

HASTINGS PLANNING COMMISSION

A meeting of the Hastings Planning Commission has been scheduled for Tuesday, March 4, 2025 at 4:00 PM at the Hastings Municipal Airport.

AGENDA:

1. Call to Order
2. Roll Call
3. Pledge of Allegiance
4. Motion to adopt the current agenda for the Planning Commission Meeting
5. Public Notice - Official Notice of the Regular Meeting was published in the Hastings Tribune on Saturday, February 22, 2025. Pursuant to Nebraska Revised Statute Section 84-1412, the public is advised that a copy of today's agenda and all reproducible written material which will be discussed at today's meeting is available for public review. Also, a current copy of the Nebraska Open Meetings Act is posted and accessible to members of the public.
6. Approval of Minutes
 - a. Meeting of December 17, 2024
7. Public Hearings.
 - a. **2025-50.** Public hearing for a change of zoning for property commonly addressed as 913 W J Street from R-1, Urban Single-Family Residential District to C-3, Commercial Business District and to amend the Official Zoning District Map.

Motion to recommend approval for an ordinance and the amendment to the Official Zoning District Map to rezone the property at 913 W J Street from R-1, Urban Single-Family Residential District to C-3, Commercial Business District.
 - b. **2025-60.** Public Hearing to consider a resolution for the adoption of the City of Hastings' Comprehensive Plan Update, titled City of Hastings, Nebraska Comprehensive Plan 2025.

Motion to recommend approval of a resolution to adopt the City of Hastings' Comprehensive Plan Update, titled City of Hastings, Nebraska Comprehensive Plan 2025 to the City Council.
8. Special Order of Business
 - a. Election of Chairperson
 - b. Election of Vice-Chairperson
 - c. Election of Second Vice-Chairperson
9. Reports
 - a. Committee Reports
 - b. Chairman Comments
 - c. Staff Reports

Adjourn

Planning Commission Agenda

March 4, 2025

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CITY OF HASTINGS, NEBRASKA
MINUTES OF PLANNING COMMISSION
TUESDAY, DECEMBER 17, 2024

Pursuant to due call and notice thereof, a meeting of the Hastings Planning Commission was conducted in the Hastings Municipal Airport, 3300 W 12th Street, Hastings, Nebraska on December 17, 2024.

Chair Sinner called the meeting to order at 4:00 p.m. in Regular Session, with the following members present: Joe Kindig, Michelle Lewis, Greg Sinner, Ann Hinton, Chuck Rosenberg, Shawn Rossi, and Rakesh Srivastava. Absent: Jody Stutzman and Lou Kully.

The following City Officials were present: City Administrator Mark Funkey, Director/City Engineer, Lee Vrooman, City Attorney, Jesse Oswald, Director of Development Services, Chad Bunker, City Planner, Ember Batelaan, Community Risk Reduction Officer, Anthony Murphy, Public Information Manager, Tony Herrman, Information Technology Director, Erik Nielsen, and Administrative Assistant, Melissa Woodard.

Chair Sinner led the Commission in the recital of the Pledge of Allegiance to the United States of America.

Chair Sinner called for a motion to adopt the current agenda for the December 17, 2024, meeting. Moved by Hinton, seconded by Lewis, to adopt the current agenda. Ayes: Kindig, Srivastava, Hinton, Rosenberg, Sinner, Lewis, and Rossi. Nays: None. Motion carried: 7-0.

PUBLIC NOTICE - Official Notice of the Regular Meeting was published in the Hastings Tribune on Saturday, December 7, 2024. Pursuant to Nebraska Revised Statute Section 84-1412, the public is advised that a copy of today's agenda and all reproducible written material, which will be discussed at today's meeting, is available for public review. Also, a current copy of the Nebraska Open Meetings Act is posted and accessible to members of the public.

APPROVAL OF MINUTES

Meeting of October 15, 2024

Chair Sinner called for a motion to approve the October 15, 2024, minutes.

Moved by Rosenberg, seconded by Rossi. Roll Call: Ayes: Kindig, Sinner, Hinton, Rosenberg, and Rossi. Nays: None. Abstain: Lewis Motion Carried: 6-0-1.

Chair Sinner read The Public Notice Rules Statement prior to the Public Hearings.

Public Hearings

Chair Sinner opened the Public Hearing.

- a. **2024-613 Public hearing for a change of zoning for a 3.91-acre tract of land commonly addressed as 410 North Adams Central Avenue, Adams County, Nebraska, from A, Agricultural District to I-1, Light Industrial District, and to amend the Official Zoning District Map.**

Bunger gave the Staff Report to consider the request for a change of zoning from A, Agricultural District, to I-1, Light Industrial District, and to amend the Official Zoning District Map. Bunger asked to include item 2024-614 for the Preliminary/Final Plat for Kevin Burr Subdivision, in the Southwest Quarter of Section 9, Township 7 North, Range 10 West of the 6th P.M., within the extraterritorial jurisdiction of the City of Hastings, Adams County, Nebraska, stating they were related. Sinner noted that would be fine. Staff recommended that the Planning Commission recommend approval to the City Council for the request for a change of zoning for the 3.91-acre tract of land commonly addressed as 410 North Adams Central Avenue and recommends approval for the Preliminary/Final Plat for Kevin Burr Subdivision, in the Southwest Quarter of Section 9, Township 7 North, Range 10 West of the 6th P.M., within the extraterritorial jurisdiction of the City of Hastings, Adams County, Nebraska and to amend the Official Zoning District Map based on the findings provided in the staff report.

Hinton thought she misunderstood something because Bunger mentioned residential lots. Her understanding was this was to remain I-1 Industrial building. Bunger replied yes, that is correct, apologized for misspeaking. They are rezoning to the light industrial district. This business will remain on site, and the rezone is made to accommodate that.

