

Adopted by Ordinance February 7, 2011

CONTENTS

List of Appendixes, Figures, Tables and Maps Introduction *i-vi*

1.	REGIONAL CONTEXT	1
2.	SOCIOECONOMIC CHARACTERISTICS	5
	Community History	5
	Population	6
	Economic Conditions	10
3.	EXISTING CONDITIONS	11
	Natural Conditions	11
	Existing Land-use	17
	Transportation	19
	Community Facilities and Services	22
4.	COMMUNITY DEVELOPMENT GOALS	27
5.	PLANNING ISSUES	29
	Land-use Issues	29
	Transportation Issues	32
	Community Facilities Issues	37
6.	COMPREHENSIVE DEVELOPMENT PLAN	39
	Land-use	39
	Transportation	40
	Community Facilities	41
7.	PLAN IMPLEMENTATION	43
	Zoning Ordinance	43
	Subdivision Regulations	43
	Capital Improvements Program	44
	Citizen Involvement	44
	Review and Revision	44
	Plan Maintenance and Implementation	44
	Annexation Policy	45

Appendix 1

COMMUNITY DEVELOPMENT GOALS	47
Community and Rural Development Housing Economic Development and Employment Environment Community Services and Facilities Transportation	47 47 47 48 48 49
Appendix 2	
COMMUNITY ATTITUDE SURVEY RESULTS	50
LIST OF FIGURES, TABLES, AND MAPS	
Figures	
1. Hallam Population U.S. Census Data and Projections	9
Tables	
 Hallam Land-use Acreage Totals Community Development Goals Hallam Future Land-use Requirements Minimum Recommended Urban Street Standards 	16 28 30 40
Maps	
 Regional Setting Topography Hallam Area Soils Hallam Existing Land Use Hallam Roads – Existing Existing Facilities Hallam Roads – Future Future Land Use Map 	3 12 15 18 21 25 35 42

INTRODUCTION

This is the 2035 Village of Hallam Comprehensive Plan as adopted by the Planning Commission on January 19, 2011 and was adopted by the Village Board, Ordinance #11-001, on February 7, 2011. The Plan was developed by the committee as empowered by Nebraska State Statute §19-901 and fulfills the requirements as described in §19-903. It is an official document which will serve as a policy guide for decisions about future physical development in the Hallam community. The plan indicates, in a general way, how the village should grow and develop during the next 25 years. The plan covers the entire village area, including the rural countryside lying within one mile of the village limits. It considers the basic components of the community, including land-use activities, transportation, and community facilities and services, which relate to local physical development.

HALLAM PLANNING PROCESS

The Comprehensive Plan represents a significant commitment by the Hallam community to guide future growth and development. It reflects months of intense effort by local residents to review future development requirements and growth alternatives. The process was formed by survey work conducted through the Federal Emergency Management Agency Community Recovery Program, and by the Hallam Planning Commission. Several Open House events were held in the community in order to solicit input and share draft information.

When Hallam was hit by a tornado in 2004, it became evident that The Comprehensive Plan would need to be updated. A complete review and update gives valid direction for the village planning process and a schedule for future updating; it helps sustain the Plan through changes and growth. The Plan gives residents in favor of future changes and those in opposition to changes a guide to the future that can be used to support their opinions. Reconstruction and rebuilding is occurring, and the village now enjoys a new Auditorium, Post Office, and Fire Station built after the tornado.

ORGANIZATION OF THE PLAN

This Comprehensive Plan document contains seven chapters which present planning background studies, analyses, and future planning recommendations:

Chapter 1 discusses the regional context within which local planning must occur.

Chapter 2 reviews the socioeconomic characteristics which indicate prospects for future growth and development.

Chapter 3 surveys existing natural and man-made conditions which influence future development possibilities.

Chapter 4 discusses the overall community goals which guide planning actions.

Chapter 5 analyzes the key planning issues which provide the basis for the plan.

Chapter 6 presents the plan itself, including land-use, transportation, and community facilities components.

Chapter 7 briefly reviews the next steps required to implement the plan and sustain the planning process.

Adopted by Hallam Planning Commission, January 17, 2011

Planning Commission Jeanne Egger, Chair Micki Hall Sara Hartzell Cynthia Heier

Adopted by Hallam Village Board February 7, 2011 Ordinance 11-001

Village Board of Trustees Tom Suppa, Chair Lauree Ebbers Mark Simonson Gary Vocasek R.J. Wollenburg

Staffing Assistance Vicky Polak, Hallam Village Clerk

Chapter 1 REGIONAL CONTEXT

The Village of Hallam is located in southwest Lancaster County, four miles west of U.S. Route 77 on State Spur 55 H (see Map 1). It is part of the Lincoln-Lancaster Metropolitan Statistical Area (MSA). The future of Hallam is integrally connected to the overall growth patterns and economic conditions of this larger metropolitan region.

The City of Lincoln, located 25 miles northeast of the village, is the focal point of the region. It exerts a major influence on the village in terms of employment, commercial services, and public facilities. Two other communities also offer services and facilities of interest to Hallam residents: Crete, located 16 miles northwest in Saline County, with a population of approximately 6,000, and Beatrice, located 25 miles south in Gage County, with a population of approximately 12,500.



The area between Hallam and Lincoln is primarily rural and devoted to agriculture, although some new commercial and residential development has occurred adjacent to the City of Lincoln. Several other incorporated villages are located in this area. In addition, three large state recreational areas and reservoirs—Olive Creek, Yankee Hill, and Bluestem—are located between Hallam and Lincoln.

What occurs in the county area immediately surrounding Hallam's one-mile planning jurisdiction is important to the village as it plans for the future. Review of the 2030 Lincoln City-Lancaster County Comprehensive Plan suggests that this area should remain substantially rural and agricultural in the future.

Many local public systems and services are provided by regional or special purpose agencies. The village is located on the drainage divide between the Salt Creek and Big Blue watersheds and is under the jurisdiction of the Lower Platte South Natural Resource District. Public school services are provided by the Crete Public School District, with all school facilities located in Crete. Electricity is obtained from the Norris Public Power District out of Beatrice and natural gas from Black Hills Energy out of Beatrice. The village merged with the Hallam Rural Fire Protection District in 2009. The district provides firefighting services and the rescue unit first aid transportation. All of these services are either influenced or totally controlled by agencies outside the community.

Hallam must plan for its future within this regional setting. Local strategies for land development, increasing the village tax base, and recruiting commercial services must relate to this larger context. The village must, therefore, keep abreast of regional issues and opportunities in order to advocate Hallam's interests within the regional community more effectively.



Chapter 2 SOCIOECONOMIC CHARACTERISTICS

An understanding of local socioeconomic characteristics is essential to the comprehensive planning process. These characteristics help explain the nature of the Hallam community and begin to indicate prospects for future growth and development. This chapter reviews the local history, population and economic framework, and indicates important implications for the planning program.

COMMUNITY HISTORY

Hallam, originally a small farming community in the rich agricultural area of southwest Lancaster County, was platted and dedicated in 1892 and was incorporated as a village in 1901. The village grew east and west of the Chicago, Rock Island, and Pacific Railroad, which provided rail service to Lincoln.

Local sources say that the name *Hallau* was suggested of the new village, after a small town in Switzerland, the home of a prominent early resident. However, as the name was recorded, the spelling was misinterpreted, and the village officially became *Hallam*.

The village's first buildings were constructed in 1893. The first residence, built by W. H. Talcott, still stands on Walnut Street, east of the Congregational Church. The first commercial structure—a combination drugstore and post office—was built on Main Street west of the tracks. Other early businesses included a general merchandising store, hardware store, two saloons, a small hotel, and various farm-related operations.

Many of the local community facilities and service systems date from these early years. Construction of the first school, fire station, and post office and organization of the Hallam Bank, Congregational Church, and Methodist Church all occurred around 1900. Soon after, mail routes to Lincoln were established, the first sidewalks installed, and telephone and electric service provided.

Although the village has changed during the past few decades, many of its functions and characteristics have remained constant. It is still a strong family-oriented residential community. Its attractive rural countryside environment and "village" character have been maintained. In many ways, local residents perceive less attachment to Lincoln than do residents in most county villages, and they are developing a strong sense of community pride and identity. According to the recent Community Attitude Survey, most residents choose Hallam as their home because of its friendliness and peacefulness, its lack of traffic congestion and air pollution, and because they feel it is a better place in which to raise their children.

These are the characteristics which give Hallam its community identity. Although many are intangible and difficult to define, they are nonetheless quite important. As the village plans for future growth and development, it should build upon and enhance these special characteristics.

POPULATION

Population totals and characteristics provide basic yardsticks for comprehensive planning. They help determine space required for future land-use activities and capacity needed for future community facilities and services.

Current Population

As a growing farming community in the early part of the century, Hallam's population reached a high of 212 persons in the year 1920, and then began to decline slowly to a low of 168 in 1940. However, since 1950, the village has again begun to grow, with 280 persons recorded in the 1970 census 309 in the 1990 census. The 2010 census shows a decline to 213 persons. Of the 2010 total, 42 persons or 20 percent were under the age of 10; 21 (10 percent) were between the ages of 10 and 19; 43 (20 percent) were between 20 and 34; 92 (43 percent) were between 35 and 64; and 15 (7 percent) were 65 years or older. Of the 2010 total 203 identified themselves as white, 7 identified themselves as Asian alone, 2 as American Indian or Alaska Native alone, and 1 as white and American Indian and Alaskan Native.

The 2010 census shows a decline of 81 housing units occupied by 78 households. These households had an average 2.73 persons per household. Of these, 63 households were occupied by families, with a total of 186 persons living in family units. The average family had 2.95 persons.

