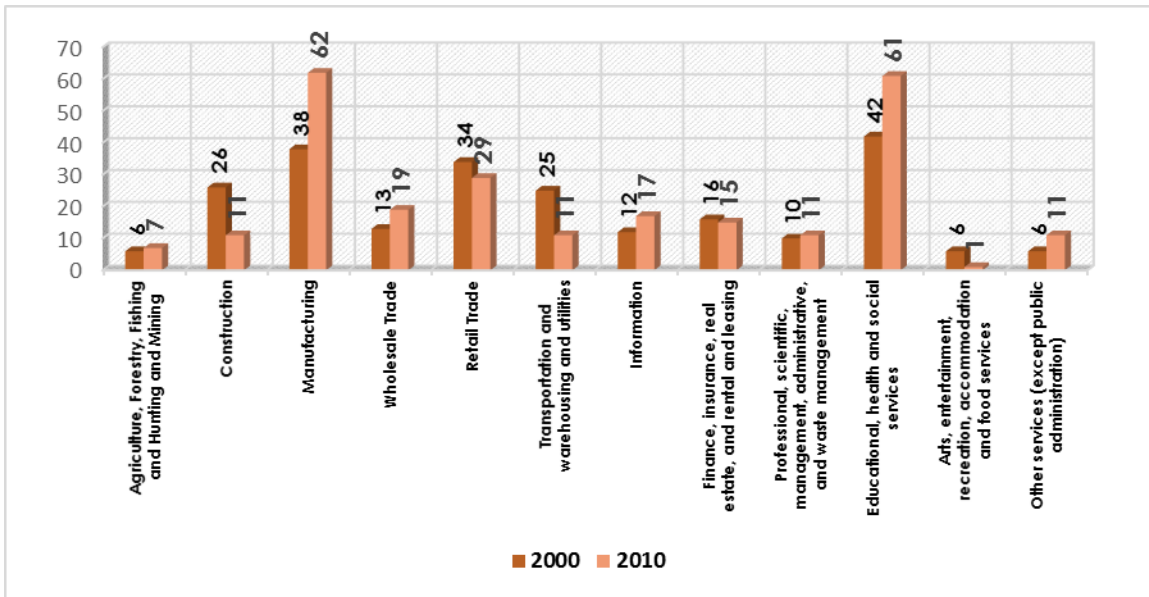
**FIGURE 5.3: TRAVEL TIME TO WORK
HAMPTON, NE 2010**



Source: American Community Survey 2005-2010

Economy and Economic Development

FIGURE 5.4: EMPLOYMENT BY INDUSTRY (NUMBERS)
HAMPTON, NE 2000 AND 2010



Source: U.S. Census Bureau 2000, American Community Survey 2005-2009

ECONOMIC DEVELOPMENT

The economy plays a key role in sustaining quality of life within a community. The benefits of a healthy economy reach far beyond the business sector. Local capital investment and job creation leads to quality schools, infrastructure, fire and police protection, parks and the support of countless additional community facilities and services.

The importance of economic development is apparent in Hampton's development of various programs to support economic survival and growth. The purpose of the Economic Development section of this Comprehensive Plan is to present simple goals and policies leading to and supporting a strong and vibrant future.

This section focuses primarily on entrepreneurialism, business retention and expansion, tools and strategies, labor and workforce training, infill and redevelopment, and infrastructure and land supply. The goals and objectives stated within this chapter are to be considered a community-directed guide for future economic development activities.

ECONOMIC DEVELOPMENT IN HAMPTON

The primary local advocate of economic development in Hampton is the Village Board. However, there can be assistance as needed from South Central Economic Development District

(Holdrege), Southern Public Power District, Nebraska Public Power District (public utility) and Nebraska Department of Economic Development (state agency). The Village needs to continue to use these partners to their fullest in order to maximize future needs and economic development efforts.

Economic development activity does not require a constant attempt to lure the "one big" manufacturing company to the community. In Hampton, economic development becomes about survival in both the short- and long-term. The community has plenty of ground to lure a big manufacturing company to town but there is typically a limited workforce available to supply the necessary labor pool.

The future of Hampton and its economic viability rely on a few key elements. These elements include:

- The retention of youth within the community
- The retention of the school system locally.
- A strong agricultural economy
- Entrepreneurship by locals
- Supplying basic goods and services locally
- Quality infrastructure
- Quality housing stock

RETENTION OF YOUTH

The survival of any community is dependent upon maintaining its population base. As Hampton goes through this planning period, the population base of

the community may be greatly challenged. As the residents from the "Greatest Generation" and the "Baby Boomers" age and begin to move into nursing facilities and die off, the need for a replacement population will be critical. There are fewer people in the remaining population groups such as the "Gen X", "Gen Y", and "Gen Z" to replace those in the prior groups.

The retention of the youth and/or the attraction of younger couples with children will be critical to the future of Hampton. This will require the community to be perceived and act in a manner that has a quality of life desired by these groups. The best way to start is to ask the youth in the community what is and will be important to them in the future. What will it take to get them to move back to Hampton? The younger population are the future leaders of the community, they need to provide the insight necessary to make Hampton a population survivor.

Retention of the local school system

A critical component to the previous paragraphs is the continuation of Hampton Public Schools. The local school system is a critical component to the quality of life in the community. In today's economic and political climates it is extremely difficult for small districts such as Hampton to provide all of the necessities needed and demanded.

A STRONG AGRICULTURAL ECONOMY

Unfortunately, a lot of Hampton's fortunes and misfortunes ride a lot on the agricultural economy; this is not uncommon in rural areas of Nebraska and the Great Plains. Through an economic development process, the village needs to find other areas of economic stability even if they are smaller in nature.

ENTREPRENEURSHIP BY LOCALS

One of the best and safest means to grow a community's economy is through the entrepreneurial spirit. Most communities are looking for the next big business or industry to relocate to their community. In today's economy these type of economic development wins are fewer and fewer apart.

Local entrepreneurs can be the biggest windfall a community can see. These people are typically loyal to the local area and likely will give back to the community. However, the biggest mistake that occurs with local entrepreneurs is that the locals do not support the business for some reason or another. Locals either:

- Don't want a local to succeed due to jealousy

- Can find what their selling cheaper in the town 20 to 30 miles down the road
- Don't like the individual for one reason or another.

Local entrepreneurs are more likely to:

- Give back and support the community as opposed to the out of town operation
- Pay local property taxes
- Support the local school activities in physical and monetary support

It is ironic when communities similar to Hampton were founded, the entire commercial aspects of the community were likely entrepreneurs. Again, in the 21st Century, the future of these communities may rely on locally grown and nurtured individuals.

Finally, there is one additional factor weighing heavily on the success of the entrepreneur, financial backing. New business start-ups have difficulty finding the proper financial support to be successful. There is a listing of potential business assistance programs at the end of this chapter, but one of the most critical can come from local investment clubs and individuals that believe in the entrepreneur and the entrepreneurial process.

SUPPLYING BASIC GOODS AND SERVICES LOCALLY

The more the local economy can support itself through key goods and services such as grocery, fuel, pharmacies, hardware, restaurants/bars, etc. the more it has to offer its residents. One key factor to this issue is the critical mass required to support businesses. When examining communities that have been successful one major item stands out, the ability for a local business to supply more than one specialty; for example the pharmacy that not only contains over the counter drugs and other toiletries but also has some clothing, gifts, etc. the business is not dependent on making it on only one item.

QUALITY INFRASTRUCTURE

Quality infrastructure is critical to attracting and keeping residents. Quality water systems and waste systems need to be in place and maintained in order to make the community attractive as a place to live.

Communities such as Hampton will be faced with additional improvements as the older water mains and sanitary collection system continue to age. Staying on top of these improvements will allow the community to stay attractive to new and existing residents.

Economy and Economic Development

Maintaining the infrastructure, most of which is underground and unseen, is critical to a healthy community image.

QUALITY HOUSING STOCK

Hampton is currently a “bedroom community” to several area communities including Aurora and Grand Island. Bedroom communities, like Hampton, have a great role to play in rural Nebraska, they offer a different and typically a better quality of life. The key quality of life components include:

- A quieter place to live without the “white noise” found in more urban areas
- Cleaner, prouder residents
- A safe environment with minimal levels of crime
- An environment where people look out for their neighbors and friends

ECONOMIC DEVELOPMENT GOALS/POLICIES

TOOLS AND STRATEGIES

Business retention, expansion and recruitment efforts work toward maintaining a stable economy. Business retention and expansion programs address the issues that might affect decisions by established businesses and industries to remain or expand. Such issues might include availability of public services and facilities, permitting procedures, property taxes and training programs. Recruitment programs largely focus on attracting industrial/primary users as a major economic development strategy. Retaining, expanding and attracting industrial businesses is important because these companies generally provide higher-paying jobs and do not sell directly to the end-user, creating an economic multiplier effect throughout the local economy.

Economic Development Goal 1

Create a healthy and stable local economy by retention, expansion and recruitment of businesses.

Policies

- ED-1.1 Encourage continued cooperation between Hampton's governmental and civic organizations for identification and support of bolstering local economic development.
- ED-1.2 Perform business retention/expansion surveys with assistance from SCEDD and NEDED for every primary/industrial company within the village at a minimum of once every two years.
- ED-1.3 Prioritize visits with corporate office headquarters of local primary employers once every two years.
- ED-1.4 Encourage public/private partnerships for

creative financing of local economic development and affiliated projects.

- ED-1.5 Investigate the development of a local loan fund for the support of entrepreneurialism.
- ED-1.6 Develop policies on the use of Tax Increment Financing regarding business retention and expansion.
- ED-1.7 Work cooperatively with local businesses to develop business transition plans so retirements do not also mean a loss of a business in the community.

ENVIRONMENT

Hampton's citizens recognize that economic development should not come at the expense of environmental quality, which itself is recognized as an important component of a community. A balanced approach to environmental sustainability advocates a balance between utilization of area resources and economic growth. Economic growth should not exceed the ability of the natural or built environment to sustain growth over the long term.

Economic Development Goal 2

Recognize the importance of environmental quality and acknowledge protection of the environment will contribute to economic vitality.

Policies

- ED-2.1 Recognize environmental quality and economic development are objectives.
- ED-2.2 Encourage recruitment of lower-impact, environmentally friendly businesses.
- ED-2.3 Encourage programs that promote sustainable business practices such as recycling, pollution control and low-energy consumption.
- ED-2.4 Review and amend zoning regulations to ensure the environmental stability and protection of all uses, including primary uses.

Regulation

Hampton encourages an environment that offers flexibility, consistency, predictability and clear direction to advance economic opportunities.

Economic Development Goal 3

Provide consistent, fair and timely regulations that are flexible, responsive and effective in promoting local economic development.

Policies

- ED-3.1 Contract with SCEDD to enforce nuisance codes.
- ED-3.2 Encourage the streamlining of the permitting

processes to ensure timeliness in processing of permitting and zoning application to create a competitive advantage in the attraction of new or expansion of existing businesses.

- ED-3.3 Perform development review to ensure proposed developments are consistent with community vision and Hampton's zoning code.

QUALIFIED LABOR FORCE

Qualified labor is essential to recruit and retain business locally. The basic cornerstone in the development of a qualified labor force is educational opportunity. Hampton citizens should encourage the constant evaluation, growth and responsiveness of K-12 education. Partnerships between business and the educational community should be nurtured to further the process of aligning community business needs with trained workforce.

Economic Development Goal 4

Promote a qualified labor force that is globally competitive and responds to the changing needs of the workplace.

Policies

- ED-4.1 Support the cooperation between Hampton and the University of Nebraska Extension regarding labor and workforce training opportunities with a continued focus on entrepreneurship.
- ED-4.2 Continue support of K-12 education to include skills-based training and creative partnerships with businesses.
- ED-4.3 Advocate for greater partnership between community, community college and local school district for enhanced workforce training.
- ED-4.4 Conduct research through demographic and economic analysis as well as business retention and expansion visits to determine assets in deficiencies in the skill sets found within the local labor pool.
- ED-4.5 Work with Central Community College to develop customized training programs to meet business needs.
- ED-4.6 Encourage the region's community colleges to continue offering courses that position students to be prepared for employment opportunities found in the modern, technology and information age.
- ED-4.7 Advocate for legislative change to provide a funding mechanism for technical skills training in the local high schools.

- ED-4.8 Prioritize the development of quality housing stock as a means of attracting and maintaining a qualified local labor base.

INFILL AND REDEVELOPMENT

Encourage infill and redevelopment as an economic development tool to revitalize under-utilized areas. Infill development is the process of developing or redeveloping vacant land or under used parcels of land within the community that are already provided with urban infrastructure services. Infill development policies help utilize existing utilities and services before considering costly service extensions. The policies relating to infill and redevelopment encourage infill development in areas that are already provided with services.

Economic Development Goal 5

Facilitate infill and redevelopment through the use of incentives and special development strategies.

Policies

- ED-5.1 Identify and designate specific areas for infill and redevelopment.
- ED-5.2 Investigate using incentives such as Tax Increment Financing (TIF), revolving loan funds or community sales tax proceeds to support and incent re-use and infill within areas slated for redevelopment.
- ED-5.3 Allow for focused public investment to address the difficulties of development on small and/or nonconforming lots.
- ED-5.4 Prioritize demolition of vacant, delinquent and/or unsafe facilities.
- ED-5.5 Investigate cost-effective measures for demolition of vacant, delinquent and/or unsafe facilities.