Sinner asked Murphy when something comes in like this, two-mile jurisdiction, does the Fire Department reach out to the Rural Fire Department for any comments or concerns? Murphy replied that typically when they reach out is when it affects a building plan, or site plan, since there are no physical changes to the site, and it's not a building permit, they do not reach out.

Chair Sinner declared the public hearing closed and called for a motion to consider the request for a change of zoning from A, Agricultural District, to I-1, Light Industrial District, to amend the Official Zoning District Map and recommend it to the City Council. Rosenberg moved to recommend approval of the rezoning based on findings in the staff report, seconded by Srivastava. Roll Call: Ayes: Kindig, Rosenberg, Rossi, Sinner, Lewis, Srivastava and Hinton. Nays: None. Motion carried: 7-0.

Subdivisions

- a. **2024-614 Preliminary/Final Plat for Kevin Burr Subdivision, in the Southwest Quarter of Section 9, Township 7 North, Range Ten West of the 6th P.M. within the extraterritorial jurisdiction of the City of Hastings, Adams County, Nebraska** Bunger gave a summary of the Preliminary/Final Plat for Kevin Burr Subdivision with Case #2024-613.

Chair Sinner asked for a motion to recommend approval for the Preliminary/Final Plat for Kevin Burr Subdivision to the City Council. Hinton moved to approve the Preliminary/Final Plat for Kevin Burr Subdivision, in the Southwest Quarter of Section 9, Township 7 North, Range Ten West of the 6th P.M. in the City of Hastings, Adams County, Nebraska., based on findings in the staff report, seconded by Lewis. Roll Call: Ayes: Kindig, Rosenberg, Rossi, Sinner, Srivastava, Lewis, and Hinton. Nays: None. Motion carried: 7-0.

- b. **2024-615 Preliminary/Final Plat for Gartner Farms Third Subdivision, in the Southwest Quarter of the Southeast Quarter of Section 20, Township 8 North, Range 9 West of the 6th P.M., within the extraterritorial jurisdiction of the City of Hastings, Adams County, Nebraska. Nebraska** Bunger gave a summary of the Preliminary/Final Plat for Gartner Farms Third Subdivision. Staff recommended that the Planning Commission recommend approval to the City Council for the Preliminary/Final Plat for Gartner Farms Third Subdivision.

Chair Sinner asked for a motion to recommend approval for the Preliminary/Final Plat for Gartner Farms Third Subdivision to the City Council. Rossi moved to approve the Preliminary/Final Plat for Gartner Farms Subdivision, in the Southwest Quarter of the Southeast Quarter of Section 20, Township 8 North, Range 9 West of the 6th P.M. in the City of Hastings, Adams County, Nebraska., based on the findings presented in the staff report, seconded by Rosenberg. Roll Call: Ayes: Kindig, Rosenberg, Rossi, Sinner, Srivastava, Lewis, and Hinton. Nays: None. Motion carried: 7-0.

Reports

- a. **Committee Reports:** Bunger noted the Sign Regulations Non-Conformities and Small Energy Wind Systems will be brought to a Work Session in the next month. He hopes to get it adopted by the City Council in February or March. The staff has transitioned to updating the Administration and Accessory Use

sections. These are two areas that staff recognize need work to make the development process simpler to understand and use. Staff will finalize the section outlines and get them to the committee for review.

Regarding the Comprehensive Plan, we are looking forward to presenting it to the City Council in January. If everything goes well with that work session, we expect the adoption process to begin in February.

- b. **Chairman Comments:** Sinner thanked the Planning Commission for their patience and time through his illness and hopes to return to speed in January.

Sinner thanked Brian Hoffman for his time on the Commission. They all enjoyed his comments and different perspectives, and Sinner knows Brian will keep an eye on the Commission now that everything gets pushed up to the City Council.

Sinner introduced and welcomed Joe Kindig, who was our alternate and is now a full-time planning member. Kindig is happy to be back and appreciates that.

Sinner, on behalf of the Commission, thanked and welcomed back Jesse Oswald for another four years. Sinner congratulated Vrooman on his reappointment and Mark Funkey on his permanent appointment. He passed on that the Commission likes seeing their presence at the meetings and the support from all the staff, so if a question arises, it can be answered before it goes before the City Council.

Mark Funkey stated he is happy to be here and enjoys hearing their thoughts and comments on these projects. He feels it's important to hear what is said, so if there are any comments from the City Council, he can answer them. Funkey recognized the staff saying they do a tremendous job of preparing and bringing them forward. It's greatly appreciated.

- c. **Staff Reports:** Vrooman is in the middle of the highway project design. Murphy mentioned that Buffalo Wild Wings is open now and has other active permits for that same building; things are continually going on at Heartwell Renewables. Landmark Implement is very close, as are several other big projects. The Theatre District apartment building is cruising and going much smoother, and other smaller projects are keeping everyone busy.

Bunger told everyone that Kevin Kubo moved to a different position with the City of Fremont. His last day was November 2nd. We missed him in the office and what he did for the building community, but he wanted to be closer to family. He will be greatly missed. We are actively recruiting for that position, and it closes this Thursday. The Department has created a plan B to ensure

we meet the community's permits and inspections needs. Bunger said he appreciated his crew in the building division. It has been a relatively smooth transition after Kevin moved on, and we appreciate their work.

Bunger mentioned the City's recent success in receiving three grants from the State's Community Development Block Grant. Our Downtown, through the Community Redevelopment Authority, received another round of Downtown Revitalization funding to help rehabilitate buildings in the Business Improvement District. REVIVE, Inc. also received a big grant to support its substance abuse program and renovation project. The City received around 300,000 to install a new water line for the K & K Plaza Manufactured Home Park.