In 2007 a local survey was sent to residents of Hallam and the area within one mile of Hallam's village limits. This survey attempted to gather some data on the residents of the area, similar to what the census bureau gathers. The results of this survey are attached to this document as Appendix 2. Additional estimates of population were made using aerial photos, interviews and local records. The survey indicates that 22.5 percent of respondents have been in the village less than five years. The average household size is estimated to be 1.8, and the average age of survey respondents was 42 years.

Amended 3-21-12

Future Population Growth

Hallam's future population growth will depend upon a variety of factors both internal to the community and within the larger regional context. Most indicate some growth potential. These include:

-- Overall county growth policy, which affects growth potentials within the village itself. As a part of its regional planning study, Lancaster County has endorsed a policy of preserving agricultural and environmental qualities within the county. It forecasts steady growth for the county over the next 25 years. While most of this will focus on Lincoln, growth policies do suggest that Hallam and other rural communities also will experience some future growth.

-- Growth trends outside the county, which also affect growth potentials in the village. Although the population in Beatrice has been relatively stable, Crete has been growing in recent years, particularly with the influx of immigrant populations. Future growth in either of these neighboring communities could influence new development in Hallam.

-- Attractiveness of the village as a place to live, which could influence future decisions on housing location. Hallam is relatively close to the economic, employment, and service activities in Lincoln, Beatrice, and Crete, and its environmental amenities and human qualities could offer an attractive option to those desiring a small town, semi-rural living environment. However, several other incorporated villages with many of the same advantages have better access to Lincoln.

- - Local attitudes concerning future growth; which determine how receptive the village will be to new development. Most Hallam residents favor some future growth; provided the community's traditional "village" characteristics can be maintained. A substantial majority of those responding to the recent Community Attitude Survey favored a total population of between 300 and 500 persons by the year 2030. Though this survey had limited response, significant attitude trends could be discerned.

- - Land suitability, which determines the appropriateness of the village for new development. The adopted Community Goals in December of 2008 call for new development in areas contiguous to existing development. Topography, soils, and land-use characteristics determine how suitable this land will be for new development. However, availability of these lands depends largely on individual landowner decisions.

-- The costs of public improvements to serve new development, which influence the financial feasibility of future growth. New development will increase demands on water, sewer, and other utilities, and require extension of other community services. The costs of providing these support services suggest a gradual rate of future growth.

2004 Tornado

The 2004 tornado had a profound effect on the people and environment of Hallam. Almost seven years later there are still noticeable traces in the form of empty lots, broken trees, and cleared foundations. The affect of the tornado on future growth of Hallam has been the topic of many discussions. Immediately after the tornado, some residents speculated that the town might

never come back, while others saw it as an opportunity to start with a clean slate and build something better than once existed. To this day, it is unclear what the final verdict will be, however, the town is indeed recovering and many of the homes and businesses lost have been replaced.



One consequence of the form that rebuilding has taken can be seen in the pattern of land ownership within the village. When Hallam was first settled, there were no zoning or building codes. Many homes were built on quite small lots and the density seen in the neighborhoods, though typical for the period, was much higher than is seen in more recent development. (Left: North side of Main after tornado)

After the tornado, many chose to purchase adjoining lots to expand the size of their property. There are several reasons for this, one being personal choice and current taste, and another being the setback requirements now in place in the village codes. The result is a new density pattern in the village with a typical three or four homes along a block face where once there were five or six. Prior to the tornado, the 2000 Census counted 118 dwelling units. Currently there are

approximately 90 homes. Although there are still a few empty lots, it is likely these will only accommodate 15 to 20 new homes, not the 28 that are still missing from our previous stock. Although there is still plenty of land that could be serviced by gravity flow sewer surrounding the village, it will be up to the surrounding land owners whether or not that land is to be developed for future residential structures.



(Above: North side of Main after recovery)

Population Projections

In order to make projections for the future population of Hallam, it is important to review the past trends, and the trends observed in other cities and villages in Lancaster County. Although Hallam saw some growth during the last century, the most recent trends appear to show a steady or even slightly smaller population. Other towns in Lancaster County have seen varied changes. Hickman and Waverly have seen dramatic growth over the past several decades, while Bennet has seen more recent increases in population. Other villages have had experiences similar to Hallam's, with a level and even slightly smaller population.

It is reasonable to compare Hallam to villages like Firth, Cortland, Clatonia, Sprague, Malcolm, Roca, Raymond, and Panama. These villages are further from Lincoln than Waverly and

Hickman, and have access to Lincoln that is approximately equivalent to Hallam's. Even with these caveats, the population growth of these villages is mixed – from 14 percent estimated since 2000 to slight decline.

According to the Lincoln City/ Lancaster County Planning Department 2008 Community Indicators report, during the past 47 years, Lancaster County population has increased an average of 1.23 percent per year. Since 1970, 90 percent of Lancaster County's population has resided in Lincoln. However, during that time there has been a shift in the rural and small town populations from 2.2 percent residing in small towns and 8.8 percent in rural areas in 1970 to 2.6 percent in small towns and 7.3 percent in rural areas in 2000. This could be a reflection of an increase in the attractiveness of small town living for those who prefer to live outside of Lincoln.

Taking this into account it would seem reasonable to make three simple projections, ranging from steady population, to an increase of 2.0 % per year (324) which is slightly greater than Lancaster County overall, and an increase of 4% per year (533) which would more than double the population in the 25 year planning period.

These projections, coupled with the potential growth factors described above, provide the basis for establishing a target population for the village (see Figure 1 below).

Based on the review of growth potentials within Hallam, it is recommended that a year 2035 target population of approximately 400 persons be used for comprehensive planning purposes. The Comprehensive Plan should respond to the land-use, transportation, and community facility implications of this population, but it should also be flexible enough to accommodate minor fluctuations, either above or below the target number.



Figure 1: 1910 - 2000 data are from the US Census Bureau Decennial Census database. 2010 data is from a count of the population done by Village staff. 2020 - 2035 data are projections based on the agreed upon future population of 400 persons.

ECONOMIC CONDITIONS

Hallam functions as a part of the larger metropolitan economic system. It is strongly influenced by and integrated with the City of Lincoln, which provides the bulk of both employment opportunities and commercial services. The local economy is also influenced to some extent by Crete and Beatrice. The village provides few jobs for persons living outside the community. The village's current size and growth potential indicate that the local economy will not function independently in the future.

However, although Lincoln will continue to be the economic focal point, Hallam should strive to maintain and supplement its local commercial, industrial and service facilities. While the community has approximately 10 commercial and 2 industrial establishments, it has lost valuable commercial facilities over the last 10 years.

In addition to providing needed services to local residents, commercial and industrial facilities make important contributions to the local tax base. Without these activities, municipal services must continue to be financed by residential property taxes and user fees, or by financial assistance obtained from state and federal agencies.

The Community Attitude Survey and the Community Goals indicate that 100% of the residents that responded favor attracting new businesses and industries. As the village continues to plan for its future, it should identify those commercial, industrial, and service facilities which are most needed by local residents. It should then consider possible strategies both for attracting new commercial and industrial development and for encouraging expansion of existing operations and market potentials. It should also carefully review federal and state financial assistance programs which may have potential for local application.



(Above: One of Hallam's local businesses)

Chapter 3 EXISTING CONDITIONS

A range of existing natural and man-made conditions influence future growth and development possibilities in Hallam. These include existing soil conditions, topography, land-use areas, transportation patterns, and community facilities and services. An understanding of these features and their implications is important to the local planning process.

This chapter reviews these existing conditions and identifies key opportunities and constraints which could affect future development.

NATURAL CONDITIONS

Natural conditions influence the physical form of Hallam and the directions which new growth should take. The most important include topography and soils.

Topography

Hallam lies on a ridge line which separates the Salt Creek and Blue River drainage areas. The village itself sits on a plateau at the midpoint of two tributaries to Clatonia Creek and two intermittent streams which are tributary to the Spring Branch and the Olive Branch of Salt Creek (see Map 2). The area in which the village is located slopes gently upward from southwest to northeast, from an elevation of approximately 1,480 to 1,490 feet. Slopes drop off more sharply to the northwest and southeast. Surface runoff is essentially north to south and to the two small tributaries which flank the village.

Few natural tree masses remain within the planning area, although some vegetation has been planted on nearby farmsteads.

While the local topography poses no severe development constraints, it does have certain growth implications. If new growth occurs in areas which are too low in elevation, it cannot be served by the existing trunk lines of the gravity flow sewer collection system. In general, growth to the west or north would require major utility improvements.



Soils

The capacity of local soils to support different land-use activities is an important consideration in comprehensive planning. While detailed analyses and test borings are required to evaluate specific building sites, generalized soil interpretations are useful in identifying potential development problems.

Soils in the Hallam area are illustrated in Map 3. The most common types are discussed briefly below, based on USDA Soil Conservation Service data. The Lower Platte South Natural Resource District also completed soil surveys during the late 1970's.

-- *Crete* soils are the most prevalent. These upland soils occupy the highest elevations in the area. Their high shrink-swell potential poses problems for construction of foundations and roadbeds unless adequate precautions are taken. Slow permeability severely limits the use of septic tanks. Water runoff is slow. Steel reinforcement is often used to prevent cracks in basement walls.

-- *Wymore* soils are also prominent in the area. These clayey soils have many of the same chemical and physical properties as Crete soils. They occur in upland hillsides and can have fair potential for agriculture. Like Crete, they have high shrink-swell potential and slow permeability. They increase the risk of water seepage into basements as one moves lower on side slopes.