ADEQUATE INFRASTRUCTURE AND LAND SUPPLY

Infrastructure availability is one of the most critical factors in economic development. Sewer, water, transportation, electric, natural gas, and communications facilities must be available or easily obtained. For attracting industrial/primary uses, an adequate supply of usable industrial land unencumbered by conflicting land uses and/or environmental constraints is important.

Economic Development Goal 6

Ensure adequate amounts of usable industrial and commercially viable land in which new businesses may locate.

Economy and Economic Development

Policies

- ED-6.1 Encourage the identification of sites suitable for new primary/industrial development.
- ED-6.2 Ensure potential industrial and commercial land has the characteristics necessary to support commerce and industry.
- ED-6.3 Maintain an inventory of identified, usable industrial and commercial land that is sufficient to meet the projected demand and encourage marketability of the region.
- ED-6.4 Create and grow partnerships between government, the educational community, civic organizations and businesses to deal with economic issues at all levels and particularly those that impact permitting and expediency of development.

ECONOMIC DEVELOPMENT RESOURCES

The Village of Hampton has several tools at their disposal with regard to economic development. One of the best tools is the membership in South Central Economic Development District. The District can be a major asset in the development of grant applications through the Nebraska Department of Economic Development and other sources.

TAX INCREMENT FINANCING

Another tool that is available to the Village is the use of Tax Increment Financing (TIF). In order for the Village to use TIF the Village Board would need to have a Blight and Substandard Study completed. The Village would be able to declare up to 100% of the corporate limits as blighted and substandard.

Tax Increment Financing (TIF) in Nebraska is authorized within the State Statutes under the Community Redevelopment Act. The use of TIF has been established for the purpose of the public sector being capable to partner with the private sector on redevelopment/development activities. TIF is a means where a municipality may capture new tax revenues that are generated by a specific project, specifically, within the corporate limits. The "Increment" is the difference between the current taxes generated and the anticipated or new taxes that will be created from said project.

Funding under TIF projects is limited however to being used for activities deemed to be public infrastructure or in the public's best interest. Prior to a community using TIF as a funding mechanism, the governing body must complete a number of statutory requirements. These requirements include the authorization of a blight and substandard study to be

conducted, findings that specific statutory conditions exist, and a declaration of blight and substandard conditions by the governing body.

Upon a declaration of blight and substandard conditions, the governing body must have a general redevelopment plan generated that discusses how the blight and substandard conditions will be addressed. However, once a redevelopment/development project is proposed and the governing body expresses interest, the general redevelopment plan must be amended to deal with specifics associated with the proposed project. The specific redevelopment plan is basically a contract between the municipality and the developer. The contract spells out what will be paid for by the municipality, what means of upfront financing will be used on the project, the terms of the agreement, not to exceed 15 years, and others as deemed appropriate. At this point, TIF funds can be authorized and the project started.

OTHER POTENTIAL FUNDING SOURCES

USDA Rural Development – Nebraska
Web: <http://www.rurdev.usda.gov/ne/>

UNK Entrepreneurship and Innovation Program
Web: http://www.unk.edu/academics/crrd/Entrepreneurship_program.php

SCC Entrepreneurship Center
Web: <https://www.southeast.edu/Entrepreneurship/>

Nebraska Business Development Center (NBDC)
Web: <http://www.nbdc.unomaha.edu/>

Center for Rural Affairs – Rural Enterprise Assistance Project
Web: <http://www.cfra.org/reap/home>

Community Development Resources
Web: <http://cdr-nebraska.org>

The Food Processing Center – University of Nebraska Lincoln
Web: <http://fpc.unl.edu>

Nebraska Enterprise Fund
Web: <http://www.nebbiz.org>

Buy Fresh, Buy Local Nebraska
Web: <http://www.buylocalnebraska.org>



6

Hampton Community Facilities



Hampton Community Facilities

COMMUNITY FACILITIES

State and local governments provide a number of services to their citizens and are referred to as public facilities. Public facilities represent a wide range of buildings and services built and maintained by the different levels of government. Such facilities are provided to insure the safety, wellbeing and enjoyment of the residents of Hampton. These facilities and services provide 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 services if they are to remain strong and vital. The analysis of existing facilities and future services are contained in the Facilities Chapter. Alternatively, in some instances, there are a number of services not provided by the local or state governmental body and are provided by non-governmental private or non-profit organizations for the community as a whole. These organizations are important providers of services and are in integral part of the community.

Community Facilities Plan

The Facilities Plan component of a Comprehensive Development Plan reviews present capacities of all public and private facilities and services.

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

- Recreation
- Historic Sites
- Education
- Fire Protection
- Law Enforcement
- Communication
- Public Utilities
- Health Care

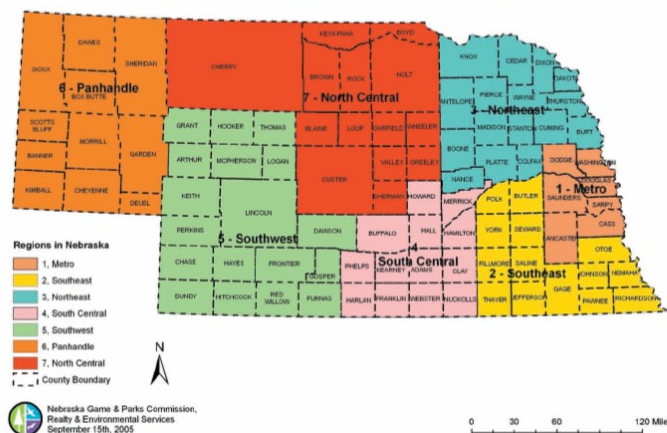
RECREATION

Hampton and Hamilton County are located in Region 4 / South Central within the Nebraska Game and Parks Commission. The Region includes 13 counties in Southern Nebraska.

COMMUNITY PARKS AND FACILITIES

The following facilities and programs can be found in the identified communities of Hampton:

FIGURE 6.1: NEBRASKA GAME AND PARKS REGIONS



Hampton Parks

The park in Hampton is primarily a baseball and softball field located adjacent to Hampton High School.



Photo 6.1 Ballfields in Hampton

Source: Google Earth

REGIONAL RECREATION

Regional recreational areas are a combination of state, federal, and major private facilities that attract people into the Hampton and Hamilton County area.

The following is a brief description of the facilities operated by Hamilton County and Nebraska Game and Parks Commission in and around Hampton:

Tooley Park

Tooley Park is a county owned and operated park located along the Platte River. The park is west of

Marquette and contains 16 acres of ground. The park offers camping, nature walks, Platte River access, canoe and kayak landing and fishing.



Photo 6.2 Tooley Park

Mormon Island State Recreation Area

Located approximately 30 miles west of Hampton, Mormon Island State Recreation Area is a convenient place for outdoor fun. Mormon Island has handicap-accessible fishing piers, modern camping, great fishing, great swim beaches and abundant picnicking opportunities. Mormon Island West has 42 surface acres of water, and the middle island has 19 surface acres of water. (Source: Nebraska Game and Parks Commission)



Photo 6.3 Mormon Island State Recreation Area
Source: Nebraska Game and Parks Commission

Windmill State Recreation Area

Windmill State Recreation area is one of the jewels of the Nebraska Game and Parks Commission in the state's unique chain of lakes along Interstate 80 near Gibbon in Buffalo County, about 57 miles from

Hampton. Situated at the Gibbon Interchange between Kearney and Grand Island, the area draws its name from the old-time windmills situated in the park. The oldest windmill is a 1880 Standard that was used to pump water for steam locomotives in Fleming, Colo. All have been restored to working order. (Source: Nebraska Game and Parks Commission)

Other Regional Attractions, Parks, and Recreational Opportunities around the Hampton area

(Source: Nebraska Game and Parks Commission)

- Alexandria State Recreation Area
- Blue River State Recreation Area
- Cheyenne State Recreation Area
- North Loop State Recreation Area
- Sherman Reservoir State Recreation Area
- War Axe State Recreation Area

GOLF COURSES

The following is a brief description of the local golf courses near Hampton:

<u>Course</u>	<u>Community</u>
Aurora Country Club	Aurora
Valley View County Club	Marquette

HISTORIC SITES

Youst Cemetery, Hampton

About 1871 what is known as Youst Cemetery was established on the homestead of Samuel B. and Mary Elizabeth Hunt Youst. Youst, S.B. Chapman, and Richard M. Hunt were the first settlers on Beaver Creek, arriving from Lucas County, Iowa in 1870. After the village of Hampton was established in 1880, approximately one mile to the north, many early residents were buried here. Civil War veterans buried in the cemetery are Samuel B. Youst, Lewis M. Hunt, Stanford May, G.W. Hiatt, Benjamin Conner, Alva Misner, and Fred Smith. (Source: www.e-nebraskahistory.org)

EDUCATION

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 Dissolved by Legislative action

Class 2 Any school district with territory having a population of 1,000 inhabitants or less that maintains both elementary and high school

Hampton Community Facilities

grades under the direction of a single school board.

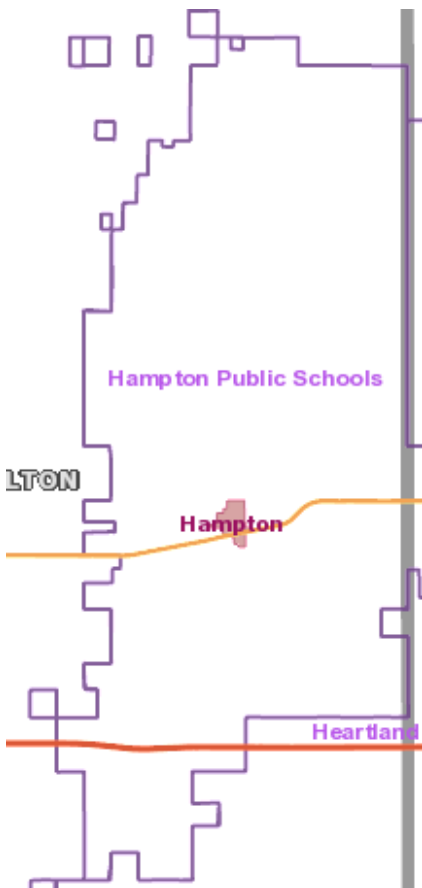
Class 3 Any school district with territory having a population of more than 1,000 and less than 100,000 that maintains both elementary and high school grades under the direction of a single school board.

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.

FIGURE 6.2: HAMPTON PUBLIC SCHOOLS BOUNDARIES



Source: US Census Tigerweb

Hampton Public Schools

Hampton Public Schools has an elementary, Middle and High School. The district serves 79 students. Minority enrollment is 4% of the student body (majority Hispanic), which is less than the Nebraska state average of 32%. (Source: <http://hamptonhawks.us/>)

Early Childhood Programs

The Central Nebraska Community Action Partnership provides Early Childhood Programs to 12 counties in Central Nebraska, including Hamilton County. Further, Aurora Public Schools operates Aurora Preschool, which serves children who have special needs.

(Source: <https://www.education.ne.gov> & aurorahuskies.org)

Parochial Schools serving Hamilton County

Besides the public school districts serving Hampton and the Hamilton County area, there is one parochial school, Hampton Lutheran School in Hampton which is operated by the Lutheran Church Missouri Synod and serves 47 students in grades PK to 6. (Source: hamptonlutheran.org/)



Photograph 6.4 Hampton Lutheran School, Hampton

Post-Secondary Education

There are no post-secondary educational facility located in Hampton. The residents of the surrounding area have a large selection of in-state post-secondary schools to select. Some of these include:

- University of Nebraska-Lincoln
- Nebraska Wesleyan
- Union College
- Southeast Community College
- Central Community College
- University of Nebraska-Kearney
- University of Nebraska-Omaha
- Creighton University
- University of Nebraska Medical Center
- College of St. Mary

Hampton Community Facilities

- Grace College of the Bible
- Metropolitan Community College
- Methodist College of Nursing and Allied Health
- Midland Lutheran College

Fire Protection

Fire and Rescue

Hampton Fire Department handles fire and rescue in the Hampton area. Hamilton County Ambulance Service provides advanced and basic life support emergency and non-emergency transport to all of Hamilton County, hospital to hospital transport and nursing home transfers as well as tiered response to other basic life support services. (Source: www.co.hamilton.ne.us)



Photograph 6.4 Hampton County Sheriff's Department

Law Enforcement

Hamilton County Sheriff's Department

Hampton is served by the Hamilton County Sheriff's Department, which provides policing services to a majority of the county as well as support and operation of the county courts and jail facilities.

(Source: www.co.hamilton.ne.us/sheriff.html)

Based upon data from the Nebraska Commission on Law Enforcement and Criminal Justice, the Hamilton County Sheriff's Department had 9 full-time sworn officers from 2014 to 2016, as shown in Table 6.1. When examining the number of sworn officers per 1,000 people, the Hamilton County Sheriff's Department had an average of 1.9 sworn officers per 1,000 people in from 2014 to 2016, which is below the state averages of 2.0 in 2014, 3.6 in 2015 and 3.6 in 2016. 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 county, geographic location and other conditions existing in the area. The data indicate Hamilton County has been maintaining a ratio of 1.9 sworn officers per 1,000 people over a period of time; apparently this is a good balance for Hamilton County. Table 6.1 also shows the number of sworn officers and officers per 1,000 persons in the surrounding counties.