The Planning Division had an exceptionally busy year. Bunger stated he appreciates the Planning Commission's role in these projects—nearly 700 new dwelling units through the process of planning, subdivision, and redevelopment plan modifications. Several projects are underway, including the low to moderate-income homes on F and Franklin, the apartments at the Elm 26 development, and the new dorms at Hastings College, 55 units. Housing in Hastings has been a busy and exciting year.

Sinner thanked Bunger on behalf of the Planning Commission for his work, which has made their lives easier.

Sinner reminded the Commission that the January meeting has been moved to the 28th, and it could be lengthy, so he would appreciate everyone being there.

Adjourn

Chair Sinner called for a motion to adjourn at 4:39 p.m. Moved by Rosenberg to adjourn, seconded by Rossi. Roll Call: Ayes: Kindig, Rosenberg, Rossi, Sinner, Srivastava, Lewis, and Hinton. Nays: None. Motion carried: 7-0

Chair Greg Sinner

Department: Development Services
Staff Contact: Ember Batelaan, Chad Bunger
Planning Commission Meeting Date: 3/4/2025
File No: 2025-50
Prepared By: Ember Batelaan, City Planner

AGENDA ITEM SUMMARY SHEET

Description of Item:

The applicant, Daniel Hernandez, has applied to rezone a 1.5-acre parcel located at 913 W J Street from R-1, Urban Single-Family Residential District to C-3, Commercial Business District.

Names of People/Business affected by this action:

The applicant, surrounding neighborhood, people of Hastings, and the City

Why Planning Commission action is required:

Neb. Rev. Stat. 19-902 provides the city council shall receive the advice of the planning commission before taking definite action on any contemplated amendment, supplement, change, modification, or repeal, and no such regulation, restriction, or boundary shall become effective until after separate public hearings are held by both the planning commission and the city council in relation thereto, at which parties in interest and citizens shall have an opportunity to be heard. Notice of the time and place of such hearing shall be given by publication thereof in a legal newspaper in or of general circulation in such municipality at least one time ten days prior to such hearing.

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

The request to rezone is scheduled to be heard at the City Council Regular meeting on March 24, 2025.

Department head comments:

Development Services staff has reviewed the application to rezone the property located at 913 W J Street. The complete details of the staff review and recommendation are in the attached staff report.

Recommendation:

Staff recommends that the Planning Commission recommend APPROVAL to the City Council for the request to rezone the property commonly addressed as 913 W J Street from R-1, Urban Single-Family Residential District to C-3, Commercial Business District.

City of Hastings Planning Commission



STAFF REPORT

Request to Rezone: From R-1, Urban Single-Family Residential District to C-3, Commercial Business District

Case No. 2025-50

Applicant Daniel Hernandez

Property Location: 913 W J Street, Hastings, Adams County, Nebraska

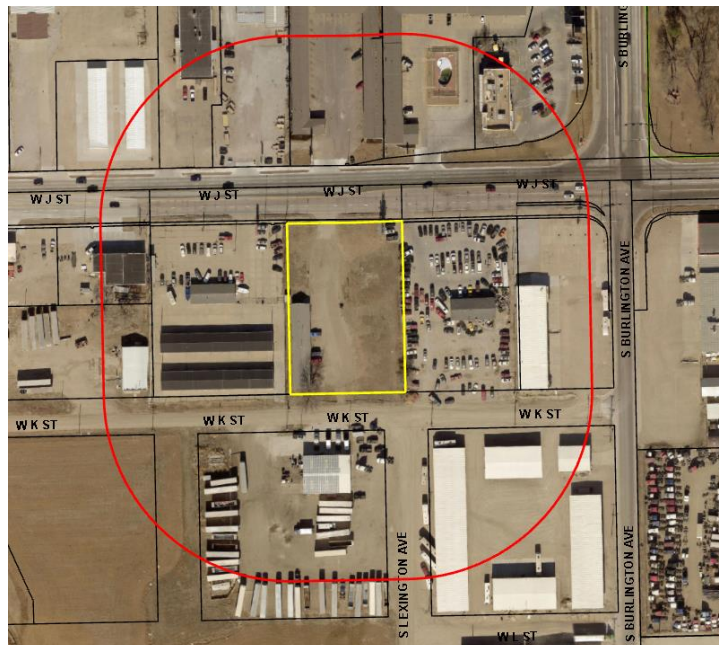
Lot Size: 1.5 acres (0.6 acres to be rezoned)

Date of Public Hearing: March 4, 2025

Current Zoning R-1, Urban Single-Family Residential District & C-3, Commercial Business District

Adjacent Zoning:

- North: C-3, Commercial Business District
- East: C-3, Commercial Business District & R-1, Urban Single-Family Residential District
- South: C-3, Commercial Business District & R-1, Urban Single-Family Residential District
- West: I-2, Heavy Industrial District



DESCRIPTION OF REZONING REQUESTS: The applicant has requested to rezone the 1.5-acre tract of land from R-1, Urban Single-Family Residential District to C-3, Commercial Business District. The area to be rezoned is approximately 0.6 acres and encompasses Lots 4, 5, and 6, Block 2 of Veiths Park Addition.

The applicant has stated in the application materials that “the proposed rezoning is a request to have the full parcel zoned to C-3.” The parcel is currently zoned C-3, Commercial Business District on the north half of the property and R-1, Urban Single-Family Residential District on the south half of the property.

No specific development plans or building permits have been provided for the future of the property.

Property Description: The property consists of five full lots and approximately 20 feet of a sixth platted lot in the Veiths Park Addition. The property is roughly 150 feet wide, east to west, and 270 feet deep, north to south. The land currently consists of a 50-year-old apartment and a gravel parking lot. The site is relatively flat.

Access is provided to the lot by existing curb cuts off West J Street. There is no sidewalk in the area.