-- Kennebec/Colo soils occasionally occur in flooded bottomland soils of upland drainage ways. Cob soils also have poor internal drainage. These soils are suitable for cultivation, and most local grasses and trees grow well in these areas. Wetness and floods can be a problem. Very few buildings are constructed on these soils because of the flood hazard. Roads that cross these areas need to be elevated to prevent damage from floodwaters.

-- Pawnee and Mayberry soils occur on lower ridge tops and side slopes. Slow permeability, high shrink-swell potential and moderate frost action are limitations caused by these soils. Slope increases wetness probability due to runoff.

-- Judson soils occupy gently-sloping colluvial foot slopes. Natural fertility is high. Cultivated crops, grass, and trees are well suited to these soils. Runoff water from higher adjacent soils is a hazard.

-- Burchard and Shelby soils occupy strongly sloping hillsides. Rocks or small pebbles are often common to the areas. They have a fair potential for growing crops, grass, and trees in windbreaks. Shrink-swell potential and susceptibility to frost action are moderate to high. Slow water intake rates these soils poorly to septic tank filter fields. The slopes severely limit sites for sewage lagoons.

-- *Steinauer* soils developed in glacial till on strongly-sloping to steep upland hillside. They are not well suited for agriculture. Erosion hazard is high. Organic matter content and fertility are low. These soils pose severe limitations on most types of construction because of slope.

-- *Breaks-alluvial* land consists of moderately-steep or steep, well-drained soils on side slopes and very gently sloping, moderately well-drained soils on bottomlands along drainage ways of the uplands. The alluvial soils on the bottomlands are frequently flooded and are dissected by deeply entrenched channels. Permeability is moderate or moderately slow. This land has poor potential for farming and for most engineering uses. The canopy of tree growth reduces the production of grass for grazing. However, it provides protection for livestock and good habitat for wildlife. Potential pond reservoir sites are plentiful. Roads that cross these areas require a large amount of fill material.

In general, most soils within or adjacent to built-up portions of the village can be made suitable for development, provided appropriate building precautions are taken. However, with the exception of Judson, all soils in the Hallam planning area severely limit the use of septic tanks. Centralized wastewater treatment will be necessary for any new development. Hallam Area Soils



EXISTING LAND-USE

Hallam contains a range of land-uses, including residential, commercial, public and quasi-public activities (see Map 4). They are arranged in a relatively compact pattern centered on the intersection of State Spur 55 H (Main Street) and the railroad, surrounded by a larger agricultural area. The village development lies both east and west of the railroad. The majority of development in Hallam could be considered new, in that it was built after 2004, however, the footprint of the Village has not changed significantly in the past 20 years.

Table 1 lists current acreage totals for different land-use activities. It also indicates changes which occurred from 1970 to 2000 and from 2000 to 2009. Of the total 110.3-acres within the corporate limits, approximately 89.2 percent is developed. Specific land-use areas are briefly identified as follows.

Table 1		
HALLAM LAND-USE ACREAG	E TOTALS	
	January	
	2010	
Population (Persons)	200	
Dwelling Units (Number)	87	
Population/Dwelling Unit	2.3	
Residential (Acres)	<u>52.8</u>	
Subtotal Residential:	52.8	
Commercial	4.2	
Public and Semipublic	5.6	
Parks and Playgrounds	5.4	
Public Right of Way	28.2	
Industry	14.11	
Agricultural and Vacant	11.9*	
Subtotal Nonresidential:	57.5	
Total: Estimated January, 2010, population. Source: Lincoln City-Lancaster County Planning *Vacant Land includes residential, commercial,	Department and other uses and is not counted as part of the total a	creage calculations.

Residential Areas

Housing has been developed in all four quadrants of the village, focused around the intersection of Main Street and the railroad. The largest residential neighborhood is to the southeast. Development is predominantly single-family and owner-occupied. The village has one apartment building, the former Hallam School, and one duplex. Many homes destroyed in the tornado were replaced with good quality modular homes. Most homes in the village are conventional stick-built homes. Most homes are well maintained and in good condition. According to the Community Attitude Survey, the most common, locally perceived housing



problems include lack of available housing, lack of choice in housing types, and lack of housing for older adults.

Commercial and Industrial Development

Most commercial uses are located in the village center, on Main Street west of the railroad. The community maintains approximately 5 commercial business establishments, including the bank, a restaurant, a bar, auto services and a storage facility.

Several land parcels are available for development within the village center. Limited industrial land-uses, including the Farmer's Co-op, Otte Oil with card operated gas pumps, and a dairy bottling facility are adjacent to commercial uses.

Public and Semipublic Land-uses

Most public and semipublic facilities, including the Post Office and Auditorium with meeting rooms and village clerk's office, are located in the village center. These are near the geographic heart of the community and are accessible to all residents. Other semipublic land-uses, including two churches, a park, and fire station, are distributed through the village.

Sheldon Station Generating Plant

Most land surrounding Hallam is rural and in agricultural use. The one significant exception is Sheldon Station, one mile north of the village. Sheldon was constructed in 1958 as a combined nuclear and conventional facility. It was a power-reactor demonstration project administered by the Atomic Energy Commission with Consumers' Power contracted to construct and operate it. After problems developed in 1963, the nuclear phase was discontinued, and the plant is now a conventional facility only, owned and operated by the Nebraska Public Power District. It distributes power wholesale to Lincoln and other suppliers in the state.

Several aspects of the Sheldon operation have implications for planning in Hallam. Southwest 42nd Street, east of the village provides primary vehicular access to the plant. Water required for the steam generators comes from Sheldon wells. Water is no longer discharged into local streams with the completion of an 8-inch drainage line running to the Blue River north of Wilber. The plant has 85 employees. Hallam should continue to monitor plans and operations at Sheldon and seek cooperation on matters of mutual concern.



Hallam Existing Land Use

TRANSPORTATION

The overall transportation system consists of regional roadways, local streets and parking areas, the railroad, and sidewalks. The system provides access to Hallam from the surrounding area and serves to move people and vehicles within and around the village. The efficiency and convenience of the system significantly affects future development opportunities. Current Hallam roads are shown on Map 5.

Regional Roadways

Two paved regional roadways link Hallam with surrounding communities and activities: U.S. Route 77, a four-lane divided highway, which provides access to Lincoln and Beatrice, State Highway 33, which leads to Crete, and State Spur 55 H, which connects the village with Highway 77. Both facilities are in relatively good condition. State Spur 55H has recently been widened and resurfaced.

Hallam is also served by a system of unpaved county roads which provide access to and from the rural countryside. Southwest 42nd Street, a designated county collector, east of the village, provides access to the Sheldon Station generating plant north of Hallam.

Local Streets

The local street system is basically a grid pattern of parallel streets modified in some areas by the railroad. Main Street, with a right-of-way width of 80 feet, is paved; other local streets are mostly paved, with right-of-way widths varying from 30 to 70 feet. The unpaved alleyways, 20 feet wide, are used for access to garages and out-buildings and essentially serve as utility easements.

Parking

Diagonal parking spaces along Main Street are available in the village center. Few businesses or facilities now provide offstreet parking space, however, recent development has been required to follow parking standards in Hallam's zoning code. There are some parking congestion problems during weekends. The Community Center, restaurant, bar, and Legion Post can be large generators of traffic and have caused overflow parking in adjacent residential areas to occur. Onstreet parking is common in residential areas.



Railroad

The single-track rail line, running diagonally from northeast to southwest, bisects the village. Hallam was once a depot stop on the line, and the railroad was an important element in the community. Rail service is now limited, although two to three trains per week move through the village. Some grain shipping still occurs. No increase is anticipated in the near future.

The rail crossing at Main Street is protected by a gate, bell, and flashing lights. Even though rail traffic is light, the community should consider improving safety features at other crossings in the village. In many ways, the rail line is a development constraint. It divides the community into two parts and separates the village center from the major residential areas. The careful location of new development and pedestrian improvements could minimize this impact in the future.

Sidewalks

Since Hallam is small in area, walking should be a primary means of moving about within the village. However, sidewalks are intermittent, and many are in poor condition. Walking is difficult in bad weather, and many pedestrians must now use roadways. New sidewalks should be considered.

Transit

Public Rural Transit provides transportation to Hallam twice a week. This service is provided for any rider requesting transportation within the Lincoln and Lancaster County area for a reasonable fee. Transit vehicles run from 8 a.m. to 4 p.m.



Hallam Roads - Existing

COMMUNITY FACILITIES AND SERVICES

Community facilities and services provide for the day-to-day needs of the village. They include services which affect the health, safety, and well-being of area residents and businesses. They are key factors in the overall quality of life in the village and must be adequately provided for in the future.

Hallam provides several of these services directly to local residents; including water and sewer service, park facilities, and fire protection (see Map 6). Other services, like schools and electricity, are provided by outside regional or special purpose districts. Still others, like hospital services, must be obtained in Lincoln or other nearby communities. Several of the most important locally-based community facilities are discussed below.

Water Facilities

The village currently operates a 50,000gallon water tower for the water system, with two wells, and underground storage facilities with capacities totaling approximately 4,500 gallons. In addition, there is a coin operated water pump building located on Main Street. The original distribution system, consisting of two and four inch lines, was installed in 1953. The village is currently undergoing major distribution system improvements, installing six and eight inch lines, eliminating the smaller lines. Water pressure is at a reasonable rate (55psi). The volume has been low at the end of the lines. Several new fire hydrants have been installed. Water quality in the village is generally good. In the future, larger lines and a looped system are desirable.