TABLE 6.1: SWORN OFFICER COMPARISON

Agency	2014		2015		2016	
	Sworn Officers	Officers per 1,000 Population	Sworn Officers	Officers per 1,000 Population	Sworn Officers	Officers per 1,000 Population
Hamilton Co. Sheriff	9	1.9	9	1.9	9	1.9
Aurora PD	8	1.8	8	1.8	8	1.8
Clay Co. Sheriff	7	1.4	6	1.2	7	1.4
Hall Co. Sheriff	31	3.0	30	1.9	31	3.0
York Co. Sheriff	10	1.7	10	1.7	10	1.7
State Average		2.0		3.6		3.6

Source: Nebraska Commission on Law Enforcement and Criminal Justice 2016

Communication

Telephone Services

Hamilton Communications provides telephone service in Hampton.

Radio Stations

While there are no commercial radio stations based in Hampton, the county receives many commercial radio frequencies based in surrounding areas such as Grand Island, Hastings, Kearney, Columbus, and Lincoln.

Television Stations

Presently there are no local television stations located in Hamilton County. The over the air stations that serve the area originate out of Kearney and Lincoln.

Internet/World Wide Web Service Providers (ISP)

Hamilton Communications provides internet service to the Hampton area.

Newspapers

The residents of Hamilton County are served locally by the Aurora News-Register.



Hampton Community Facilities

Listed below are newspapers with daily circulation within the Hamilton County area:

- Lincoln Journal Star
- Omaha World-Herald
- Grand Island Independent

Public Utilities

Electricity

The Nebraska Public Power District provides power to Hampton via the Southern Power District.

Natural Gas

Natural gas supplies in Hampton is provided by Black Hills Energy.

Solid Waste

Sanitation collection in Hamilton County is provided by private haulers.

Health Care

Memorial Community Health, based in Aurora, is a private, nonprofit corporation providing health care services to residents of central Nebraska through Memorial Hospital, Memorial Health Clinic, Memorial Community Care and East Park Villa. Memorial Community Health is a not for profit, non-tax supported, 501(c)(3) organization which opened in February 1964. Memorial Community Health is a member of the American Hospital Association, the Nebraska Hospital Association, the Nebraska Nursing Home Association and the Nebraska Assisted Living Association. Memorial Hospital's Emergency Care Department provides full time immediate evaluation, stabilization and treatment to more than 2,000 patients annually. Memorial Health Clinics schedule more than 21,000 office visits per year.



FACILITIES GOALS AND POLICIES

Parks and Recreational Goals

Parks and Recreation Goal 1

Development of a Village-wide trails system will aid in the long-term recreational and walkability needs as well as creating a tourism destination for the Village.

Parks and Recreation Policies and Strategies

- PR-1.1 The Village should complete a long-range trails Master Plan in order to identify specific locations, routes and amenities to connect.
- PR-1.2 The Village should work with the NRD's to determine potential funding for the planning and construction of recreational trails within Hampton Village.
- PR-1.3 The Village should, as the paved Village roads are repaired, overlaid, etc. work to incorporate a standard trail width to the shoulder of the roadway.
- PR-1.4 A trail system should work to connect different entities within the Village together as well as connect to other regional trails in the area.

Parks and Recreation Goal 2

Hampton will continue to work closely with different entities including the community's and NRD to maintain and enhance the existing parks, camps, riverfront, and lakes.

Parks and Recreation Policies and Strategies

- PR-2.1 The Village should continue promoting the areas recreational destinations.
- PR-2.2 The Village should continue to promote local agri-tourism.

Educational Goals

Educational Goal 1

Quality education is a vital component of positive growth. Although the Village's role is limited, objectives and policies need to be established with regard to locating development to insure cost effective use of existing facilities.

Educational Policies and Strategies

- EDU-1.1 Continue to cooperate with the school systems in expanding public uses of educational facilities.
- EDU-1.2 The school districts should review all new development proposed within the zoning jurisdiction of Hampton so they can accommodate future school populations.

Educational Goal 2

The Village should coordinate with the school districts to insure adequate areas for future educational needs. Above all, the main goal is to encourage excellence in the school curriculum and facilities.

Educational Policies and Strategies

- EDU-2.1 Cooperate with school systems on any future expansion or the development of new joint facilities.
- EDU-2.2 Work with students to continually identify new facilities needed in the future.

Public Safety Goals

Public Safety Goal 1

The goal of Hampton (residents) is to maintain fire protection, rescue and ambulance programs by exploring programs and alternative services to insure optimum service levels and public costs.

Public Safety Policies and Strategies

- PS -1.1 The different fire and rescue organizations and the Village should continue to work to maintain quality equipment levels.
- PS-1.2 The fire departments should continue to expand fire safety education and prevention throughout the Village.

Public Safety Goal 2

The goal of Hampton is to maintain quality law enforcement throughout the Village.

Public Safety Policies and Strategies

- PS-2.1 Continue to identify specific ways to work cooperatively with the County Sheriff regarding protection in the Village.
- PS-2.2 Continue to support minimum standards regarding equipment used by law enforcement.

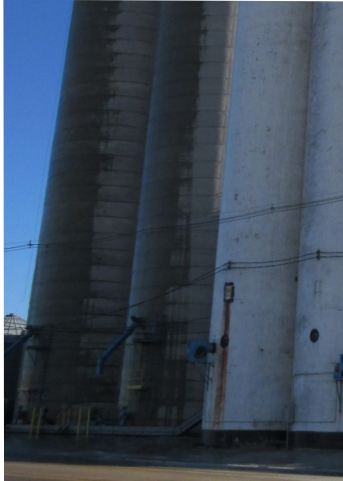
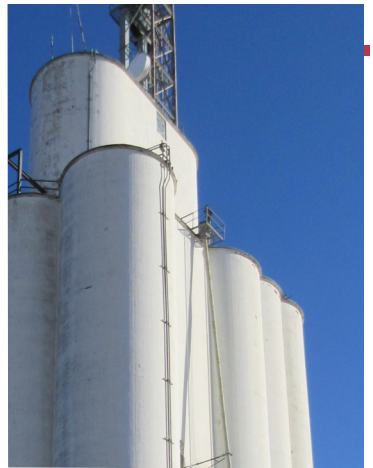
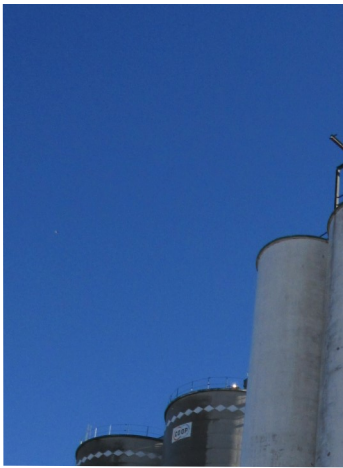
Public Safety Goal 3

The goal of Hampton is to maintain regulations to protect the general health and safety of all residents.

Public Safety Policies and Strategies

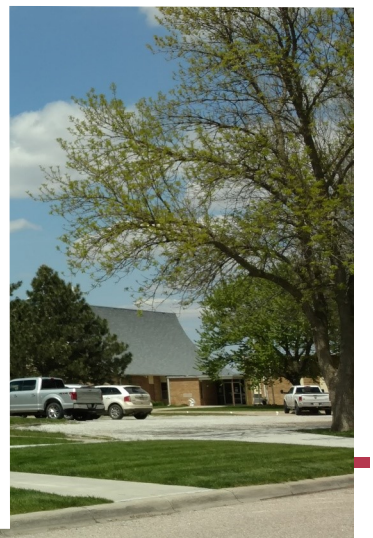
- PS-3.1 Establish regulations protecting the Village residents from the secondary effects of adult entertainment.

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7

Land Use Plan



INTRODUCTION

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 Hampton Land Use Chapter is to provide a general guide to direct changes in land use over time. The resulting changes in land uses 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 community's future.

The Hampton Land Use Chapter provides the basis for the formulation of land use and the zoning regulations. For this reason, it is imperative to formulate a plan tailored to the needs, desires and environmental limitations of the planning area. The Chapter should promote improvements in all the components of the local economy.

HAMPTON LAND USE ELEMENTS

The elements of the Hampton Land Use Chapter include:

- Existing Land Use, and
- Future Land Use Plan

Both of these elements are integrated in some manner. Effective evaluations and decisions regarding development decisions require a substantial amount of information to be utilized.

EXISTING LAND USE





The term "Existing 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 either benefitting or detracting 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 village faces during the course of the planning period.

Existing patterns of land use are often fixed in older communities or at least in established sections, while development in newer areas is often reflective of current development practices. Overall, development patterns in and around Hampton have been influenced by topography and manmade features such as railroad lines. These likely continue to

influence development patterns today and will do so throughout the course of the planning period.

EXISTING LAND USE CATEGORIES

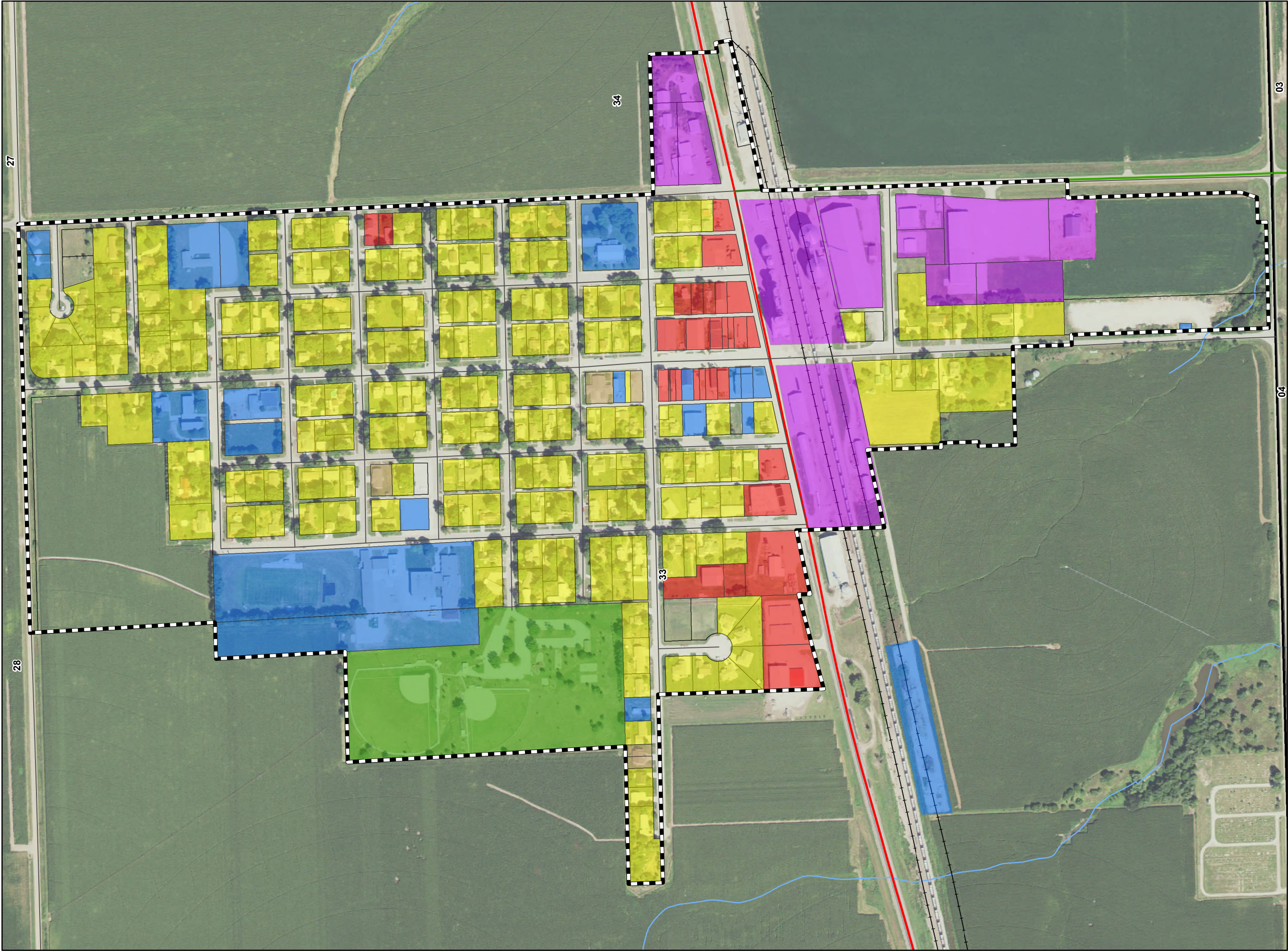
The utilization of land is best described in specific categories with broad descriptions where numerous businesses, institutions, and structures can be grouped. For the purposes of the Comprehensive Plan, the following land use classifications are used:

- Single Family Residential 
- Multi-Family Residential (includes Duplexes and Apartments) 
- Manufactured Housing (including Trailers and Mobile Homes) 
- Commercial 
- Industrial 
- Public (including City facilities 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 - CORPORATE LIMITS


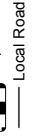

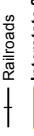
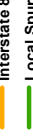
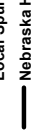
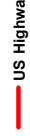
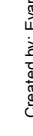






As part of the planning process, a survey was conducted using the Hamilton County Assessors GIS system and as well as through field verifications via a windshield survey. This survey noted the use of each parcel of land within the village of Hampton. The data from the survey is analyzed in the following paragraphs.