STANDARDS TO REZONE PROPERTY:

The provisions of [Article VIII](#) regulate the process to rezone property within the City and its extraterritorial jurisdiction.

The City Council, by recommendation from the City Planning Commission, will base its decision on the following:

a) The existing use of the property, its physical and environmental characteristics, its zoning history, and its suitability for the zoning district it currently is within.

The property was originally subdivided by the Veiths Park Addition in 1887. An apartment building was built in 1975 on the southern half of the property, in the R-1 zoned area of the property. The site is relatively flat with no environmental concerns on the site.

The site has been zoned C-3 and R-1 Districts since 1958. The C-3 District allows detached, semi-attached, attached, and multi-dwelling buildings. The R-1 District allows detached dwellings. The existing apartment building is not an allowed use in the R-1 District, however rezoning the property to the C-3 District would bring the property into conformance.

b) Conformity of the proposed change with the Comprehensive Plan.

The property is designated as Commercial/Retail with a Highway 6 Overlay in the 2009 Imagine Hastings Comprehensive Plan Future Land Use Map.

The policy statement for the Commercial/Retail use designation is:

The commercial/retail land use designation provides the opportunity for the development of general retail and service uses that serve neighborhoods and the community and region. This category also allows for, but is not limited to, general retail including grocery stores, personal services (dry cleaning, beauty salon, bank), restaurants (drive-in and drive-through) and gas stations. This land use designation may also include office uses. Supporting uses such as open space and recreation are also appropriate. Commercial/retail uses should be along primary arterials such as Burlington Avenue and Highway 6. Defined local access and connections to nearby neighborhoods through streets and sidewalks should be provided. Destination and through traffic should be discouraged within the surrounding neighborhoods.

The policy statement for the Highway 6 Overlay designation is:

An overlay district is an additional zoning requirement that is placed on a geographic area but does not change the underlying zoning. Overlay districts have been used to impose additional development standards in specific locations within a community. There are three overlay districts proposed in Hastings; South Burlington, Highway 6, and the Urban Industrial. Each of these overlay districts is designed to enhance the development pattern, access and circulation, and appearance of these areas through the creation of development standards.

Use of the property for commercial uses is appropriate. The 2009 Comprehensive Plan's Highway 6 Overlay designation proposed a zoning overlay district for the area that was never adopted. The proposed rezoning conforms to the Comprehensive Plan.

c) Adequacy of sewer, water, streets, and other needed facilities and services for permitted uses in the proposed zoning district.

The site is currently served by City utilities. These utilities should be adequate to provide needed water, sanitary sewer, electricity, and gas for the existing and future uses.

d) The character of the neighborhood, including the zoning and uses of nearby property.

The surrounding area can be considered a commercial/industrial area with commercial businesses fronting on W J Street (Highway 6) and industrial uses located to the south.

To the north, east, and west are various commercial businesses zoned C-3, Commercial Business District and to the south are industrial businesses zoned I-2, Heavy Industrial District.

As previously stated, the applicant has not provided detailed plans for the property. Rezoning the property to C-3 District would allow for one zoning district on the tract of land owned by one party, avoid confusion, and would bring the multiple-family building into conformance with the zoning regulations.

The proposed rezoning would meet the general character of the surrounding neighborhood.

e) Compatibility of the proposed zoning district with nearby property.

The proposed zoning district is compatible with nearby properties, which are also zoned C-3, Commercial Business District.

f) Additional matters as might apply in individual cases. Not applicable.

STAFF COMMENTS: Staff recommends the Planning Commission recommend **APPROVAL** of the request to Rezone the property at 913 W J Street, from R-1, Urban Single-Family Residential District to C-3, Commercial Business District to the City Council, based on the recommendations in the Staff Report.

PREPARED BY: Ember Batelaan, City Planner

DATE: February 19, 2025

ATTACHMENTS:

1. Application materials
2. 2009 Comprehensive Plan Future Land Use
3. Uses and district table (C-3 District highlighted)
4. C-3 District Regulations
5. Staff summary presentation

Property Owner : CASABELLA ENTERPRISE LLC

Legal:

Twp: 07; Rng: 10; Block: 2; Lot: 1-6; Deeded Acres: 0.000
1376.00-LOTS 1-6 & VACATED ADJ ST EX HIGHWAY & EX TR
DESC 20202770 BLK 2 VEITHS PARK

Physical Address:

913 West J Street

Request to have full parcel zoned to C-3

From 2 different zoning: R1 and C-3

Future Land Use

City of Hastings, Nebraska

Future Land Use Plan Adopted
Planning Commission: 1-20-2009
City Council: 2-24-2009
Ordinance #4215

Map Last Updated: December 28, 2016

Land Use:

-  Rural Residential
-  Suburban Residential
-  Urban Residential
-  Mixed-Use - Neighborhood
-  Mixed-Use - Community
-  Mixed-Use Downtown
-  Commercial/Retail
-  Employment/Industrial
-  Public / Semi-Public
-  Parks & Recreation
-  Agriculture

Overlay Districts:

-  South Burlington Overlay
-  Highway 6 Overlay
-  Urban Industrial Overlay
-  Floodplain