Sewer Facilities

Hallam operates a central wastewater collection and treatment system. The treatment point for the system is a five-cell stabilization lagoon located south of the village. The gravity flow collection system is collected at a lift station on the south edge of the village. The system, consisting of six and eight inch lines, could accommodate growth to the east and south with only minor additions. Major trunk line and lift station improvements could be required to serve growth to the west or north. Local soils are not suitable for septic fields, and future development should be required to connect with the centralized system where service can be provided.

Solid Waste Collection and Disposal

Solid waste collection is handled by a private collection service based in Lincoln. Individual homeowners pay for door-to-door pickup. Solid waste disposal is conducted at the sanitary landfill site in Lincoln.

Parks and Recreation

Hallam maintains one public park site totaling approximately 4 acres adjacent to the cemetery on the northwest side of town. The village purchased the land for the park and ball field in 1981 and constructed the park facilities with the help of organizations in the community and different fund-raisers. The park was severely damaged during the 2004 tornado; it was reconstructed in 2005 and 2006. The park contains a fenced ball field with lights, scoreboard, concession stand, sheltered picnic area, and playground equipment. Baseball and Softball have been the most popular recreational sports in the area. The Park Committee oversees maintenance and makes recommendations for improvements to the Village Board.

Library Services

Library Services are provided by the Bookmobile from the Lincoln City Libraries. The Bookmobile visits Hallam bi-monthly on Saturday mornings. In addition to adult and juvenile fiction and nonfiction books, the Bookmobile carries magazines, DVDs and videos, audio books on tape and CD, music CDs, computer games, video games and large print titles. During the summer months, from June through July, the Summer Reading Program takes place on Thursday mornings in the auditorium.

Auditorium and Post Office

The Auditorium and Post Office are located in the village center on Main Street. The Auditorium, a stick built structure, was reconstructed in 2007. It contains a public meeting room for town meetings, the village office, a large hall area that has a seating capacity of 600, restrooms, portable stage, and a kitchen. The Post Office was reconstructed and completed in 2009. Both facilities are new and should serve the village adequately for the long-range future.



Public School Services

Hallam is located in the Crete School District. The majority of students in all grades are transported by bus to schools in Crete. The Norris School District #160 is east and Wilber Clatonia School District is southwest of the village; some students have transferred to these districts.

Fire Protection

The village merged with the Hallam Rural Fire Protection District (HRFPD) in 2009. Prior to the merger, the Village of Hallam and the Hallam Rural Fire Protection District had an interlocal agreement in which the village provided a building and shared insurance costs. The district provided the firefighting equipment and volunteer firemen. The Fire Station was reconstructed at the east end of town and completed in 2008. It is a four-bay, steel structure with brick trim on the lower exterior. In addition there is a communications room in a hardened area, meeting room, restrooms, and a kitchen.

The HRFPD provides services to both the village and the surrounding area. It also has a wellequipped rescue unit, which responds to a range of emergency situations, including automobile accidents, rescue and first aid, and transport to hospitals in the area. The Hallam Volunteer Fire Station is the only station in the Hallam district, which includes a large service area extending into two counties. Local volunteer firemen maintain four firefighting vehicles in addition to the rescue unit.

Law Enforcement

The Lancaster County Sheriff's Department provides law enforcement services for all areas of the county lying beyond the Lincoln city limits. A county patrol car passes through Hallam several times per night. The village has supplemented these patrol services by hiring a Deputy Sheriff to serve as Marshall. At present, this combined system appears satisfactory.

County Road Maintenance Garage

The County Engineer operates a road maintenance garage in the northeast corner of the village. The presence of the garage within the village offers certain advantages to local residents for county maintenance and snow removal. If its county function is phased out, the village could consider maintaining the garage as a municipal facility.

Health Services

There are no health services or facilities provided within the village. Crete Area Medical Center visits Hallam in the fall and provides a flu immunization clinic by nursing staff. Although a local doctor would be highly desirable, small communities throughout the country are experiencing more difficulty attracting physicians. Therefore, the village should carefully monitor and attempt to capitalize on the progressive health care programs of the Lincoln-Lancaster Health Department. There is a dentist office in Cortland.

Other Facilities

Several other semipublic facilities provide important services to local residents. The Legion Hall is located on the north side of Main Street. The two churches, both with long traditions in Hallam, also play important roles in the community and are recognized as supporting service facilities. The former Fire Hall serves as a village maintenance and storage building.



Chapter 4 COMMUNITY DEVELOPMENT GOALS

To be effective, the Comprehensive Plan must respond to the special needs, values, and desires of Hallam residents. The locally-prepared Community Development Goals provide this specialized guidance. In essence, these goals transform collective community values into operational statements which can be used as guidelines for the planning program.

Local residents, led by the Planning Commission, recently prepared a series of goal statements which relate to land-use development, housing, community facilities and services, transportation, and the environment. They represent local consensus and reflect citizen involvement. Collectively, they express where the community wants to go and what it wants to become in the future. They call for a special kind of village environment and provide the basis for planning future growth and development.

The Comprehensive Plan responds to the adopted Community Development Goals, listed in Appendix 1.¹ Specific goal statements are referred to throughout this plan document. Several goals which have significant land-use and development implications are listed in Table 2. Community values, however, change with time. What is preferred today may not hold true in the future. As values change, the Community Development Goals must be reevaluated and updated to insure that they continue to represent the kind of community local residents actually want.

¹ Community Development Goals were adopted by the Hallam Planning Commission on November 12, 2008, and the Hallam Village Board on December 12, 2008

Table 2		Community Development Goals
Goal		
Classification	No.	Planning Implication
Rural Development	1	Encourage an efficient community and rural development pattern for Hallam and the surrounding area containing a system of land uses including agricultural, residential, commercial, industrial, public and semi-public.
	2	Guide and control future community (residential, commercial and industrial) development to ensure a desirable development pattern and conserve scarce public funds. Strive for efficient growth patterns, contiguous to existing community development, not leap-frogging vacant lands, and located within the future corporate limits.
	4	Maintain the agricultural land use of the unincorporated area.
	5	Maintain and reinforce the village center as the hub of social and economic activity.
Housing	9	Encourage a diversified range of housing types (single-family, duplex, and multi- family) to meet the varied housing needs and preferences of all residents, including elderly residents.
Economic Development and	14	Support and maintain existing commercial establishments, attract new and varied commercial facilities into the village center.
Employment	15	Promote appropriate industrial development. Limit industrial development to locations that minimize adverse effects upon the community.
Environmental	16	Improve the overall appearance and visual character of the community
	17	Conserve natural resources and energy
	21	Discourage development in natural hazard areas such as flood plains, steep slopes, and unstable geological areas.
Community Services and Facilities	22	Provide that all residents and community development areas are served with adequate water distribution and sewage collection and disposal facilities, storm drainage, and electrical systems, and solid waste collection and disposal services. (utilities)
	23	Take advantage of gravity flows and incremental extensions of public utilities to allow more development to take place at a lower marginal cost and reduce long term maintenance and capital costs.
	24	Utilize a planned extension of community facilities to encourage development of properties adjacent or abutting community.
	27	Provide a park system, including both facilities and programs, to meet the recreational and leisure needs of residents.
Transportation	32	Improve vehicular and pedestrian safety, including safety at railroad crossings.
	33	Provide a system of well-maintained sidewalks or walkways to enable safe and convenient pedestrian movement.
	34	Encourage provision of off-street parking.

Chapter 5 PLANNING ISSUES

This chapter discusses the key issues involved in planning for future development in Hallam. These issues, identified in background studies, analysis, and discussions, represent critical decisions which must be made as a part of the planning process. They entail the location and arrangement of future land-use activities; the design and control of future streets and transportation facilities; and the type, number, and location of future community facilities and services.

These key planning issues provided the basis for several work sessions in the village: residents reviewed issue areas, evaluated alternative solutions, and selected preferred courses of action. The conclusions outlined in this chapter reflect decisions reached at these sessions and provide the basis and rationale for the Comprehensive Development Plan.

LAND-USE ISSUES

Additional land will be needed to serve the year 2035 target population.

Table 3 lists future acreage requirements for different land-use activities. An important part of the comprehensive planning program has been the designation of future development areas for each of these land-uses.

Several key issues related to the location and arrangement of these future land-use activities are discussed below.

Future Residential Growth

Hallam is primarily a residential community, and its neighborhoods are among its most important assets. Maintenance and enhancement of the local living environment is crucial and should be a primary consideration in the plan.

Approximately 20 acres of new residential land will be required to serve the target population. Based on existing conditions and land-use arrangements, several different areas within and around the village were identified as potential residential development sectors.

	January	Estimated
	2010	Year 2035
Population (Persons)	200	400
Dwelling Units (Number)	87	174
Population/Dwelling Unit	2.3	2.3
Residential (Acres)	52.8	89.9
Subtotal Residential:	52.8	89.9
Commercial	4.2	8.7
Public and Semipublic	5.6	5.6
Parks and Playgrounds	5.4	18.3
Public Right of Way	28.2	34.2
Industry	14.11	37.6
Agricultural and Vacant*	11.9	15.0
Subtotal Nonresidential:	57.5	104.4

Source: Lincoln City-Lancaster County Planning Department

*Vacant Land includes residential, commercial, and other uses and is not counted as part of the total acreage calculations

Certain areas are more suitable for residential growth than others. Several factors were used by local residents to evaluate the relative merit of each potential growth area. These factors included relationships to existing housing and other land-use areas; utility service availability; vehicular access; and relationships to the railroad, natural features, and existing community facilities. However, the two most crucial factors were sewer service and village center support.