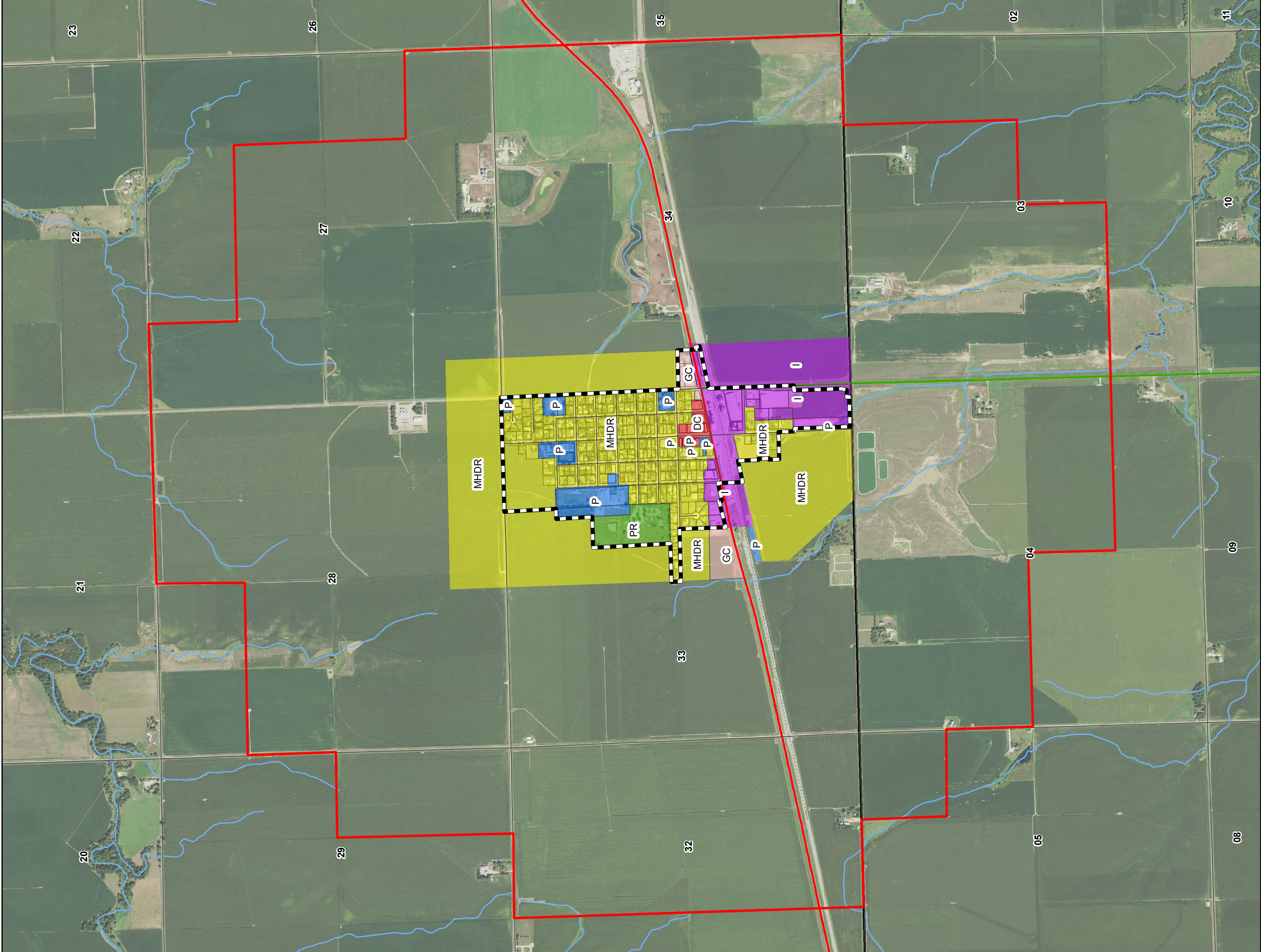
HAMILTON COUNTY, NEBRASKA

- EXISTING LAND USE -

- HAMPTON -

-  Corporate Limits
-  Local Road
-  Surface Water
-  Railroads
-  Interstate 80
-  Local Spur
-  Nebraska Highway
-  US Highway
-  Commercial
-  Industrial
-  Multi Family Residential
-  Single Family Residential
-  Parks and Recreation
-  Public


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HAMILTON COUNTY, NEBRASKA


- FUTURE LAND USE -


- HAMPTON -


-  Corporate Limits


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

 Local Road


 Interstate 80


 Local Spur


 Nebraska Highway


 US Highway


 Surface Water
-  Downtown Commercial (DC)


 General Commercial (GC)


 Highway Commercial (HC)


 Industrial (I)

 Low Density Residential (LDR)

 Medium to High Density Residential (MHDR)

 Parks and Recreation (PR)

 Public (P)

 Traditional Agriculture (TA)

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FUTURE LAND USE PLAN

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

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, development and redevelopment activities. The criteria used in this Plan reflect several elements, including:

- the current use of land within and around the community;
- future development activities;
- future redevelopment needs and desires;
- physical characteristics, opportunities and constraints of future growth areas; and
- current population and economic trends affecting the community;

The Hampton Future Land Use Plan of the comprehensive development plan typically identifies more land for development and redevelopment than forecasted for the planning period. The process of identifying more land area allows for several development/redevelopment activities and opportunities without giving one or even two property owners an unfair advantage. Typically, the value of land can increase merely as a result of the plan designating an area as one use or another. 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.

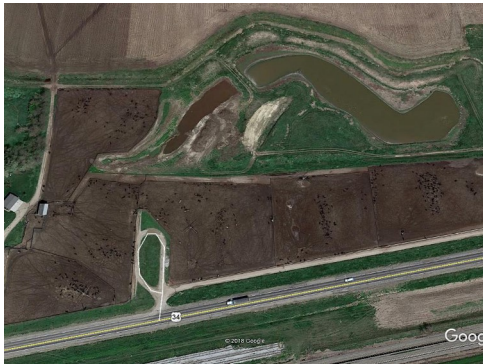
Efficient allocation of land recognizes the forces of the private market and the limitations of the capital improvement budget. This Plan acknowledges these factors play an important role in the growth, development, and redevelopment of Hampton. A Future Land Use Plan is intended to be a general guide to future land use balancing private sector development (the critical growth element in any community) with the concerns, interests, and demands of the overall local economy.

LAND USE CATEGORIES

The future land uses for Hampton are separated into nine categories. The following list shows the land uses within this plan:

- Transitional Agriculture
- Low Density Residential
- Medium/High Density Residential
- Mobile Home Residential
- Downtown Commercial
- General Commercial
- Highway Commercial
- Industrial
- Public





TRANSITIONAL AGRICULTURE LAND USE

GENERAL PURPOSE

This land use designation provides for the continuation of existing cropland, farmsteads, limited livestock, animal services, crop services, horticulture, and community supported agriculture.

In specific cases, where the design criteria are met, mobile home residential development may be allowed in any of these areas. These criteria are intended to provide for an area having livable lot sizes, landscaping, streets and safe and clean storm shelters.

These areas may also contain commercial and industrial uses; these uses will typically serve the local rural area in some fashion. At some point in the future this land area may transition into a more urbanized area depending upon specific growth patterns.

TYPICAL USES

1. Crop production, including grazing lands
2. Private grain storage
3. Commercial grain storage
4. Manure/fertilizer applications
5. Public recreational, wildlife and historical areas
6. Renewable energy equipment
7. Tourism activities such as: eco-tourism, agri-tourism, hunting preserves, fishing etc.
8. Religious uses and structures
9. Educational uses and structures
10. Community/Recreational Center
11. Continuation of existing Livestock Feeding Operations

POTENTIAL ISSUES TO CONSIDER

1. Slopes
2. Topography
3. Natural amenities such as trees, ponds, and streams
4. Site drainage
5. Flooding hazard.
6. Minimum residential densities
7. Groundwater contamination
8. Minimum lot sizes
9. Wetlands

BUILDABLE LOT POLICIES

1. Minimum residential lot sizes should be kept at the lowest possible size that will accommodate both private water and sanitary sewer.

RESIDENTIAL DENSITIES

1. Residential densities within this land use category should be no more than four dwelling units per 1/4 section.

DEVELOPMENT POLICIES TO CONSIDER

1. Cluster developments should be considered and used whenever soils, topography, natural amenities warrant.
2. Ghost platting should be considered on any proposed subdivision within 1-mile of the corporate limits of Hampton. **See subsection on "Ghost Platting".**

LOW DENSITY RESIDENTIAL LAND USE

GENERAL PURPOSE

The recommended density for this land use designation is a minimum of 1/4 acre per unit. This type of land use is not recommended in prime developable areas in or near Hampton due to the amount of land consumed.

An example of a typical low density residential/estate development area would be a clustered development incorporating the natural amenities of the area. A portion of the development site should allow single family residential and the remaining area of the site would be left undeveloped. Village services could either be or not be provided within this land use designation.

In specific cases, where the design criteria are met, mobile home residential development may be allowed in any of these areas. These criteria are intended to provide for an area that has livable lot sizes, landscaping, streets and storm shelters that are safe and clean.

TYPICAL USES

1. Single-family residential dwelling units and associated accessory uses
2. Religious uses and structures
3. Educational uses and structures
4. Community/Recreational Center
5. Public facilities such as police, fire and rescue, libraries, Village/county/state/federal offices
6. Public recreational, wildlife, and historical areas
7. Renewable energy equipment
8. Continued crop production

POTENTIAL ISSUES TO CONSIDER

1. Slopes
2. Topography
3. Natural amenities such as trees, ponds, and streams
4. Site drainage
5. Flooding hazard.
6. Minimum lot sizes and residential densities
7. Wetlands

BUILDABLE LOT POLICIES

1. Minimum residential lot sizes should be kept at the lowest possible size that will accommodate both private water and sanitary sewer or public water and sanitary sewer.

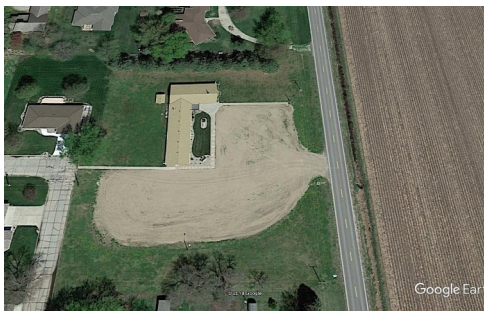
RESIDENTIAL DENSITIES

1. Residential densities within this land use category should be approximately one dwelling unit per every 1/4 acres.

DEVELOPMENT POLICIES TO CONSIDER

1. Cluster developments should be considered and used whenever soils, topography, natural amenities warrant. **See subsection of clustered developments.**
2. Ghost platting should be considered on any proposed subdivision within 1-mile of the corporate limits of Hampton. **See subsection on "Ghost Platting".**





MEDIUM/HIGH DENSITY RESIDENTIAL LAND USE

GENERAL PURPOSE

This designation is the next highest area in terms of residential density. This district is intended to be similar to the typical residential area that covers most communities like Hampton. Village services such as water and sewer would be provided.

It is intended for this district to encourage variations to the standard detached single-family environment. The area should include single-family detached dwellings, with an occasional townhouse, condominium, and small multi-family apartment developments.

In specific cases, where the design criteria are met, mobile home residential development may be allowed in any of these areas. These criteria are intended to provide for an area that has livable lot sizes, landscaping, streets and storm shelters that are safe and clean.

TYPICAL USES

1. Single-family residential dwelling units and associated accessory uses
2. Townhouses, condominiums and duplexes
3. Small multi-family complexes
4. Parks and Recreational facilities
5. Public facilities such as police, fire and rescue, libraries, Village/county/state/federal offices
6. Educational uses and structures
7. Community/Recreational Center
8. Religious uses and structures
9. Health care facilities
10. Renewable energy equipment

POTENTIAL ISSUES TO CONSIDER

1. Slopes
2. Topography
3. Natural amenities such as trees, ponds, and streams
4. Site drainage
5. Flooding hazard.
6. Minimum residential densities
7. Minimum lot sizes
8. Wetlands

BUILDABLE LOT POLICIES

1. Minimum lot sizes should be in the 6,000 to 10,000 square foot range with some allowances for larger lots being as large as 1/4 acre.

RESIDENTIAL DENSITIES

1. The proposed density for this land use district ranges from four to eight units per acre (a typical Village block is approximately two acres). This density would allow lots for single family dwellings ranging from approximately 14,500 square feet to 5,000 square feet.

MOBILE HOME RESIDENTIAL LAND USE

GENERAL PURPOSE

These areas are focused on allowing mobile homes as primary dwelling units. However, standard stick-built single-family dwellings units are also allowed.

The mobile home residential use districts may be allowed within other land use districts, if all of the special design requirements are able to be met.