-  City Boundary
-  ETJ Boundary
-  Education

General
Area

NAD

not to scale



TABLE 200-1: USES AND DISTRICTS														
	A	R-1	R-1A	R-1S	R-2	R-3	R-4	C-O	C-1	C-2	C-3	CMP	I-1	I-2
Residential Uses														
Detached dwelling	P	P	P	P	P	P	P	P	P		P			
Semi-attached dwelling					P	P	P	P	P		P			
Attached dwelling						P	P	P	P		P			
Multi-dwelling building						P	P	P	P		P			
Live/Work units							P	P	P	P				
Mixed-use dwelling							C			P		P		
Group housing		C	C	C	C	C	C				C			
Type A & B manufactured housing	P	P	P	P	P	P	P	P	P		P			
Mobile home court	C												C	C
Mobile home, accessory	C													
Detached dwelling, accessory	C													
Civic Uses														
Assembly, neighborhood	C	C	C	C	C	C	C	C	C	C	C	C	C	C
Assembly, community								C	C	C	C	C	C	C
Eleemosynary or philanthropic institution.						C		C	C	P	P	P		
Golf course/Clubhouse (non-business)	P	P	P	P		C						P		
Public park/Playground	P	P	P	P	P	P	P	P	P	P	P	P	P	P
Public museum or library	P	P	P	P	P	P	P	P	P	P	P	P	P	P
School, elementary	P	P	P	P	P	P	P	P	P			P		
School, secondary	R	R	R	R	R	R	R	R	R			P		
School, college or university	P					P						P		
Recreational vehicle park	C										C		C	C
Recreational vehicle, temporary use	R										R		R	R

Temporary structure, temporary use	P	R	R	R	R	R	R			P	P	P	P	P	
Service Uses															
Adult care, home	C	C	C	C	C	C	C	C	C	C	C	P			
Adult care facility								P	P	P	P	P			
Automobile service station, limited								C	P	P	P	P	P	P	
Automobile service station, general											P	P	P	P	
Automobile service station, large-scale											P	P	P	P	
Automobile repair, limited								C	C	C	P	P	P	P	
Automobile repair, general										C	P		P	P	
Bank								P	P	P	P	P	P	P	
Child care, home	R	R	R	R	R	R	R	R	R	R	R	P			
Child care facility					R	R		P	P	P	P	P	P	P	
Halfway house, quasi-institutional use													C	C	
Kennel, commercial	C										C		C	C	
Lodging, bed and breakfast	C	C	C	C	C	C	C	C	C	C					
Lodging, rooming house						C			P	P	P	P			
Lodging, hotel										P	P	P	P	P	
Lodging, motel											P	P	P	P	
Medical office	C							P	P	P	P	P			
Medical clinic	C							P	P		P	P	C	C	
Medical hospital	C							P	P			P	C	C	
Nursing home/Assisted living	C	C	C	C	C	C	C	P	P	C	P	P			
Professional services office								P	P	P	P	P	P	P	
Self storage, storage areas								C		R	C		C	C	
Veterinary office	P							P	P	P	P		P	P	
Veterinary hospital	P										C		C	C	
Employment Uses															

Home occupation	R	R	R	R	R	R	R	R	R	R	R			
Office, limited						C	C	P	P	P	P	P	P	P
Office, small							C	P	P	P	P	P	P	P
Office, general									C	P	P	P	P	P
Office complex/campus										C	P	P	P	P
Commercial and Retail Uses														
Convenience retail, automobile (< 5K s.f.)								C			P	P	P	P
Convenience retail, corner store (< 2K s.f.)							C	P	P	P	P	P	P	P
Neighborhood retail (< 5K s.f.)									P	P	P	P	P	P
General retail (5Ks.f.—20Ks.f.)										P	P	C	P	P
Large-scale retail (20K s.f.—100K s.f.)										C	P	C	P	P
Warehouse retail (> 100K s.f.)											P		P	P
Neighborhood grocery (< 45K s.f.)									P	P		P		
Supermarket (> 45K s.f.)											P	C	P	P
Indoor entertainment & Rec. business										P	P	C	P	P
Outdoor entertainment & Rec. business	C									C	C	C	C	C
Entertainment venue	C									C	C	C	C	C
Outdoor sales, limited									C	P	P	P	P	P
Outdoor sales, seasonal									C	C	C	C	C	C
Outdoor sales, yard											P		P	P
Mobile vendor, temporary use										R	R	R	R	R
Outdoor market (Farmers market)										P				
Restaurant									P	P	P	P	P	P
Industrial Uses														
Grain storage elevator	P												P	P
Manufacturing, limited								C	C	C	P	P	P	P
Manufacturing, light										C	C	C	P	P

[illegible]

Large scale wind generator (Wind farms	C												C	C
Telecommunication facilities and support structures	C							C	C	C	C	C	R	R

- Key:
- P = Permitted, allowed subject to general district standards
 - R = Restricted, allowed subject to specific use standards
 - C = Conditional, allowed subject to discretionary review
 - * Permitted use within the A District outside the City Limits, conditional use within A District within the City Limits.

([Ord. No. 4342-3/2013](#); [Ord. No. 4674](#), § 2, 11-8-2021; [Ord. No. 4735](#), § 2, 5-8-2023)

Sec. 34-211. - C-3 Commercial Business Districts.

- (1) *Intent.* This district includes those areas which are heavily exposed to automobile traffic and which have been developed with general commercial uses. The district is intended specifically for those areas surrounding major arterial intersections where personal services, convenience goods, and auto-related service facilities are desirable and appropriate land uses.
- (2) *Allowed uses.* See Table 200-1 in [Section 34-200](#).
- (3) *Minimum lot requirements.*

Use	Lot Area (sq. ft.)	Lot Width (lin. ft.)
3 and 4 family dwelling	7,000	70
5 to 10 family dwelling	8,000	75 (plus 1,000 sq. ft. for each dwelling unit in excess of 5)
All other permitted uses	6,000	None

- (a) Apartment building for 11 or more families on sites having a minimum area of 14,000 sq. ft. and minimum frontage of 100 feet on a street of city collector or greater designation on the official major thoroughfare plan shall be limited by floor area ratio (F.A.R.)* of 2.0 and shall be subject to the yard requirements of this section.
- (b) Floor area ratio is defined as the maximum gross floor area of a building on a lot or parcel, divided by the area of the lot or parcel. (F.A.R. of 2.0 provides for 28,000 gross sq. ft. of a building on a lot with an area of 14,000 sq. ft.)
- (c) Multiple-family dwellings shall provide a usable yard of 100 sq. ft. per dwelling unit.
- (4) *Minimum yard requirements.*
 - (a) *Residential uses.*
 - (i) *Front yard*—25 ft.
 - (ii) *Side yard*—There shall be a side yard on each side of a building not less than ten percent of the width of the lot; except, that such side yard shall not be less than seven feet, and need not be more than 25 feet.