-- Sewer Service. All future residential development--except infill--will require new sewer improvements. Growth in some areas will require more extensive improvements and will, therefore, be more costly for the village. In general, growth to the south can be served by minor extensions to the existing system; growth to the southeast, which crosses a small swale, would require a small new lift station or a new trunk line; growth to the west, which would be in the other Clatonia drainage area, would require a major new lift station; and growth to the north or northeast, which would be in the Salt Creek drainage area and flow north, would require major new lift stations and other sewer improvements.

-- Village Center Support. The location of future residential development close to the existing village center would help achieve several different community goals. It would reinforce the social and economic dominance of the village center, help preserve existing housing areas, support existing commercial establishments, and simplify future pedestrian access to several community facilities and commercial services. In general, growth to the west would be adjacent to the village center and would do the most to achieve these goals, growth to the east would be on the opposite side of the tracks at some distance from the village center, and could tend to

detract from the dominance of the village center, and growth to the north and south would have little impact on the role of the village center.

Based on the evaluation of potential residential growth areas, it was decided that immediate short-term development would be most appropriate in areas which require minimum public expenditures for new utility services and facilities. However, residents favored the encouragement of new residential development as infill so it uses existing facilities and requires minimal improvement to utilities and streets. The village also considered land availability and its potential implications for residential growth. Individual property owner decisions regarding development of land would have major impact on future development patterns. Therefore, the plan should be flexible enough to accommodate growth in alternative directions.

Special Residential Development

Although Hallam will continue to be a predominantly single-family residential community, the plan should provide for other types of residential development. Community goals call for a more diversified range of housing types to meet the varied housing needs and preferences of local residents.

According to community goals, mobile homes and duplexes are allowed as specially permitted uses in all residential areas. Several areas may have potential for multi-family housing. In general, these areas should have good access from Main Street and be easily served by public utility systems. They should also have proximity to the village center.

As the Baby Boomer generation begins to enter retirement years, there may be a need for housing that would suit retirees. This may include townhouse style housing with various yard and driveway services provided to residents, assisted living facilities where more household services are provided or nursing care where personal services are provided. These types of housing would be permitted as special uses within the current zoning regulations. Location of this housing should have access to residential streets, sidewalks, and within easy walking distance of village businesses.



(Above: Empty lots such as this could be sites for special housing)

Future Commercial Development

Because of Hallam's location within the region and its proximity to Lincoln, Crete and Beatrice, little new commercial development is anticipated in the near future. Lincoln will continue to provide most major commercial services to village residents. However, the community should strive to maintain and supplement local convenience commercial activities.

A variety of factors suggest that any new commercial development should occur within the village center. It is the site of all existing businesses as well as most key public facilities. It is the historic heart of the village, and community goals state that it should be maintained as the social and economic focal point for the village. It has proximity to regional roads and is easily accessible from all parts of the village. Several underutilized structures and vacant land parcels in the area are available for development and could accommodate new activities.

The commercial function of the village center should be reinforced and intensified. To accomplish this intensification, new commercial development should be encouraged on empty parcels and extended west on Hallam Road and south of the intersection of Main and Harrison Streets. Commercial should be used as a buffer between industrial and residential uses.

Future Industrial Development

Industrial expansion could occur adjacent to the railroad, primarily east of the tracks, and near existing operations. Anticipated new development could be accommodated within this area.

The village should have suitable land earmarked for large scale or heavy industry in the event new opportunities arise in the future. After evaluating several alternative sites, it was decided that a location south of the village near the sewage treatment ponds and railroad tracks was most appropriate as a future industrial area. It has potential for direct access to paved SW 42nd Street and would be highly visible to traffic on county roads. It is adjacent to the rail line and is near existing industrial activities. Underground water is abundant in this area. This site would not fracture existing neighborhoods or potential long-range residential development areas and could act as a buffer between the ponds and the rest of the village.

Any industrial development or expansion must be carefully monitored to insure compatibility with other village activities. Standards should be enforced to control vehicular access and parking within industrial areas, as well as smoke, dust, and noise emissions.

TRANSPORTATION ISSUES

In general, the existing street and roadway system, coupled with scheduled improvements, is adequate to handle current traffic circulation needs. However, more extensive street improvements may become desirable in the future. As new portions of the village are developed, new street construction will be required. The village must also consider other important transportation improvements, including pedestrian and bicycle facilities, parking space, and railroad safety. Several key transportation-related planning issues are discussed below. Map 7 shows the proposed future road network.

Street Classification

All streets and roadways in the Hallam area are classified according to their access and movement functions. Such classification establishes a hierarchy of streets based on their traffic-carrying roles within the overall transportation system. Clearly defined street classifications

increase the efficiency, effectiveness, and economy of the street network. The following basic classifications are the basis for the Hallam transportation system.

- - Arterial streets provide access to the village from Lincoln, other nearby communities, and the surrounding countryside. Arterials carry through traffic as well as village-oriented traffic, and speeds are often relatively high on such routes. It is important that arterials function effectively without conflicting with local traffic movements or activities. U.S. Route 77 and State Spur 55 H (Main Street) currently function as arterials.

-- *Collector roads,* or distributor roads, are intermediate traffic carriers which provide connections between major roads and local streets. They also provide connecting links between urban areas and direct access to abutting properties. Southwest 42nd Street currently functions as a collector connecting State Spur 55 H with the Sheldon Station.

-- Local streets provide direct access to individual sites and buildings. Except for Main Street, all existing village streets perform local functions. As new development occurs, several existing local streets will need to be extended and new ones constructed.

This overall classification system should provide a basis for guiding the design, size, and control of all streets- -new and existing—within the Hallam planning area.

Future Street Design

The village must monitor future street improvements and new street construction carefully. There are established, basic standards to insure effective service levels. All future streets should be paved and should include full curb and gutter treatment. Minimum requirements for key street design features, including right-of-way widths, pavement widths, and border areas have also been established.

While the existing grid pattern of parallel streets is adequate, the village should consider curvilinear alignments for new local streets in development areas. Straight streets in residential areas encourage fast traffic, through movements, and can increase noise and safety problems. Curvilinear streets could follow the local topography, reduce land areas required for roadways, improve safety conditions, and result in more varied building sites. The use of "T" intersections could also improve safety conditions in residential areas.

In addition, new alignments must relate to the overall street system. Certain streets must be continuous; new streets must connect with existing segments to avoid "land-locking" new development sites.

The village should work closely with county road officials to monitor the design and maintenance needs of county roads within the area. For example, the paving of Southwest 42nd Street, leading north to Sheldon Station, is highly desired by the village.

Parking Space

Off-street parking space is required in the village center. The village should continue to work with businesses to provide off-street parking for existing, as well as future, businesses. Because some businesses are primarily busy during the evening and others during daytime hours, shared parking may be appropriate under certain circumstances. Alleys could provide access to small centralized off-street parking areas in the village center that could serve multiple businesses.

Railroad Safety

Safety conditions at rail crossings within the village continue to be carefully monitored-especially at Main Street within the village center. Land-use activities which front the rail line should be screened and buffered to minimize adverse impacts. The village should also consider new building setback requirements which would insure adequate sight lines along the rail corridor.

Sidewalks and Pedestrian Facilities

Village officials are committed to making the community more convenient and attractive for pedestrians. The current design standards require the installation of sidewalks on both sides of a new development. Sidewalks are also needed in many of the existing neighborhoods. Sidewalks are generally maintained and constructed at the expense of the adjoining property owner. Because this can be a significant expense, the village should consider establishing a sidewalk maintenance and replacement fund to help with funding these community facilities. In addition, other pedestrian improvements, including benches, landscaping, and other "street furniture" should be provided within the village center.

Bicycle Facilities

The Hallam area currently has no designated bicycle routes or bike storage facilities. However, bicycling has a higher participation rate statewide than any other recreational activity, and it is also quite popular in the Lincoln area. The two stream beds which flank the village south of Main Street and lands adjacent to the railroad have potential as future trails, as shown on the future land use map. Provisions for acquisition of trail land during the subdivision process should be considered for inclusion in the subdivision ordinances.

Public Rural Transit

An increase in the number of older adults in Lancaster County, including Hallam, will likely increase the demand for public transit to and from communities that do not provide all needed services. Historically, public transit to the rural areas has been intermittent depending upon funding. At the time of this adoption, Lancaster County Rural Public Transit is funded by a combination of grant and public dollars, sponsored by the Lancaster County Board of Commissioners and the Lincoln Area Agency on Aging. Transportation is offered to all residents in the southern half of the county on an appointment basis two days a week for a modest charge. The village supports this service and should advocate for its continuation.

Hallam Roads - Future



COMMUNITY FACILITIES ISSUES

Lincoln will continue to provide for many of the community facility needs of Hallam residents, such as hospital services. Other facilities and services appear adequate for the target population: the well equipped and operated fire station and rescue unit, the centrally located Community Center and post office, private solid waste collection, and sheriff patrol services.

However, new growth and development will place pressure on other local facilities and services. Certain existing facilities will need to be upgraded or expanded, and new facilities will be needed. Several key issues involved in meeting future community facility requirements are discussed below.

Future Water Service

Growth will increase demands for water service. However, it should be possible to serve the residential growth areas immediately adjacent to built up areas with minor extensions to the existing water distribution system, which has undergone major improvement. Future growth should be adequately served with existing water storage capacity. Other major public expenditures for water facilities should not be required until the larger, long-range development sectors are utilized.

Future Sanitary Sewer Service

Growth will also increase demands for sanitary sewer service. Since local soils are not suitable for septic fields, growth areas should be served by the centralized system. Also, if new development occurs on lands too low in elevation, it cannot be served by the existing trunk lines of the gravity flow collection system. Therefore, if new residential growth occurs very far north or west of the existing developed area, major new sewer improvements will be required.