TYPICAL USES

1. Mobile homes as the primary dwelling unit
2. Standard stick built homes as a primary dwelling unit
3. Public facilities such as police, fire and rescue, libraries, Village/county/state/federal offices
4. Religious uses and structures
5. Educational uses and structures
6. Community/Recreational Center
7. Accessory uses as desired or required

POTENTIAL ISSUES TO CONSIDER

1. Traffic control
2. Parking, especially on-street
3. Safety of residents living in the mobile homes from strong winds
4. Distances of homes from storm shelters

BUILDABLE LOT POLICIES

1. Building lots in this district should vary throughout depending upon the use. The typical lot widths should be a minimum of 25 to 50 feet depending upon off-street parking locations.

DEVELOPMENT POLICIES TO CONSIDER

1. Storm shelters should be required in order to provide adequate safety from wind storms and tornadoes.
2. Storm shelters should meet all FEMA guidelines at the time of construction.
3. Storm shelters should be sized to hold an average of two persons per home site in the park.
4. All homes should be strapped down according to all manufacture guidelines.
5. All home site should have adequate hard-surfaced off-street parking.
6. The mobile home park should have a community building providing laundry services, storm shelter, if desired, etc.
7. Streets within the mobile home park should be hard-surfaced.





DOWNTOWN COMMERCIAL LAND USE

GENERAL PURPOSE

This area is focused on the heart of Hampton's commercial activities, as well as the historic heart of the community. This area should continue to promote basic retail, service, and office uses. With new development and redevelopment, new construction may include multiple stories with upper level housing in this area.

In addition, this area typically will not have any setbacks and new buildings can be constructed right to the property line.

TYPICAL USES

1. General retail businesses on all floors
2. General offices on all floors
3. Restaurants without drive-thru
4. Drinking establishments
5. Public facilities
6. Single-family residential dwellings on upper floors
7. Religious uses and structures
8. Educational uses and structures
9. Community/Recreational Center

POTENTIAL ISSUES TO CONSIDER

1. Traffic control
2. Parking, especially on-street
3. Character of the area
4. Potential design modifications

BUILDABLE LOT POLICIES

1. Building lots in this district should vary throughout depending upon the use. The typical downtown lot widths range from 25 lineal feet to between 50 and 100 feet.

SPECIFIC USE NOT RECOMMENDED

1. Apartments
2. Storage within existing buildings

GENERAL COMMERCIAL LAND USE

GENERAL PURPOSE

This land use category is intended to provide a location for commercial uses similar to those found in the Downtown Commercial area and are on limited lots/pad sites throughout the community.

A major difference between the General Commercial and the Downtown Commercial Districts is that uses locating within this particular area will be required to meet established setbacks as well as other minimal design criteria.

TYPICAL USES

1. General retail businesses
2. General offices
3. Restaurants with or without a drive-thru
4. Drinking establishments
5. Public facilities such as police, fire and rescue, libraries, Village/county/state/federal offices
6. Religious uses and structures
7. Educational uses and structures
8. Community/Recreational Center

POTENTIAL ISSUES TO CONSIDER

1. Traffic control
2. Parking
3. Potential design modifications

BUILDABLE LOT POLICIES

1. Developments in this district should have a minimum of 7,000 square feet since there will be requirements for parking and internal trafficways.

DEVELOPMENT POLICIES TO CONSIDER

1. These developments should minimize the impact on adjacent uses such as parks and residential developments.
2. All loading and unloading facilities should be screened from adjacent uses and the general public.
3. Screening should be used between these uses and other uses such as parks and residential developments.





HIGHWAY COMMERCIAL LAND USE

GENERAL PURPOSE

This land use category is intended to provide a location for commercial uses traveler oriented or more intensive than uses typically found in other commercial districts. This district should typically be placed along a major highway within the community.

A major difference between the General Commercial and the Highway Commercial Districts is that uses locating within this particular area may have limited access off the highways and the lots within this district. In addition, uses locating adjacent to one another should be connected by a service road as opposed to requiring shoppers to move on and off the highway.

TYPICAL USES

1. General retail businesses
2. Restaurants with or without a drive-thru
3. Public facilities such as police, fire and rescue, libraries, Village/county/state/federal offices
4. Religious uses and structures
5. Educational uses and structures
6. Community/Recreational Center
7. Convenience stores with or without fuel sales

POTENTIAL ISSUES TO CONSIDER

1. Traffic control
2. Parking
3. Potential design modifications

BUILDABLE LOT POLICIES

1. Developments in this district should have a minimum of 10,000 square feet since there will be requirements for parking and internal trafficways.

DEVELOPMENT POLICIES TO CONSIDER

1. These developments should minimize the impact on adjacent uses such as parks and residential developments.
2. All loading and unloading facilities should be screened from adjacent uses and the general public.
3. Screening should be used between these uses and other uses such as parks and residential developments.

INDUSTRIAL LAND USE

GENERAL PURPOSE

Industrial land uses are important in order to accommodate the manufacturing base of the community. These typically need require large tracts of ground in order to deal with the buildings required for manufacturing. In addition, the location of industrial uses needs to be sensitive to other uses which are not compatible such as residential uses.

TYPICAL USES

1. Warehousing and storage
2. Self-service storage facilities
3. Adult entertainment when the required guidelines are met
4. Light manufacturing
5. Necessary accessory uses and structures that are subordinate to the primary structure
6. Religious uses and structures
7. Public facilities such as police, fire and rescue, libraries, Village/county/state/federal offices
8. Educational uses and structures
9. Community/Recreational Center

POTENTIAL ISSUES TO CONSIDER

1. Traffic control
2. Parking
3. Potential design modifications
4. Secondary effects of adult entertainment uses

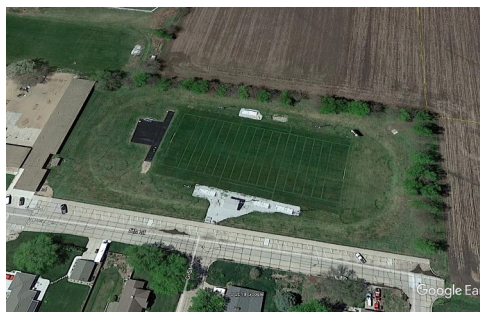
BUILDABLE LOT POLICIES

1. Lot size and setbacks should be adjusted to fit the specific area. Some of these areas may be included in Planned Unit Developments (PUD) and the overall scheme of the development may dictate these items.
2. When lots are not part of a PUD then lot sizes should be adequate to handle the required setbacks of the zoning district and all other pertinent requirements such as parking and screening.
3. Setbacks within developments not done as a PUD should follow the appropriate zoning district.

DEVELOPMENT POLICIES TO CONSIDER

1. Cluster developments should be considered and used whenever the soils, topography and natural amenities warrant
2. Signage should be minimal and be aesthetically tied to the overall development or structure.
3. Security fencing should be used in most cases.





PUBLIC LAND USE

GENERAL PURPOSE

Public land uses are those uses specifically owned and operated by a public entity such as the Village of Hampton, Hamilton County, Hampton Public Schools as well as state and federal agencies. The public land use areas are only delineated when there are larger parcels of land associated with the use. Smaller areas such as Village Hall and the Post Office are not singled out due to this reason.

TYPICAL USES

1. Public facilities such as police, fire and rescue, libraries, Village/county/state/federal offices
2. Religious uses and structures
3. Educational uses and structures
4. Community/Recreational Center
5. Public utilities

PARK AND RECREATIONAL LAND USE

GENERAL PURPOSE

This land use district is intended for parks, green space, trails, recreational areas, and areas for environmental protection. Some of these areas may or may not be used as an extension of the Village's existing park system. One issue to note is not all areas suitable for future parks and open space are indicated on the Future Land Use Map, this is done for the purpose of not artificially or prematurely inflating land values.

In addition, as new development or future redevelopment activities occur, the Village should be working to ensure new park space is incorporated into the project where needed.

Open space areas can work excellently as a buffer area between different developments and uses. In addition, these areas can be used to preserve natural features. To encourage the appropriate use of open space in this manner, the Village should work with developers to identify areas worthy of protection rather than allow individual developers identifying these areas.

TYPICAL USES

1. Park facilities including Village/county/state/federal facilities
2. Parks
3. Trails
4. Community/Recreational Center
5. Recreational facilities such as ballfields, volleyball and basketball courts, horseshoes, splash parks, etc.

EXTRATERRITORIAL JURISDICTION (ETJ)

Planning within the extraterritorial jurisdiction of Hampton should be focused more on agricultural uses and less on large lot residential. New residential development should be encouraged to locate either adjacent to the community or within the existing corporate limits as a redevelopment project.

Developments requesting to be within the ETJ should be required to provide either large enough lots to adequately handle individual wells and septic systems or they should be designed with a centralized water and/or sanitary sewer collection system meeting State and Federal standards.

Development within the ETJ should also work in a manner to conserve environmentally sensitive areas as well as natural resources such as tree groves, ponds, lakes, streams, etc. In order to accomplish these protections, the Village and the developer should work to use creative subdivision designs including clustered subdivisions and planned unit developments, both are very similar in their approach.

CONSERVATION SUBDIVISIONS/PLANNED UNIT DEVELOPMENTS

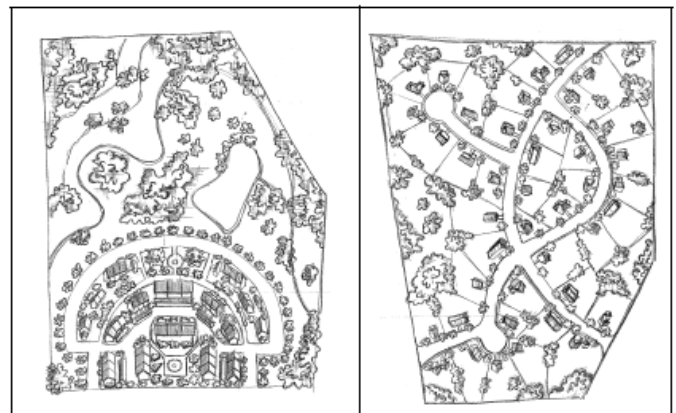
The Cluster Subdivision is a different type of subdivision not used in the past in Hampton. These Subdivisions are designed to “cluster” building lots into certain pockets of the site. Generally, these pockets are located where the least amount of negative impact will be made to the natural environment. In addition, the Cluster Subdivision provides a means to create new neighborhoods with mature trees, steep slopes, streams and buffers and other natural amenities. The Cluster Subdivision will be one of the most powerful tools the Village and Developer have to preserve parts of the existing natural environment.

Subdivisions should be designed using principles of environmental conservation and clustering. When clustering is used in subdivision design, the same number of dwelling units may be realized while natural features are preserved. The areas preserved can be used as natural open spaces, linear parks, or trails. This can have the effect of increasing property values as people are drawn to live in areas with environmental amenities.

Another benefit often accompanying cluster development is, when developers utilize this technique, communities tend to see 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 can do this. The following two diagrams show how clustering concepts can be used to develop the same number of lots in a smaller area, thereby preserving natural features such as tree clusters.



Conservation subdivisions (left) feature smaller lots with a high percentage of open space. Conventional subdivisions (right) feature large lots with little common open space. A conventional subdivision is subject to all of the base zoning district standards, such as minimum lot size, front setbacks, landscaping, and adequacy of public facilities.

Source: 21st Century Land Development Code; Freilich, Robert H., White, S. Mark; APA Planners Press 2008

Land Use Plan

FUTURE LAND USE GOALS

LAND USE GOAL AND OBJECTIVES

Guiding future growth, development, and redevelopment in Hampton 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.

Objectives

- GENLU-1.1 The cost of required improvements, both on-site and off-site, to a subdivision exclusively serving the property owners of the subdivision should be borne by the developer or those property owners within said subdivision.
- GENLU-1.2 The Village of Hampton, when feasible, may choose to aid a development or redevelopment with specific funding mechanisms such as Tax Increment Financing, special assessments, etc.
- GENLU-1.3 The Village should designate areas in the Land Use Plan addressing future growth in Hampton.
- GENLU-1.4 The Village should develop zoning and subdivision regulations promoting efficient land usage, while avoiding land use conflicts.
- GENLU-1.5 Land use policies should discourage and minimize leapfrog development outside of the corporate limits.
- GENLU-1.6 The village of Hampton should work toward strong compact development through the redevelopment of older dilapidated lots and neighborhoods.

Commercial Land Use Objectives

- COMLU-2.1 Encourage the redevelopment of the downtown commercial district
- COMLU-2.2 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).
- COMLU-2.3 Commercial land use districts and uses within commercial zoning districts should be lenient yet focused in a manner allowing for new and innovative business to develop and locate within Hampton.