Buildings on corner lots shall provide a side yard on the street side of not less than 15 feet; provided that this regulation shall not be so interpreted as to reduce the buildable width of a corner lot in separate ownership on August 26, 1968 to less than 35 feet.
 - (iii) *Rear yard*—The depth of the rear yard shall be at least 20 percent of the depth of the lot, but such depth need not be more than 30 feet.
 - (b) *Commercial uses.*
 - (i) *Front yard*—None; provided, however, if the building is set back from the front property line it shall be a minimum of ten feet.
 - (ii) *Side yard*—None; provided, however, if the building is set back from the property line it shall be a minimum of five feet except; that where a side line of a lot in this district abuts upon the side line of a lot in a District R-1 to C-O inclusive, a side yard of not less than ten feet shall be provided.

Buildings on corner lots shall provide a side yard on the street side of not less than ten feet; provided that this regulation shall not be so interpreted as to reduce the buildable width of a corner lot in separate ownership on August 26, 1968 to less than 30 feet.
 - (iii) *Rear yard*—None; except that not less than ten feet shall be provided adjacent to an existing alley and not less than 15 feet shall be provided next to any abutting property in a District R-1 to C-O, inclusive.
- (5) *Minimum dwelling size.*
 - (a) *Single family*—650 square feet of living floor area.
 - (b) *Multi-family*—None.
- (6) *Maximum lot coverage by all buildings.*
 - (a) *Residential uses*—50 percent
 - (b) *Other uses*—None

(7) *Maximum height of structures.*

- (a) Except for multi-family structures and as otherwise provided in this chapter, the maximum height of a principle structure shall be 90 feet above grade.
- (b) Except as otherwise provided in this chapter, the maximum height of a multiple family dwelling shall be 45 feet above grade.
- (c) The maximum height of an accessory structure shall not exceed lesser of 44 feet above grade or the height of the principal structure by more than 25 percent.

(Ord. Nos. 3133-7/89, 3218-6/91, 3215-6/91, 3242-12/91, 3284-11/92, 3292-1/93, 3397-6/94, 3428-10/94, 3448-12/94, 3488-7/95, 3861-6/2002, 3947-4/2004, 4233-11/2009, ~~4563~~-9/2018)