The recommended land-use system promotes residential development immediately adjacent to the village. Short-term growth to the southeast could be served by minor extensions to the existing sewer system. While residential growth to the west could require major expenditures to upgrade sewer facilities, this area is earmarked for subdivision-type development where utility costs could be defrayed by developers and new residents. The five cell stabilization lagoon should be adequate to serve the target population.

Parks and Recreation

New recreational lands and facilities will be required to serve the target population. According to the Community Attitude Survey, most residents feel that existing parkland or recreational facilities are adequate. The State Comprehensive Outdoor Recreation Plan (Nebraska Game and Parks Commission, 1973) recommends that rural communities maintain at least 2.5 acres of parkland per 100 population, which Hallam currently meets. At least 5 acres will be needed to meet minimum recreational land requirements by the year 2035.

The two stream beds southeast and southwest of the village have potential as a future recreational open space. If preserved and improved, these could create an open space corridor suitable for hiking, biking, and passive recreation. They could link together present and future public facilities and provide an attractive design feature for new and existing residential areas. The village has designated the southeast corridor as highly-desirable, high-priority residential, since short term residential growth will likely occur in this area.

New recreational facilities and programs also will be needed within park sites. Playground and ball-field facilities are currently available at Hallam Village Park, and these should be expanded and improved in the future. Public restrooms are available, as well as a picnic shelter and concession/utility building. The stream beds provide an open space framework which could link these facilities to form a recreational loop around the village.

Chapter 6 COMPREHENSIVE DEVELOPMENT PLAN

This chapter presents the Comprehensive Development Plan which has resulted from the local planning program. The plan includes policies and proposals for guiding future physical development in the Village of Hallam. It is focused on the needs of the year 2035 target population, but it is also flexible enough to accommodate a range of unforeseen development opportunities. It is based on the background materials described in previous chapters, and reflects active and continuous involvement on the part of village residents.

In compliance with Nebraska Statute 19-903, the plan consists of three components: land-use, transportation, and community facilities. Each of these components is highlighted below. The Comprehensive Plan map provides a graphic summary of future development policies (see Map 8).

LAND-USE

The recommended land-use system indicates the future use of local lands for residential, commercial, industrial, and public land-use activities. The amount of land allocated to each land-use is based on the acreages required to serve the year 2035 target population. The arrangement of land-uses is based on existing conditions, community goals and desires, potential development opportunities, and the evaluation of land-use issues described in Chapter 5.

The land-use system has a dual focus: it is designed to meet the projected needs of the target population, but it is also flexible enough to accommodate new development opportunities which may arise in the future.

The plan builds upon and reinforces the existing pattern of activities. Existing residential areas will be maintained and improved, and new housing will occur in several areas immediately adjacent to existing built-up areas. Most short-term residential growth will likely take place on existing vacant lots. However, the recommended system is flexible enough to allow growth in other locations where new development will not require major public service improvements. In particular, new "subdivision" development will be encouraged Northeast and Southeast of the village to take advantage of the existing services.

The village center will be intensified as the heart of community life and activity; improvements will include new commercial uses, improved public facilities, and new pedestrian and "streetscape" projects. Small-scale projected industrial expansion will occur along the railroad adjacent to existing operations, east of the tracks. Large-scale and heavy industrial development-if appropriate in the future--should be located north of the village near the Sheldon Station or south between the village and lagoons.

This compact land-use arrangement for the community can accommodate the small-scale growth currently projected for the village with a minimum of public expenditures for utility and other support services. At the same time, the plan preserves long-range options for the village, should new development opportunities arise.

TRANSPORTATION

The transportation system establishes a basic street pattern for serving existing and projected village development. It is based on the traffic and circulation needs of the land development patterns indicated in the land-use system. It is designed to promote efficient pedestrian and vehicular circulation within and around the village and to provide ease of access to all buildings and development areas.

The plan designates arterial and collector streets; all other roads are classified as local. Based on this classification, Table 4 lists minimum standards for key street design features: right-of-way widths insure adequate distance between property lines to allow for paving, sidewalks, and other street elements; pavement widths insure an adequate size and number of traffic and parking lanes; and border area widths insure adequate space for street trees, utility line access, and street maintenance. The design and construction of all streets in the Hallam area would be guided by these standards.

New residential development immediately adjacent to built-up areas will be served by extension of the existing local street system. The location and alignment of local streets in long-range development areas should be developed in conjunction with plans for future land development. These should provide continuity to the existing system and incorporate new design techniques such as curvilinear alignments, "T" intersections, and roundabouts.

Table 4 MINIMUM RECOMMENDED URBAN STREET STANDARDS							
	Local Street	Collector	Arterial				
	Residential	Street	Street				
Right-of-way (feet) (property							
line to property line)	60	70	80				
Paving width (feet) (curb							
face to curb face)	26	36	(1)				
Border area (feet) (curb face							
to sidewalk line)	11	11	(1)				
Design speed (mph)	25	25	25 and up				
(1) Paving width and border areas on arterials should be a matter of individual study.							
Note: minimum sidewalk width = four feet.							

The village center will continue to be highly accessible from all parts of the community and from regional routes. New pedestrian and streetscape facilities will improve the area as the center of community life and activity. New sidewalk improvements should be undertaken throughout the village. Diagonal parking space can be retained for the present. If commercial activities increase significantly; small off-street parking areas should be added in the future. Parking

should be carefully controlled to insure that it does not conflict with the traffic-carrying role of Main Street.

COMMUNITY FACILITIES

The community facilities system indicates the location and distribution of the major public facilities which will be required to serve the year 2035 target population. It is based on the land development patterns indicated in the plan map.

Water and sewer facilities will require only minor extensions and improvements to serve shortterm residential growth to the southeast and northeast. Major new linear park and trail sites are designated along the stream beds southwest and southeast of the village in a continuous loop that would include North Street. Public facilities within the village, including the Hallam Park, Auditorium, Post Office, and Fire Station, should be strengthened, and should be supplemented by new pedestrian and streetscape facilities. The county maintenance garage is also noted on the plan, although its future depends upon decisions outside the village.



Chapter 7 PLAN IMPLEMENTATION

Hallam's Comprehensive Plan describes the desired type and character of growth in Hallam during the next 25 years. To realize the plan, the following strategies will have to be implemented. In many ways, formal adoption of the Comprehensive Plan is only the first step, not the last. Without continuing action to implement and update the plan, village efforts up to this point will have little lasting impact.

There are several critical requirements to effective implementation of the plan. First, Hallam should review and update certain regulatory measures, such as zoning and subdivision ordinances, which support the plan's policies and recommendations. Second, the village should establish routine project scheduling devices, like the six-year capital improvements program, which would allow implementation of the most important public improvements on a priority system, while staying within budgetary constraints. Third, village officials must insure that local residents continue to be actively involved in planning discussions and decisions. Finally, the plan itself must be subjected to a monitoring process, and be updated periodically to continually reflect local aspirations and opportunities. Each of these requirements is briefly discussed below.

ZONING ORDINANCE

Zoning is one of the most common regulatory measures used by governmental units to implement planning policies. It consists of a zoning district map and supporting ordinance text. The map divides a community into a series of zoning districts, and the text describes regulations for the use of land within these districts, including permitted uses, lot sizes, setback, density standards, etc.

Hallam currently has a zoning ordinance text and zoning district map. One of the most important next steps is to update and refine these zoning text and map to implement and enforce the goals and priorities of the Comprehensive Plan.

SUBDIVISION REGULATIONS

Equally important in implementing the plan should be review and update of the subdivision ordinance. This ordinance regulates the development of land within the community. Properly enforced subdivision regulations coupled with zoning can help ensure proper physical development and adequate public facilities within growth areas. They normally prescribe standards for street improvements, lot setbacks and layouts, water and sewer facilities, etc. Subdivision regulations can also ensure that the appropriate costs of public improvements within growth areas will be accepted by the developer and new residents rather than by the established community.

CAPITAL IMPROVEMENTS PROGRAM

Another tool for implementing the plan is the capital improvements program, which establishes schedules and priorities for all public improvement projects within a six-year time period.

The Planning Commission first prepares a list of all public improvements that will be required in the next six years, including transportation and community facility projects. Then all projects are reviewed on the basis of the Comprehensive Plan, priorities are assigned, cost estimates prepared, and potential funding sources identified.

Hallam's financial resources will always be limited, and public dollars must be spent wisely. The capital improvements program would allow the village to provide the most critical public improvements, yet stay within budget constraints. It could help avoid costly mistakes and promote maximum community benefits from all public investment.

CITIZEN INVOLVEMENT

The planning process has contributed to a healthy dialogue among residents of the community and the rural area concerning the future of the community. Publicity has been given to the plan, and a number of citizens have thus far been involved in planning discussions. This active citizen involvement should remain standard policy. The planning process will affect everyone in the community, and everyone should contribute to planning decisions to improve the quality of life, community stability, and growth.

REVIEW AND REVISION

The Comprehensive Plan is not a static document. The planning process must be continuous. The plan should be reviewed annually in conjunction with the six-year capital improvements program. If community attitudes change or new issues arise which are beyond the scope of the current plan, the plan document should be updated. From time to time, certain changes to the plan document will be required or requested. The Planning Commission and Village Board should carefully review proposed changes and their implications and actively seek citizen comment on such proposals. If changes are found appropriate, they should be formally added to the plan by legal amendment. Also, at five year intervals, the entire plan document should be reviewed and if necessary modified to ensure that it continues to be an up to date expression of community goals and intentions.