Industrial Land Use Objectives

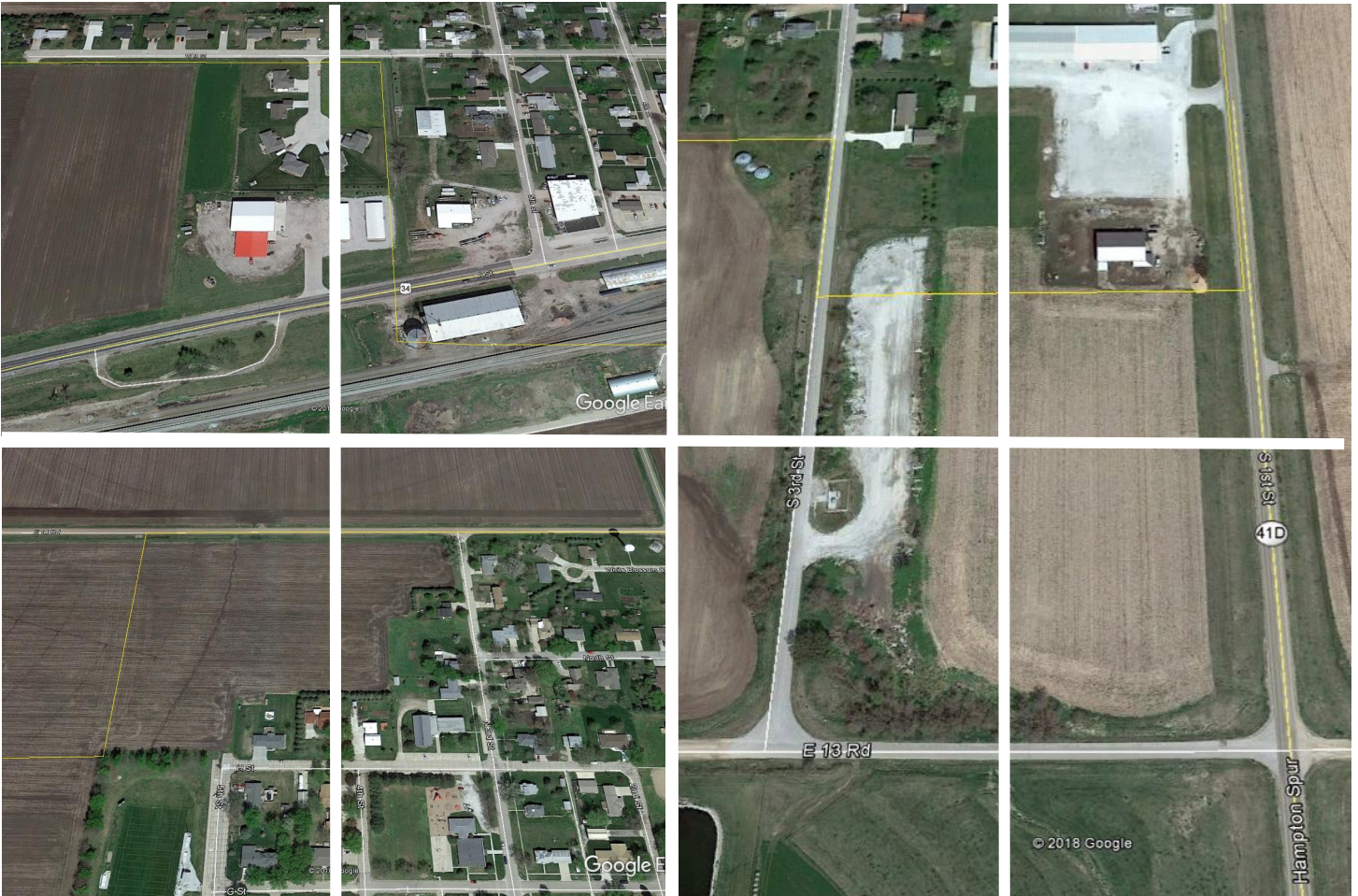
- INDLU-3.1 Provide guidelines and incentives promoting clean industrial uses.
- INDLU-3.2 Industrial uses should be located so adequate buffer space is provided between incompatible land uses.
- INDLU-3.3 The Village should develop appropriate performance, design and specification standards and requirements for all existing and possible future industrial uses to guide their location or relocation in the Village.
- INDLU-3.4 The Village should recognize and encourage small-scale industries as viable alternatives to larger, conventional enterprises.
- INDLU-3.5 Signage used within and around industrial areas should be designed to compliment the materials and scale of surrounding development.
- INDLU-3.6 Industrial districts should be located:
- where urban services and infrastructure are available or planned in the near future;
 - in sites supported by adequate road capacity – commercial development should be linked to the implementation of the transportation plan;
 - so they enhance entryways or public way corridors, when developing adjacent to these corridors; and
 - in a manner supporting the creation and maintenance of greenspace.

Residential Land Use Objectives

- RESLU-4.1 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, when possible.
- RESLU-4.2 The Village should promote a diversified housing market; variations include size, density, and location.
- RESLU-4.3 The Village should develop subdivision regulations providing for a quality living environment while avoiding inefficient and expensive public infrastructure expansions.
- RESLU-4.4 The Village should support housing options for all incomes and physical capabilities of Hampton's residents.
- RESLU-4.5 New residential developments should be

- accompanied by covenants, when appropriate, which provide for the maintenance of common areas, easements and drainage.
- RESLU-4.6 The establishment of a rehabilitation program should be undertaken to maintain and improve the existing housing stock.
- RESLU-4.7 The Village should 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.
- RESLU-4.8 The Village should promote low to zero non-farm densities in agricultural districts by providing proper distances between residential and agricultural uses.
- RESLU-4.9 The Village should work with the owners of existing dilapidated properties to eliminate the inadequate structure(s) from the property and open it up for redevelopment.
- RESLU-4.10 Hampton should work on redevelopment of deteriorated/dilapidated properties in order to address the demand for new housing in the community. This allows for new housing to take advantage of existing street and utility systems without creating a greater demand for maintenance of the existing system.

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8

Annexation



Annexation

ANNEXATION

ANNEXATION

As municipalities 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 means for annexing land into the corporate limits:

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

Following three separate readings of the ordinance (waiver of the three readings is not allowed by State Law under this process), a majority of affirmative votes by the Village Board 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 Village has one year to develop a plan addressing how it will provide services to residents of the annexed area.

With regard to annexation, the Village 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 Village gets an agreement stating the SID can be annexed, at the discretion of the Village, and the SID will not contest the annexation action.

ANNEXATIONS POLICY

The Village of Hampton has established an annexation policy. The policy is consistent with the

provisions allowed by the State of Nebraska. This policy is as follows:

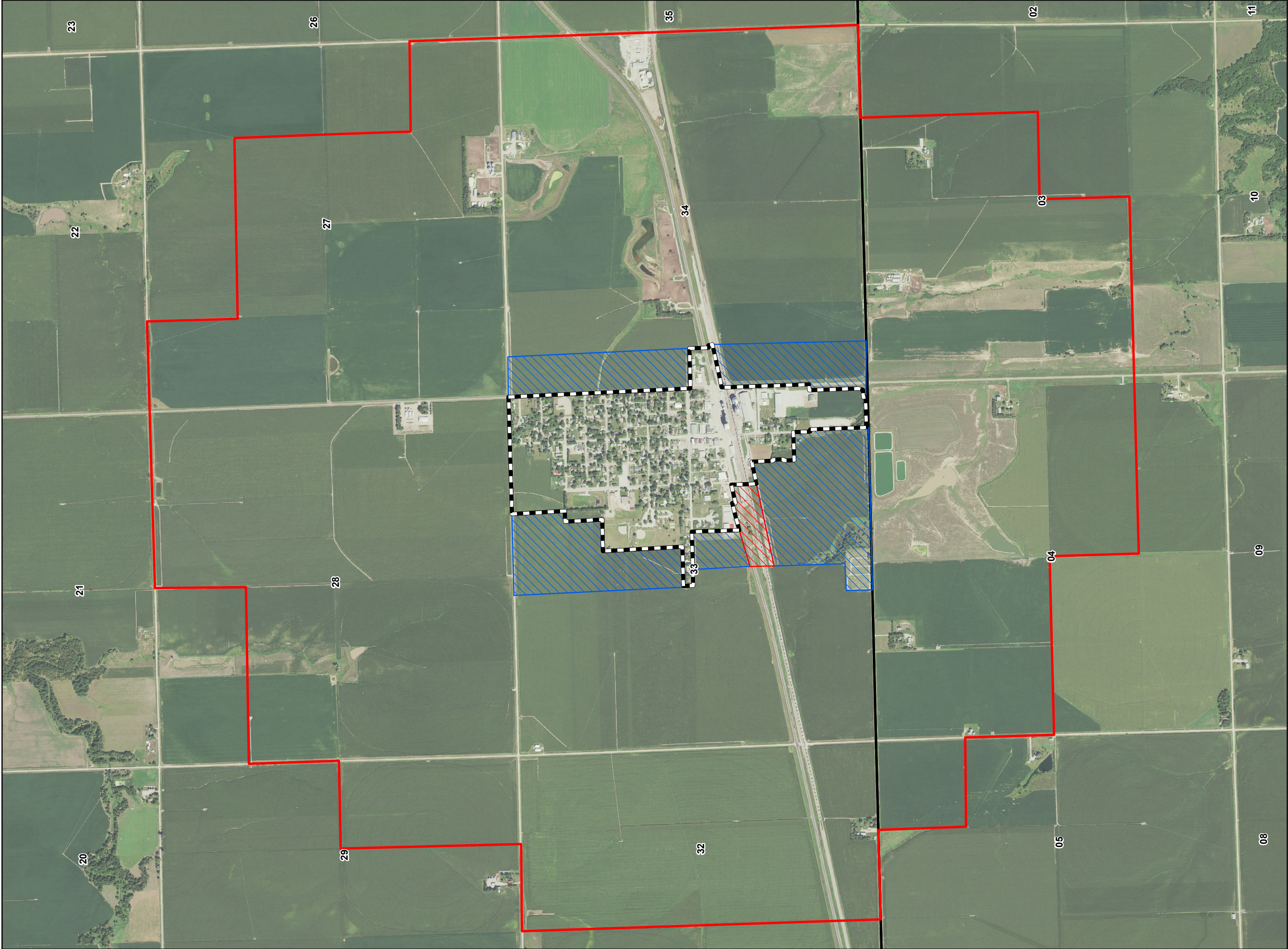
1. All areas deemed to be urban and suburban in character adjacent to the Corporate Limits of Hampton shall be considered eligible for annexation and annexed according to the Revised Nebraska State Statutes.
2. The Village of Hampton shall discourage the use of Sanitary Improvement Districts (SID) within the extraterritorial jurisdiction of Hampton.
3. If SID's are approved within the extraterritorial jurisdiction, then there needs to be an agreement as part of the subdivision agreement stating the SID will not protest any future annexations undertaken by the Village of Hampton on the SID's area.
4. The Village of Hampton shall require the owner of any and all properties adjacent to the Corporate Limits of the Village of Hampton to file subdivision plats on such properties as additions to the Village of Hampton.
5. All sand and gravel operations within the extraterritorial jurisdiction of Hampton shall be considered to be urban and suburban in character.
6. The Village of Hampton shall consider extension of the extraterritorial jurisdiction of the Village along with all approved annexations.
7. All areas encompassed by the Corporate Limits of Hampton should be considered for annexation.
8. County Industrial Tracts should periodically be reviewed as allowed by Revised Nebraska State Statutes for consideration of annexation.

POTENTIAL FUTURE ANNEXATIONS

There is one smaller area as of this plan which may meet the statutory criteria for annexation. The area is along the Burlington Northern Santa Fe Railroad line. See Figure 8.1 for details.


At the time of this plan, there were no Sanitary Improvement Districts within Hampton's zoning jurisdiction.


Future Annexation in Hampton will be dependent upon future development along the perimeter of the community. As newer developments become a reality, the community should annex these areas into the corporate limits.





HAMILTON COUNTY, NEBRASKA

- HAMPTON FUTURE ANNEXATION -

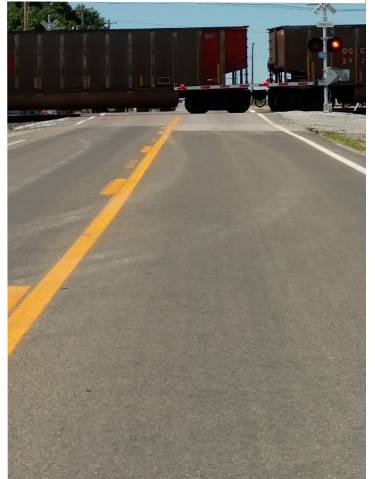
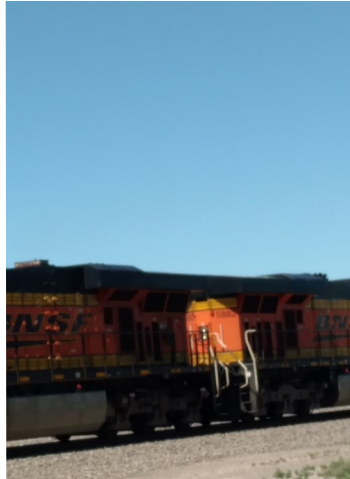
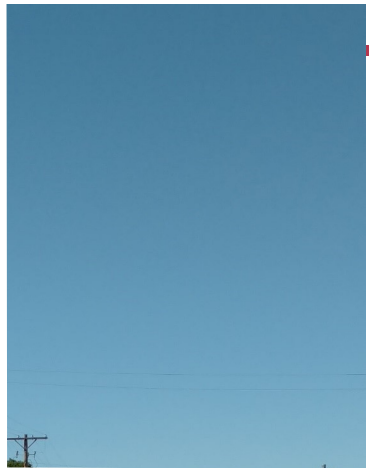
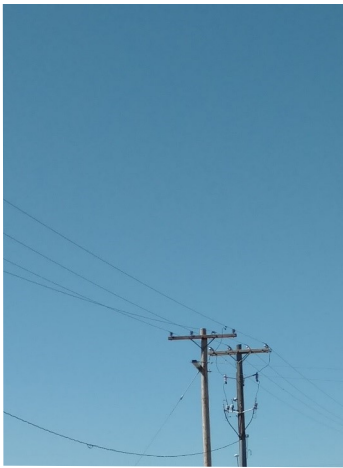
 Corporate Limits

 ETJ

 Long Term

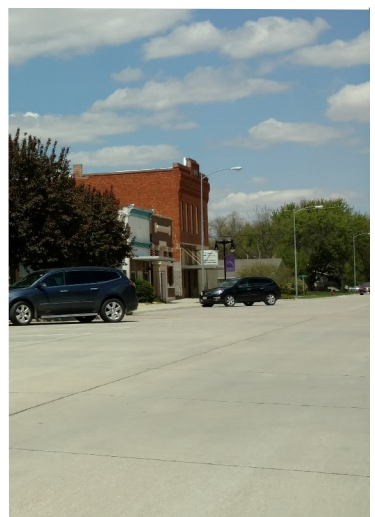
 Near Future

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9

Transportation Plan



TRANSPORTATION PLAN

Transportation networks tie communities together as well as providing 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 community. The Transportation Plan will identify existing systems and any major improvements planned for the future and those necessary to provide safe and efficient circulation of vehicles within Hampton and Hamilton County, including major projects that ensure implementation of the Land Use Plan.