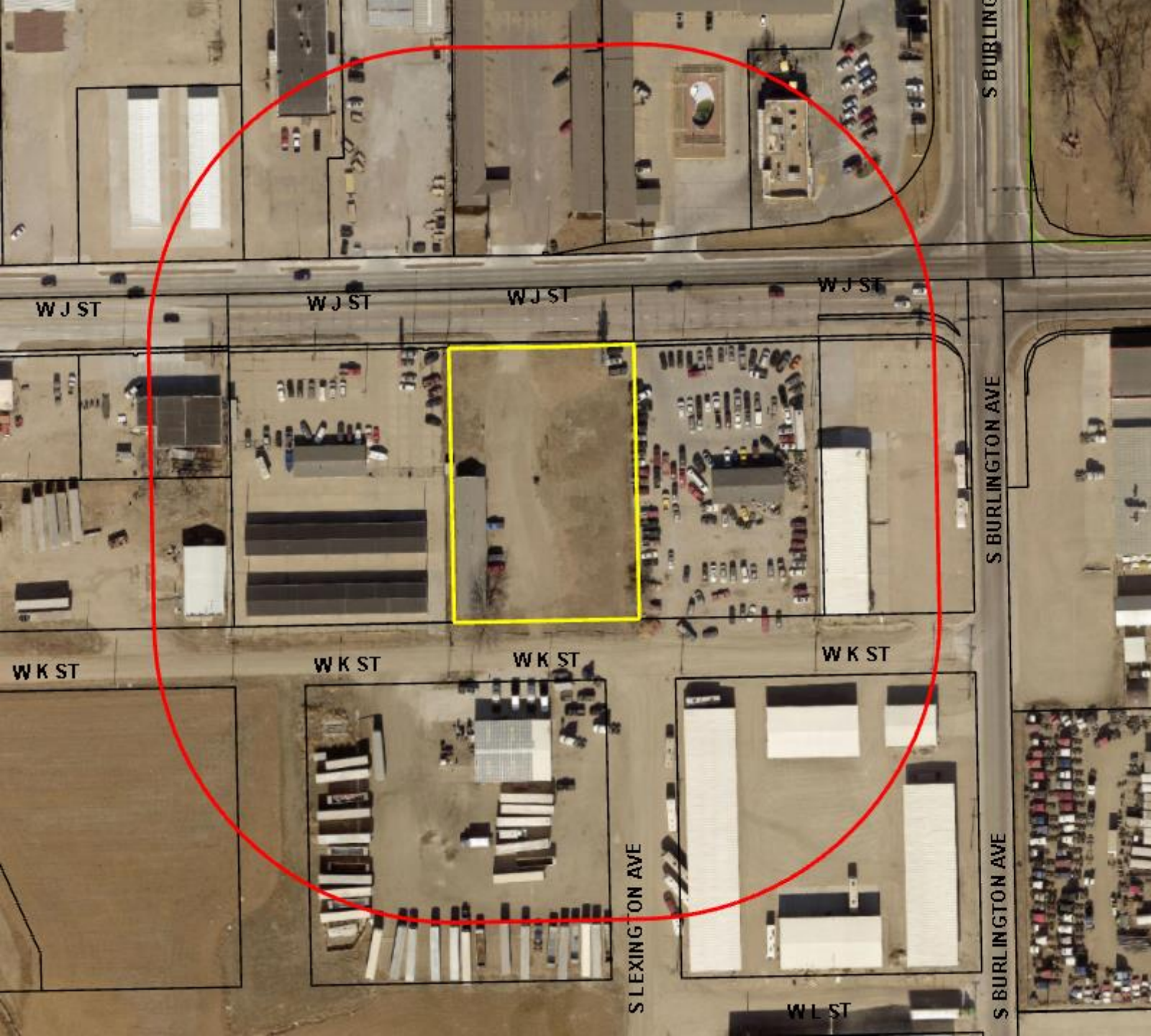


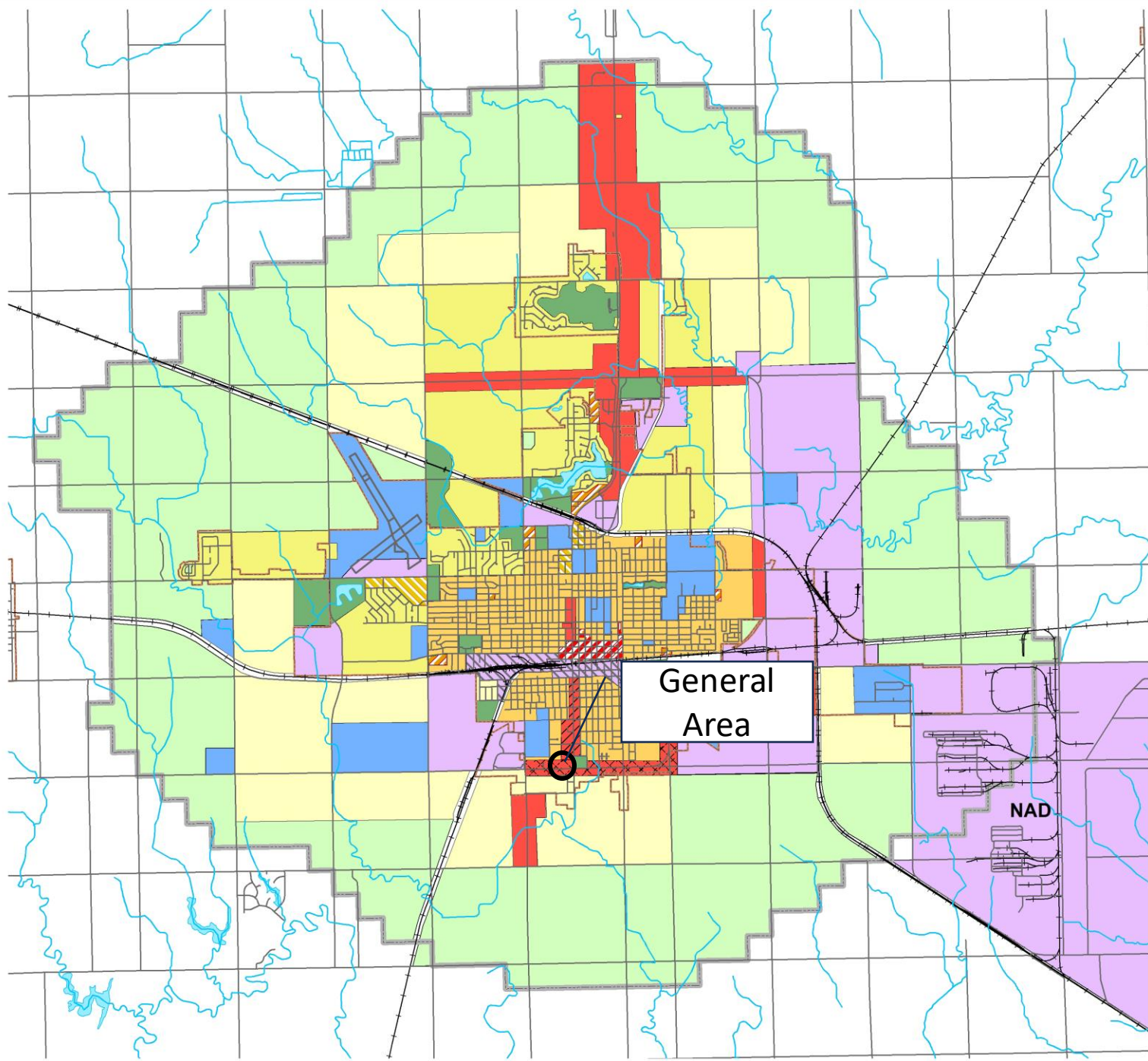


File No. 2025-50

Project Public hearing for a change of zoning for property commonly addressed as 913 W J Street, City of Hastings, Adams County, Nebraska, from R-1, Urban Single-Family Residential District to C-3, Commercial Business District, and to amend the Official Zoning District Map.