PLAN MAINTENANCE AND IMPLEMENTATION

Establish an annual review process of the Comprehensive Plan.

Establish a five year revision cycle of the Comprehensive Plan to include public participation in review and revision.

The Comprehensive Plan shall be a guide for development decisions in the village of Hallam.

ANNEXATION POLICY

The village of Hallam will consider the request for annexation of any property which adjoins the corporate limits.

The village of Hallam will annex any property which adjoins the corporate limits when that property is subdivided for the purpose of residential, commercial, or industrial development.

The village of Hallam will provide village services to any developed property within the village corporate limits within a reasonable length of time after annexation of such property.

The village of Hallam may refuse to annex any property to which village services cannot be extended because of financial, engineering, capacity, or other limitations.

Appendix1

Goals

COMMUNITY AND RURAL DEVELOPMENT

- 1. Encourage an efficient community and rural development pattern for Hallam and the surrounding area containing a system of land uses including agricultural, residential, commercial, industrial, public and semi-public.
- 2. Guide and control future community (residential, commercial and industrial) development to ensure a desirable development pattern and conserve scarce public funds. Strive for efficient growth patterns, contiguous to existing community development, not leap-frogging vacant lands, and located within the future corporate limits.
- 3. Encourage the use of existing vacant properties within the community for development purposes before extending community utilities and facilities to new developments of any size.
- 4. Maintain the agricultural land use of the unincorporated area.
- 5. Maintain and reinforce the village center as the hub of social and economic activity.
- 6. Maintain the attractiveness and character of the smaller community by supporting neighborhood development, streetscape programs, parks and open spaces, and street-front commercial development in the village center.

HOUSING

- 7. Preserve and maintain existing housing areas.
- 8. Maintain spacious and open character in future outlying residential areas consistent with existing residential areas.
- 9. Encourage a diversified range of housing types (single-family, duplex, and multi-family) to meet the varied housing needs and preferences of all residents, including elderly residents.

ECONOMIC DEVELOPMENT AND EMPLOYMENT

- 10. Expand the local tax base and other sources of revenue to meet the costs of maintaining and improving community facilities.
- 11. Expand employment opportunities within the community to serve the local labor force.
- 12. Support business development without having an adverse affect on residential life.

- 13. Maintain a vigorous agricultural economy.
- 14. Support and maintain existing commercial establishments, attract new and varied commercial facilities into the village center.
- 15. Promote appropriate industrial development. Limit industrial development to locations that minimize adverse effects upon the community.

ENVIRONMENTAL

- 16. Improve the overall appearance and visual character of the community:
 - Reestablish and maintain street trees and other public trees
 - Encourage the planting of privately owned trees
 - Remove hazardous and unhealthful conditions presented by open foundations and poorly maintained lots
- 17. Conserve natural resources and energy.
- 18. Protect both the quality and availability of water, both surface and groundwater, for community use.
- 19. Maintain and provide a safe sanitary environment free of water, air and noise pollution.
- 20. Encourage the establishment of a voluntary car-pooling program.
- 21. Discourage development in natural hazard areas such as flood plains, steep slopes, and unstable geological areas.

COMMUNITY SERVICES AND FACILITIES

- 22. Provide that all residents and community development areas are served with adequate water distribution and sewage collection and disposal facilities, storm drainage, and electrical systems, and solid waste collection and disposal services.
- 23. Take advantage gravity flows and incremental extensions of public utilities to allow more development to take place at a lower marginal cost and reduce long term maintenance and capital costs.
- 24. Utilize a planned extension of community facilities to encourage development of properties adjacent or abutting community.
- 25. Provide capacity to handle local emergencies by supporting local fire and rescue unit department and law enforcement.
- 26. Ensure the availability of quality educational programs for all ages.

- 27. Provide a park system, including both facilities and programs, to meet the recreational and leisure needs of residents.
- 28. Promote public information and understanding.
- 29. Promote social, cultural, health, and human services.
- 30. Seek intergovernmental cooperation for the purpose of providing specific services that local populations cannot support independently.
- 31. Ensure residents of access to community and commercial services and employment opportunities.

TRANSPORTATION

- 32. Improve vehicular and pedestrian safety, including safety at railroad crossings.
- 33. Provide a system of well-maintained sidewalks or walkways to enable safe and convenient pedestrian movement.
- 34. Encourage provision of off-street parking.
- 35. Improve street conditions and provide adequate street maintenance including snow removal.
- 36. Support and encourage the provision of transit services between Hallam and service and employment centers (Lincoln, Crete, and Beatrice).

Appendix 2

Hallam: Safety

*t*i

Please place dots next to what you believe are the top two issues affecting public health, safety, and welfare.

e

8	#	x 6	
Weeds	4	2	5
Dead trees/Tornado damaged trees	7		
Solid Waste Disposal (Garbage)	0		8
Roadside Litter	ĩ		
Unciphtly Vacant Lats	17		
Dega Running Loosa	3		
Dogs Running Loose	1		
vandalism	0	* ₅	
Motorcycles	0	170	
Feral Cats	9		
Speeding Vehicles	5		
Dangerous Lot Conditions	4		
Open foundations/basements	14		
Junk cars	3	3 -	
Standing Water	- 4	141	
e enterstates du 🗢 Trainais	64		
Which type of residence would you pref	er to live in?		
,			
Single family house	25	100%	
Small apartment house or dupley			
Large apartment house of duplox	a ²¹		
Large apartment house			
Mobile nome	25		
	20		
Place a dot next to the two items below	that you believe	e are of greatest concern	regarding
nousing supply.			
Lack of Available Housing	4		
Household Incomes too Low	. 1		
Choice of Housing Types	. 6		
Poor Construction Quality	0		
Costs or Rents are too High	6	2	
Not Enough Apartment Units	6		
Not Enough Low Income Housing	4		
Not Enough Housing for Elderly	10		
·····	37	*	
Whore do you feel future single-wide m	bile homes sh	ould be located?	
Where do you reer tatale single that ha	·		
On any vacant lat	1	5%	
On any vacant lot	19	05%	
Only in mobile nome courts	10	3378	
	19		
Place a dot next to the two characteristi	ics you think ar	e most important to a go	oa
neighborhood		13. K ^r	8
x 8		8	
Storm Sewers	3		
Paved Streets	11		
Parks	13		
Trees	19		
Sidewalks	8		
Mixture of Income Groups	õ	*	
Mixture of moome Gloups	U		