EXISTING TRANSPORTATION SYSTEM AND FACILITIES

Residents within a community have specific transportation needs. These include rail service, bus service, air transportation, as well as vehicular transportation. All of the transportation facilities are not available within the community or county 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 Hampton.

Railroad Service

The closest rail freight service to Hampton is in Grand Island, Columbus or Lincoln. However, the Burlington Northern Santa Fe does have a rail line through Hamilton County and they operate approximately 64 trains per day on this line. The nearest passenger service is located in Hastings or Lincoln through Amtrak.



Photo 9.1

Nebraska Railroad Map

Bus Service

The nearest commercial bus service with ticketing services is available in Grand Island via Arrow Stage Lines and Burlington Trailways.

Commercial Airport Service

Central Nebraska Regional Airport in Grand Island is the nearest commercial facility to residents in Hampton and Hamilton County. However, arrivals and departures are limited by major airlines. Currently, the airport and commercial service connects people to Phoenix and Las Vegas through Allegiant Airlines and points across the U.S. through Dallas-Ft. Worth via American Airlines.

Lincoln Municipal Airport in Lincoln is the next closest point for commercial service. However, airlines and flight schedules are limited. The airport is served by Delta and United Airlines.

Small craft Public Airports

The Aurora Municipal Airport (Al Potter Field) is the nearest small aircraft facility. The primary runway #1634 is 4300 feet by 75 feet with concrete surfacing. The fixed based operator (FBO) for this facility is Classic Aero Service. Elevation is listed at 1804 feet.

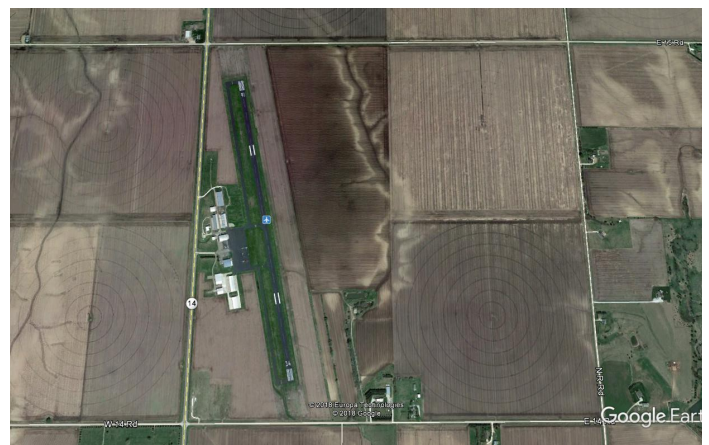
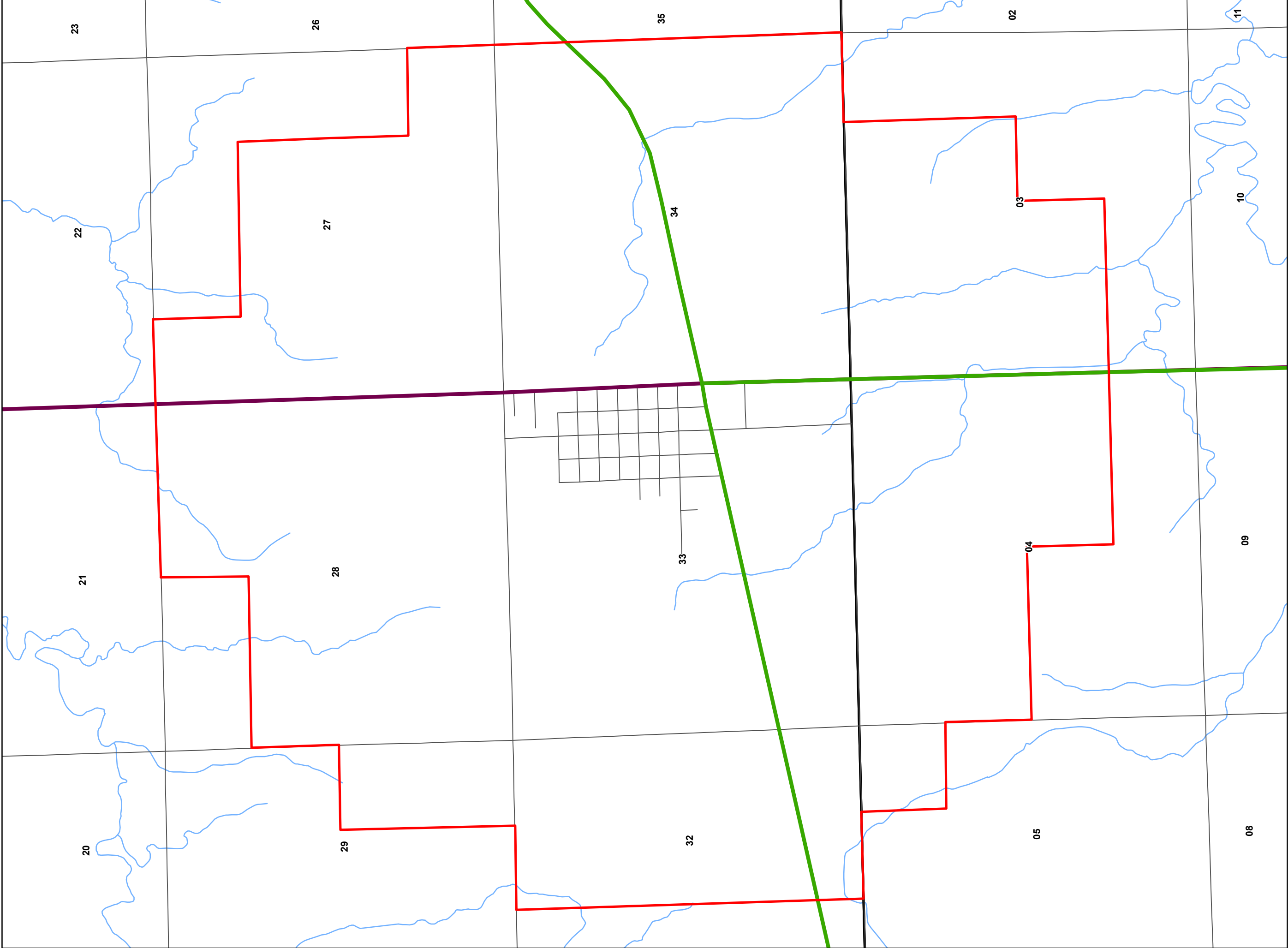


Photo 9.2

Aerial of Aurora Municipal Airport

Surface Transportation

The surface transportation system for Hampton is based primarily upon the system of local streets which are directly connected to US Highway 34 and the Hamilton 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 Hampton as they provide for movement of goods and services into and through the Village.



HAMILTON COUNTY, NEBRASKA

- NATIONAL ROADS CLASSIFICATION -

- HAMPTON -

National Roads Classification

ETJ

Interstate

Major Collector

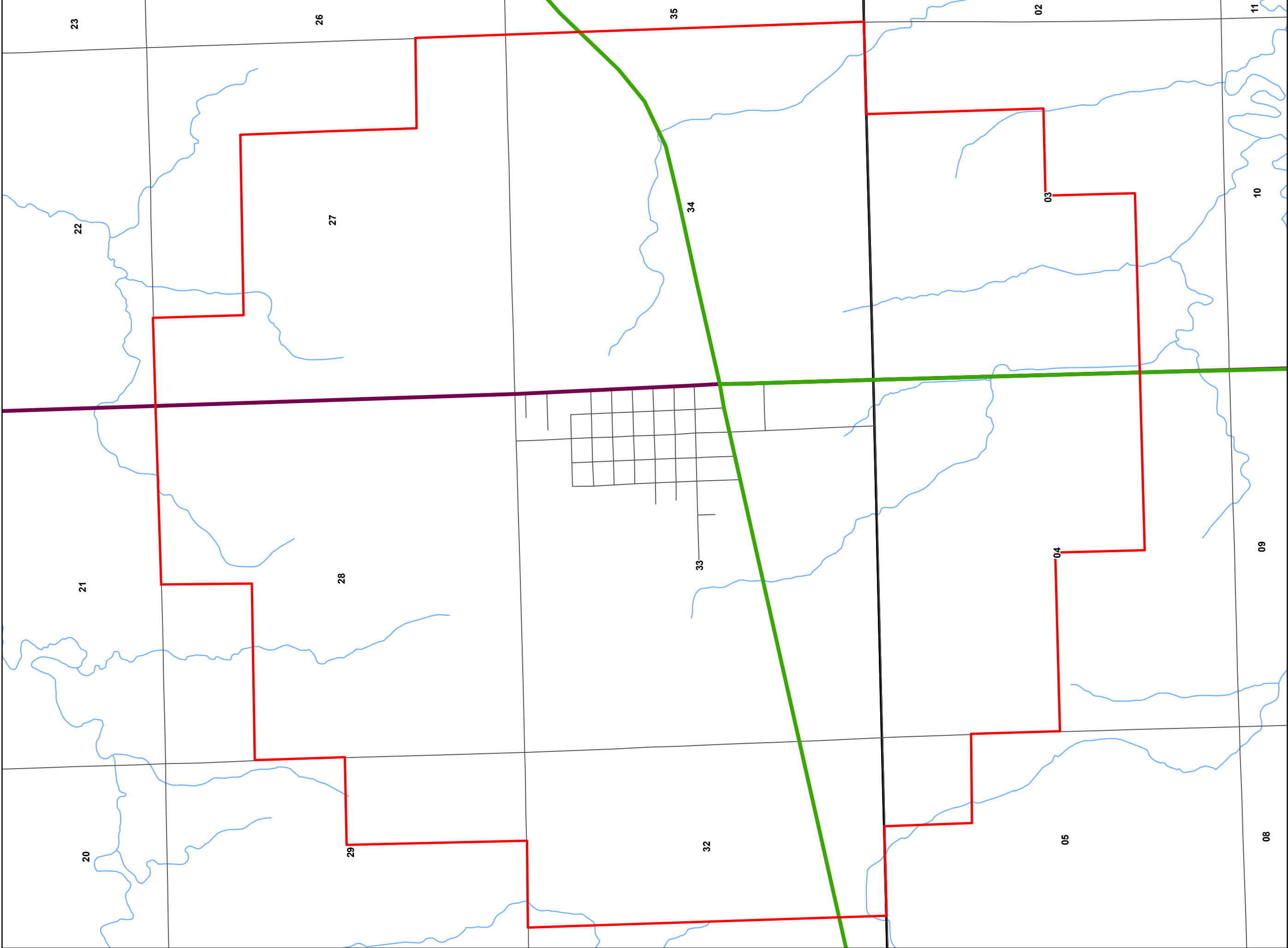
Minor Arterial

Minor Collector

Local Road

Surface Water

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HAMILTON COUNTY, NEBRASKA

- STATE ROADS CLASSIFICATION -

- HAMPTON -

- State Roads Classification**
- ETJ
 - Interstate
 - Other Arterial
 - Major Arterial
 - Collector
 - Local Road
 - Surface Water

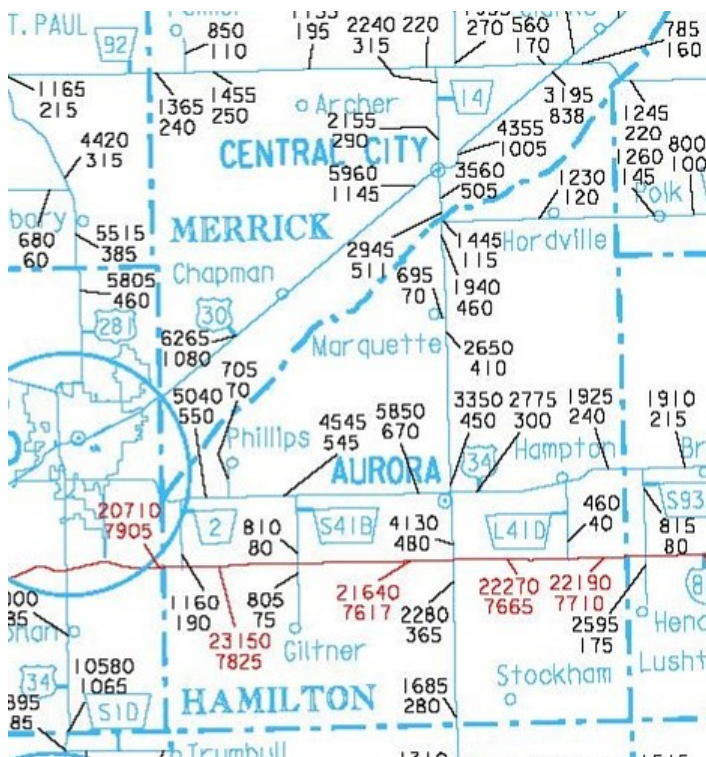
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Transportation Plan

State and Federal Highways

The Village of Hampton is connected to points east and west via US Highway 34. In addition, the community is connected to Interstate 80 via Nebraska Highway L41D.