						1.0			
	Mixture of housing types	·	C)				16	
	Mixture of housing costs or rents		2	2					
	Installo of nodeling office and		56	5					
	What is the general appearance of W	allam?							
	what is the general appearance of h	anam	8				10		
	Excellent	3			0004				
	Good		20)	83%				
	Fair		4	1	17%	10			
	Poor								
		2	24	l.					
	What is the general appearance of th	ho husir	ness dis	strict?					
	What is the general appearance of th	ne bush		Juioti					
	Excellent		44	i	1 4 0/				
	Good		11		44 /0				
	Fair	3	14	H	56%				
	Poor								
	an antonoona M		25	5					
	Are you in favor of attracting new Bi	usiness	to Hall	am?			121		
	Are you in layor of attracting new D	uomooo	.26	\$	100%			1	
	Yes		20		00/				
	No		L)	070				
	3		26	5					
	Are you in favor of attracting new In	dustry t	to Halla	m?					
	Yes		24	ļ .	100%				
	No		C)	0%			15	
	NO		2/	1		¢.,			
		- Distai		r omusto'	· ·				
	Do you think parking in the Busines	s Distri	ct is au	equate	100/				
	Yes		5	5	13%				
	No	× ×	21	3	88%				
			24	1	1.51				
	How much of your shopping would	vou est	imate y	ou do i	n the fo	llowing co	ommuniti	les?	
	non maon of Jour onepping notice	and and an				2 		57 893	
	-								
	Lincoln		Most	Ŷ		About Ha	lf	Verv Little	9
	Lincoln		Most	720/	74	About Ha	lf 23%	Very Little	e 4%
	Lincoln		Most 19	73%	74	About Ha 6	lf 23%	Very Little 1 Von Little	e 4%
	Lincoln Crete		Most 19 Most	73%	ж	About Ha 6 About Ha	lf 23% lf	Very Little 1 Very Little	4%
	Lincoln Crete		Most 19 Most 0	73%	2	About Ha 6 About Ha 9	lf 23% lf 50%	Very Little 1 Very Little 9	4% 4% 50%
	Lincoln Crete Beatrice		Most 19 Most 0 Most	73%	12	About Ha 6 About Ha 9 About Ha	lf 23% lf 50%	Very Little 1 Very Little 9 Very Little	4% 50%
	Lincoln Crete Beatrice		Most 19 Most 0 Most 0	73%	ж	About Ha 6 About Ha 9 About Ha 8	lf 23% lf 50% lf 53%	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice	size of	Most 19 Most 0 Most 0	73%	nould f	About Ha 6 About Ha 9 About Ha 8 his be mai	lf 23% lf 50% lf 53%	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot	size of	Most 19 Most 0 Most 0 50 x 10	73% 00 ft. SI	nould t	About Ha 6 About Ha 9 About Ha 8 his be mai	lf 23% lf 50% lf 53% ntained	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments?	size of	Most 19 Most 0 Most 0 50 x 10	73% 00 ft. SI	nould t	About Ha 6 About Ha 9 About Ha 8 his be mai	lf 23% If 50% If 53% If 53%	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same	size of Bigg	Most 19 Most 0 Most 0 50 x 10 ger	73% 00 ft. SI Small	nould ti er	About Ha 6 About Ha 9 About Ha 8 his be mai	lf 23% lf 50% lf 53% lf 53% ntained	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same	size of Bigg 12	Most 19 Most 0 Most 50 x 10 ger	73% 10 ft. SI Small 3	nould t	About Ha 6 About Ha 9 About Ha 8 his be mai	lf 23% lf 50% lf 53% ntained	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same	size of Bigg 12 0%	Most 19 Most 0 50 x 10 ger { 40%	73% 10 ft. Sl Small 3	nould the	About Ha 6 About Ha 9 About Ha 8 his be mai	lf 23% lf 50% lf 53% ntained	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same 60 Which would you rather do-	s ize of Bigg 12 2%	Most 19 Most 0 Most 0 50 x 10 ger 8 40%	73% 10 ft. Sl Small 3	nould t	About Ha 6 About Ha 9 About Ha 8 his be mai	lf 23% lf 50% lf 53% ntained	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? stay Same	s ize of Bigg 12 0%	Most 19 Most 0 50 x 10 ger { 40%	73% 10 ft. Sl Small 3	nould t	About Ha 6 About Ha 9 About Ha 8 his be mai	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do-	s ize of Bigg 12 0%	Most 19 Most 0 Most 50 x 10 ger 8 40%	73% 00 ft. Sl Small 3	nould ther	About Ha 6 About Ha 9 About Ha 8 his be mai	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence	size of Bigg 12 0%	Most 19 Most 0 Most 50 x 10 ger 8 40%	73% 00 ft. Sl Small 3	nould ther er	About Ha 6 About Ha 9 About Ha 8 his be mai	If 23% If 50% If 53% If ntained	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla	s ize of Bigg 12 2% am Area	Most 19 Most 0 Most 0 50 x 10 ger { 40%	73% 00 ft. SI Small	nould ther er 19 0	About Ha 6 About Ha 9 About Ha 8 his be mai	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	4% 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area	s ize of Bigg 12 2% am Area	Most 19 Most 0 50 x 10 ger { 40%	73% 00 ft. SI Small 3	nould ther er 19 0 1	About Ha 6 About Ha 9 About Ha 8 his be mai 0.	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	9 3 50% 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area	s ize of Bigg 12 0% am Area	Most 19 Most 0 50 x 10 ger 8 40%	73% 00 ft. SI Small	nould ther er 19 0 1	About Ha 6 About Ha 9 About Ha 8 his be mai 0.	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	9 4% 9 50% 9 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area	s ize of Bigg 12 0% am Area	Most 19 Most 0 50 x 10 ger 40%	73% 00 ft. SI Small 3 6	nould ther er 19 0 1	About Ha 6 About Ha 9 About Ha 8 his be mai 0. 0.	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	9 4% 9 50% 9 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area Do you think the people of Hallam, f	s ize of Bigg 12 0% am Area	Most 19 Most 0 50 x 10 ger 8 40%	73% 00 ft. Sl Small 3 6	nould ther er 19 0 1 friendly	About Ha 6 About Ha 9 About Ha his be mai 0. 0. 0.	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	9 4% 9 50% 9 47%
c	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area Do you think the people of Hallam, forwards strangers and newcomers	size of Bigg 12 2% am Area for the 1 ?	Most 19 Most 0 50 x 10 ger 8 40%	73% 00 ft. Sl Small 3 6	nould ther er 19 0 1 friendly 06%	About Ha 6 About Ha 9 About Ha 8 his be mai 0. 0. v and hosp	If 23% If 50% If 53% ntained 95 0 05 9itable	Very Little 1 Very Little 9 Very Little 7	9 4% 9 50% 9 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area Do you think the people of Hallam, to towards strangers and newcomers? Yes	size of Bigg 12 2% am Area for the 1 ?	Most 19 Most 0 50 x 10 ger 8 40%	73% 00 ft. SI Small 3 art, are	nould ther er 19 0 1 friendly 96%	About Ha 6 About Ha 9 About Ha 8 his be mai 0. 0. 4 and hosp	If 23% If 50% If 53% ntained 95 0 05 9itable	Very Little 1 Very Little 9 Very Little 7	9 4% 9 50% 9 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same 60 Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area Do you think the people of Hallam, f towards strangers and newcomers? Yes No	size of Bigg 12 3% am Area for the 1 ?	Most 19 Most 0 50 x 10 ger 40%	73% 00 ft. SI Small 3 6 art, are 2 1	nould ther er 19 0 1 friendly 96% 4%	About Ha 6 About Ha 9 About Ha 8 his be mai 0. 0. 4 and hosp	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	9 50% 47%
c	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area Do you think the people of Hallam, f towards strangers and newcomers Yes No	size of Bigg 12 2% am Area for the 1 ?	Most 19 Most 0 50 x 10 ger 40%	73% 00 ft. SI Small 3 6 art, are 2 1	nould ther 19 0 1 friendly 96% 4%	About Ha 6 About Ha 9 About Ha 8 his be mai 0. 0. v and hosp	If 23% If 50% If 53% ntained 95 0 05 iitable	Very Little 1 Very Little 9 Very Little 7	9 4% 50% 47%
0.0	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area Do you think the people of Hallam, f towards strangers and newcomers? Yes No	size of Bigg 12 2% am Area for the 1 ? f Hallam	Most 19 Most 0 50 x 10 ger 40% x0%	73% 00 ft. SI Small 3 4 art, are 2 1 2 25 yea	nould fi er 19 0 1 friendly 96% 4% wrs from	About Ha 6 About Ha 9 About Ha 8 his be mai 0. 0. v and hosp n now?	If 23% If 50% If 53% ntained 95 0 05 bitable	Very Little 1 Very Little 9 Very Little 7	9 4% 9 50% 9 47%
c	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same 60 Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area Do you think the people of Hallam, f towards strangers and newcomers? Yes No What do you think the population of	size of Bigg 12 2% am Area for the 1 ? f Hallam	Most 19 Most 0 50 x 10 ger 40% x0%	73% 00 ft. SI Small 3 6 art, are 2 1 2 25 yea 0	nould ther er 19 0 1 friendly 96% 4%	About Ha 6 About Ha 9 About Ha 8 his be mai 0. 0. v and hosp n now?	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	9 4% 9 50% 9 47%
	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area Do you think the people of Hallam, f towards strangers and newcomers? Yes No What do you think the population of 150 or less	size of Bigg 12 2% am Area for the 1 ? f Hallam	Most 19 Most 0 50 x 10 ger 40% x 40%	73% 00 ft. Si Small 3 6 9 1 2 1 2 2 5 9 25 yea	nould ther er 19 0 1 friendly 96% 4%	About Ha 6 About Ha 9 About Ha 8 his be mai 0. 0. 2 and hosp	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	9 4% 9 50% 9 47%
0.0	Lincoln Crete Beatrice Hallam currently has a minimum lot for new housing developments? Stay Same Which would you rather do- Remain in your present residence Move to another residence in the Halla Move away from the Hallam Area Do you think the people of Hallam, f towards strangers and newcomers Yes No What do you think the population of 150 or less 150 - 200	size of Bigg 12 2% am Area for the 1 ? f Hallam	Most 19 Most 0 50 x 10 ger 40% most pa 22 n will be	73% 00 ft. Si Small 3 6 9 9 1 9 25 yea 0 0	nould ther 19 0 1 friendly 96% 4%	About Ha 6 About Ha 9 About Ha 8 his be mai 0. 0. 0. 4 and hosp	If 23% If 50% If 53% ntained	Very Little 1 Very Little 9 Very Little 7	9 4% 50% 47%

200-300	11	42%	
300-500 ,	12	46%	
over 500	3	12%	
			8
What do you WANT the population of Ha	nam to be 25 y	ears from now?	
	0	p.	
150 - 200	0	070/	
200-300	6	21%	
300-500	12	56%	
over 500	4	18%	
: Are very willing to portioingto in Commun	ity Improvomo	nt Programs?	
Are you winning to participate in commun	21	8/0/	
Yes	21	160/	
No	4	10%	
Put a dot next to the two characteristics	that were most	important in vo	ir choice of
Hailam as a home.	and were moo	. mportant m yo	
General Appearance	2	.5	
Near Relatives or Friends	8	2	
Cost of Living	6	v	5
Cost of Living	2		
	0		
Close to Nature	2		
Close to Work	1		a [×]
Freedom from Traffic	4	ч Э	41
Fewer Governmental Restrictions	0	11	
Cleaner Air	1		
Friendliness and Peacefulness	19		
Taxes	1	2.00	4
Funding to Rebuild	1		10
Total	48		
	20 2010 - 2010		
How adequate are local parks and recrea	tion areas?		
Excellent			
Good	10	34%	
Fair	17	59%	
Poor	2	7%	
How well does the community provide ye	ear round recre	ation programs?	
Excellent			5 . .
Good			
Fair	8	35%	
Poor	15	65%	
The following are items that generally re-	quire taxes to f	inance. Place a	dot next to
ANY for which you believe we should inc	rease spendin	g.	
y			
Provide recreational programs		9	
Provide community recreation center		6	
Eliminate community eyesores	3	15	59
Improve fire/rescue protection		. 3	
Help finance low income housing	5	1.	
Develop an industrial site		1	
Improve sanitary sewer system		6	
Pollution and litter reduction	80	õ	
		0	
Improve law enlorcement		4	
Pave streets		4	

Maintain streets	2				8
Provide street lighting			1		1
Improve snow removal		25			0
Planting street trees					10
Sidewalks					7
Storm drainage					1
Improve recycling bin	(*)	2.62			0
Generator in Auditorium to pr	rovide stor	m shelter	8	3	6
		TOTAL			78