FIGURE 9.3:
TRAFFIC FLOW MAP



Source: Nebraska Department of Transportation

TRANSPORTATION PLANNING AND LAND USE

Land use and transportation create the pattern for future development and are extremely interdependent upon one another in order to effectively shape a community. An improved or new transportation route generates a greater level of accessibility and will likely determine how adjacent land will be utilized in the future.

In the short term, land use shapes the demand for transportation and vice versa; one key to good land use planning is to balance land use and transportation. However, new or improved roads, as well as, county and state/federal 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. Commercial

activities are most sensitive to accessibility since their survival often depends upon how easy a consumer can get to the business. Thus, commercial land uses are generally located near the center of their market area and along highways or at the intersection of arterial streets.

Industrial uses are also highly dependent on transportation access, but in a different way. For example, visibility is not as critical for an industry as it is for a retail store. Industrial uses often need access to more specialized transportation facilities, which is why industrial sites tend to be located near railroad lines or highways to suit individual industrial uses.

STREET AND ROAD CLASSIFICATION SYSTEM

All of the public highways, roads, and streets in Nebraska are divided into two broad categories, and each category is divided into multiple functional classifications. The two broad categories are Rural Highways and Municipal Streets. State statute defines Rural Highways as "all public highways and roads outside the limits of any incorporated municipality," and Municipal Streets as "all public streets within the limits of any incorporated municipality." Neb. Rev. Stat. § 39-2102 (RRS 1998)

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, 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 Village of Hampton 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 Village, 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 and/or provides 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.

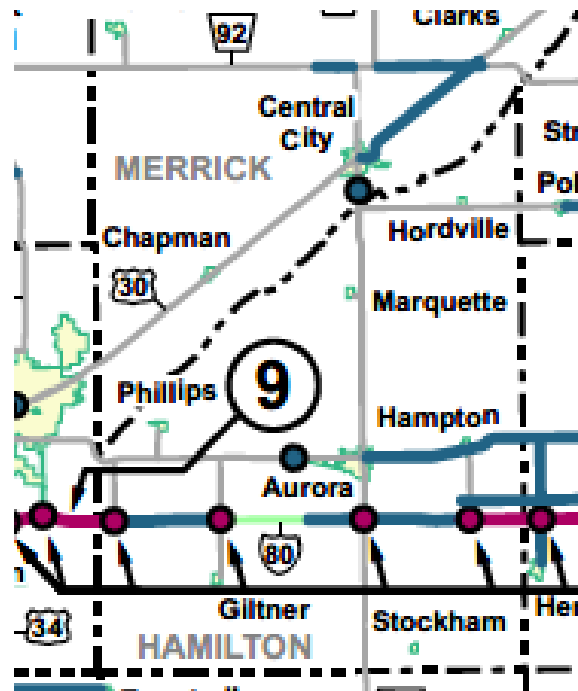
TRAFFIC COUNTS NEAR HAMPTON

Hampton sits between Aurora and York on US Highway 34 and is connected to Interstate 80 by Nebraska L41D. Nebraska L41D sees over 450 cars and over 40 trucks on a daily basis, based upon traffic flow studies conducted in 2014. US Highway 34 at Hampton sees between 1,900 and 2,800 cars and 240 to 300 trucks daily.

NEBRASKA DEPARTMENT OF ROADS' IMPROVEMENTS

The Nebraska Department of Roads publishes an annual list of proposed projects for the current fiscal year, for fiscal years one to five years from the present, and six years and beyond. All of the work scheduled for the Hamilton County area is on I-80 or US 34.

FIGURE 9.4:
NDOT SIX-YEAR HIGHWAY PROGRAM



Source: Nebraska Department of Transportation

TABLE 9.1:
SIX-YEAR HIGHWAY PROGRAM - HAMILTON COUNTY PROJECTS

Highway	Project	Estimated Cost
I-80	Crack Seal	\$96,000
Hampton to Waco		
US 34 Aurora East	Mill, Resurface, Bridge	\$5,600,000
I-80 Phillips to Giltner	Mill, Resurface, Bridge Repair	\$5,780,000
I-80 Hampton to Henderson	Resurface	\$4,980,000
Total		\$16,456,000

Source: Nebraska Department of Transportation
Note: Blue cells indicate Projects from 2019 to 2023

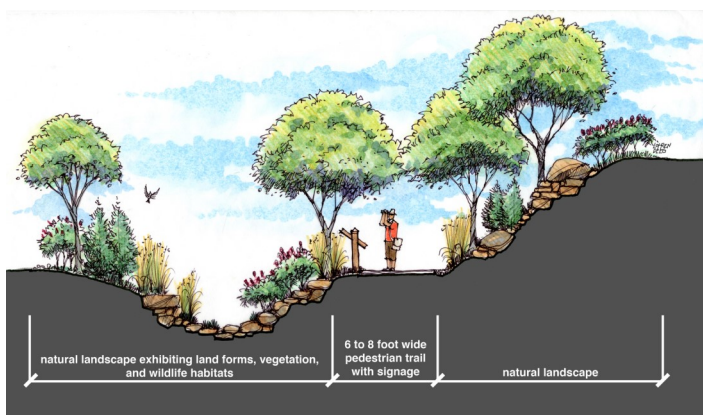
Transportation Plan

TRAILS DEVELOPMENT

Trails are becoming a larger part of people's lives. Trails are being used as a means of relaxation and physical fitness. Development of a trails system in and around Hampton will be a key to future transportation demands.

The trails system needs to cover all parts of the community, as well as connecting to other communities and subdivisions within Hamilton County.

FIGURE 9.5:
POTENTIAL TRAIL CONFIGURATION - SLOPED AREAS



One key way of developing this expanded system is to make trails a component of any future street reconstruction project or new street project as new developments are constructed. Trails can even be a part of an existing or new sidewalk system; however, the sidewalks will need to meet state and federal standards for width in order to be called an official trail.

Trails development can be accomplished as a means of transportation for the community. In addition, trails have been successful as an economic development tool since they add to the overall quality of life within the community and the surrounding area.

TRANSPORTATION AND TRAIL GOALS

TRANSPORTATION AND TRAIL GOAL 1

Hampton will maintain its existing road network and enhance it as future development and vehicle counts justify. The Village will provide and encourage an efficient, safe, convenient transportation and communication system.

Objectives

- TRAN-1.1 Encourage bicycle and pedestrian access to and within existing and future commercial areas.
- TRAN-1.2 When new development is contemplated, due consideration should 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.
- TRAN-1.3 Improve, develop, and maintain well-traveled roads with hard surfacing including asphalt and concrete.
- TRAN-1.4 Right-of-way and pavements shall be sufficiently wide and of sufficient strength to accommodate anticipated future traffic loads.
- TRAN-1.5 Commercial signing along major arterials shall be kept to a minimum and shall be low profile.
- TRAN-1.6 When new or reconstructed streets are built, there should provisions made in the design documents providing for additional space along a wider shoulder or path within the R.O.W. for pedestrian/bicycle access.
- TRAN-1.7 The Village of Hampton will encourage bicycle and pedestrian traffic as an element of the street transportation system.
- TRAN-1.8 The Village should develop a separate Master Trails Plan addressing potential trail locations, designs, opinions of cost.

TRANSPORTATION FINANCING ISSUES

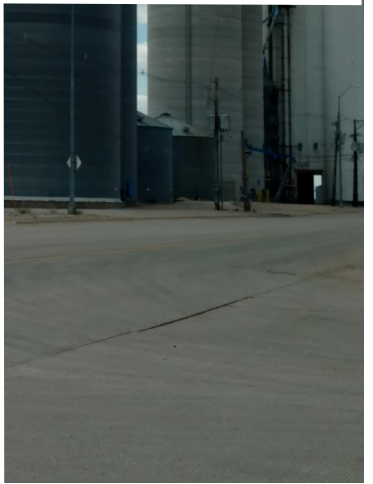
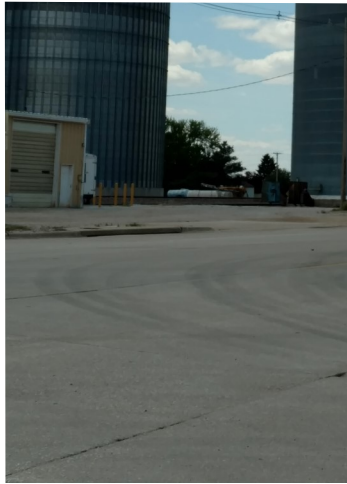
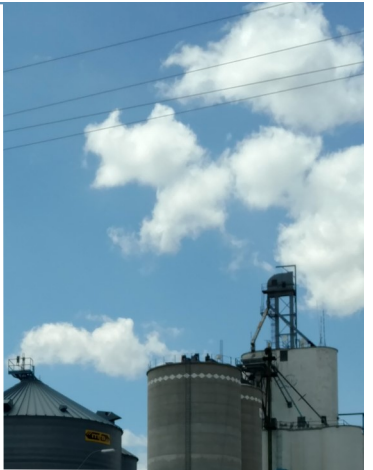
The primary sources of information utilized in the maintenance and development of the transportation and circulation system are (1) Village "One and Six Year Road Plan" and (2) the State of Nebraska "One and Five Year Highway Program." These state and local improvement plans should only be viewed as a planning tool, which are subject to change depending on financing capabilities of the governmental unit.

The Village's "One and Six Year Road Plan" is reviewed and adopted by the local unit of government to address the issues of proposed road and street system improvements and development. Upon approval of these plans by the Board of Public Road Classifications and Standards, the governmental units are eligible to receive revenue

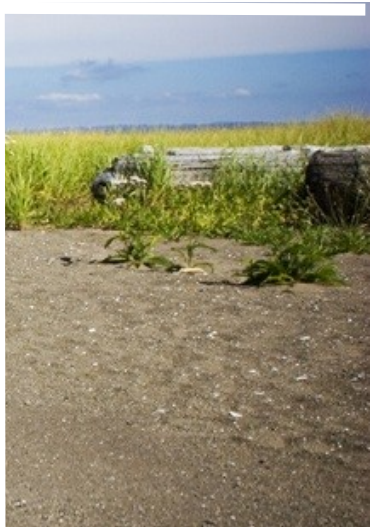
Transportation Plan

from the Nebraska Department of Roads and the State Treasurer's Office, which must be allocated to county road improvement projects.

The "One and Five Year Highway Program", developed by the Nebraska Department of Roads, establishes present and future programs for the development and improvement of state and federal highways. The One-Year Program includes highway projects scheduled for immediate implementation, while the Five-Year Program identifies highway projects to be implemented within five years or sooner if scheduled bids and work for one-year projects cannot be awarded and constructed.



10 Implementation



Implementation

ACHIEVING HAMPTON'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 county 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 to determine what projects may need to be undertaken during the course of the fiscal year.

ACTION AGENDA

The Action Agenda is a combination of the following:

- Goals and Objectives
- 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 objectives in Hamilton County.

Support Programs for the Action Agenda

Five programs will play a vital role in the success of Hamilton County's plan. These programs are:

1. **Zoning Regulations**--updated land use districts can allow the county 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 county flexibility in responding to growth and a continuous program of maintaining the plan's viability.
4. **Housing Study** – A Housing Study will be critical to use in direct relationship to the Comprehensive Plan due to the need for housing issues in the county. The study will help guide the county in the redevelopment and future development of housing throughout the county and all of the communities in Hamilton County.
5. **Strategic Plan** – A Strategic Plan will assist in identifying future economic development strategies that will tie into the overall planning effort of the county. It will be critical to work with this document and the Plan in unison.

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 county 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 goals, objectives, and/or policies are still valid for the County and its long-term growth.

The Planning Commission should hold a meeting 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.

UNANTICIPATED OPPORTUNITIES

If major new, innovative development and/or redevelopment opportunities arise which impact any number of 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 Comprehensive Plan amendment process should adhere to the adoption process specified by

Nebraska law and provide for the organized participation and involvement of citizens.

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 area
- 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 village 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 staff recommendations