Applicant Daniel Hernandez





Future Land Use City of Hastings, Nebraska

Future Land Use Plan Adopted
Planning Commission: 1-20-2009
City Council: 2-24-2009
Ordinance #4215

Map Last Updated: December 28, 2016

Land Use:

- Rural Residential
- Suburban Residential
- Urban Residential
- Mixed-Use - Neighborhood
- Mixed-Use - Community
- Mixed-Use Downtown
- Commercial/Retail
- Employment/Industrial
- Public / Semi-Public
- Parks & Recreation
- Agriculture

Overlay Districts:

- South Burlington Overlay
- Highway 6 Overlay
- Urban Industrial Overlay
- Floodplain

- City Boundary
- ETJ Boundary
- Education

not to scale





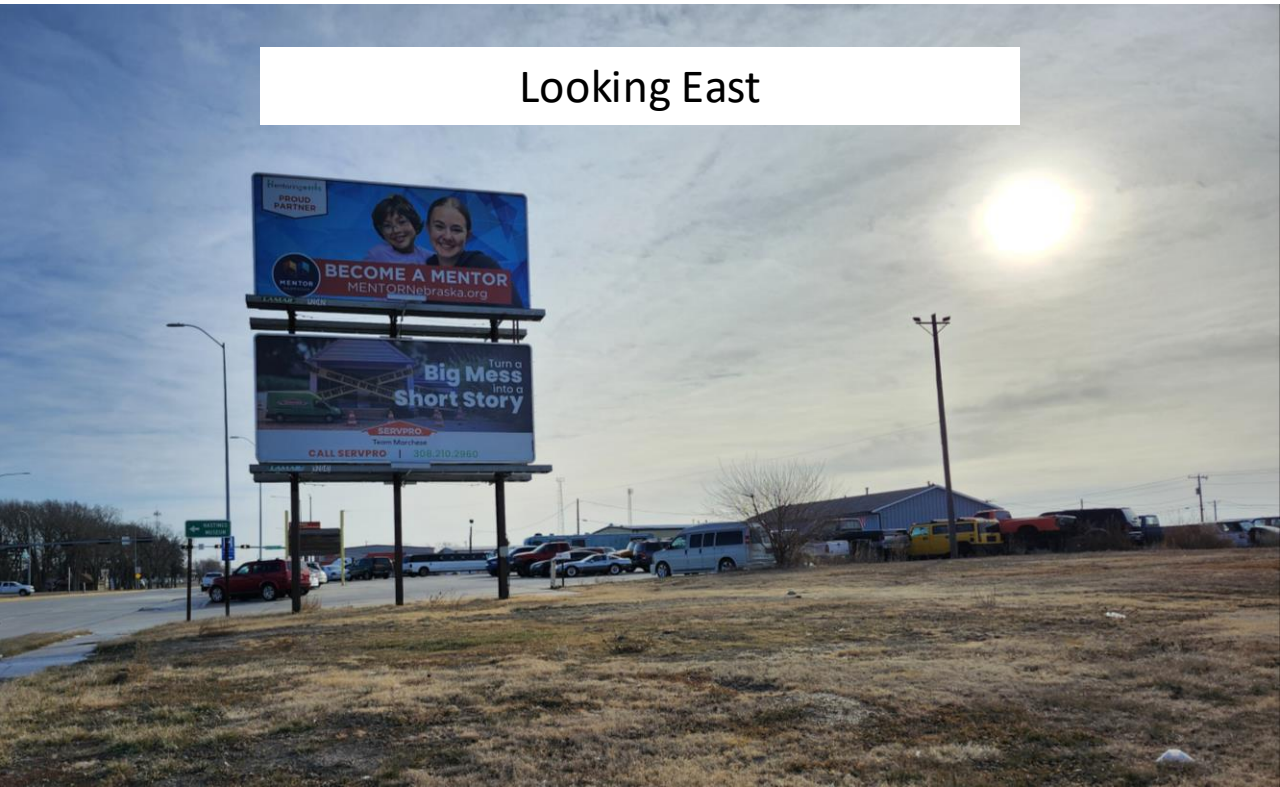
Looking North



Looking South



Looking East



Looking West



Staff Findings Summary

- The surrounding area is a commercial and industrial area that conforms with the 2009 Comprehensive Plan
- Adequate public infrastructure is available in the area to serve the development.
- The surrounding neighborhood is commercial/industrial in character and the proposed rezoning to C-3 would be compatible with the area.

Staff Recommendation

City staff recommends to the Planning Commission to **recommend approval** for an ordinance and the amendment to the Official Zoning District Map to rezone property commonly addressed as 913 W J Street, City of Hastings, Adams County, Nebraska, from R-1, Urban Single-Family Residential District to C-3, Commercial Business District, and to amend the Official Zoning District Map.



Department: Development Services
Staff Contact: Chad Bunger
Planning Commission Meeting Date: 3/4/2025
File No: 2025-60
Prepared By: Chad Bunger, Director of Development Services

AGENDA ITEM SUMMARY SHEET

Description of Item:

The City has partnered with Marvin Planning Consultants since 2022 to draft a comprehensive development plan to replace the current plan, which was adopted in 2009.

The City of Hastings Comprehensive Plan 2025 document was created by planning professionals and City staff, with extensive effort to gain input and feedback from the community. The proposed plan meets the minimum requirements of State Statute 19-903. This planning and policy document has been created to guide future development and provide City staff and the community with policies to address annexation needs and other development topics.

Names of People/Business affected by this action:

The citizens of Hastings,

Why Planning Commission action is required:

Nebraska Revised Statute 19-903 states that the city council must receive the advice of the planning commission before taking definite action on any contemplated amendment, supplement, change, modification, or repeal to the City's comprehensive development plan. No such regulation, restriction, or boundary shall become effective until after separate public hearings are held by both the planning commission and the city council in relation thereto, at which parties in interest and citizens shall have an opportunity to be heard

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

Due to a scheduling conflict with the consultant team, this item is scheduled for a public hearing at the March 24, 2025 City Council meeting.

Department head comments:

Development Services staff has worked alongside the staff of MPC and the community to develop this comprehensive development plan. The complete details of the draft document and recommendation are in the attached staff report.

Recommendation:

Staff recommends that the Planning Commission recommend the **APPROVAL** of the resolution to adopt the City of Hastings Comprehensive Plan 2025, as proposed, to the City Council.

City of Hastings Planning Commission



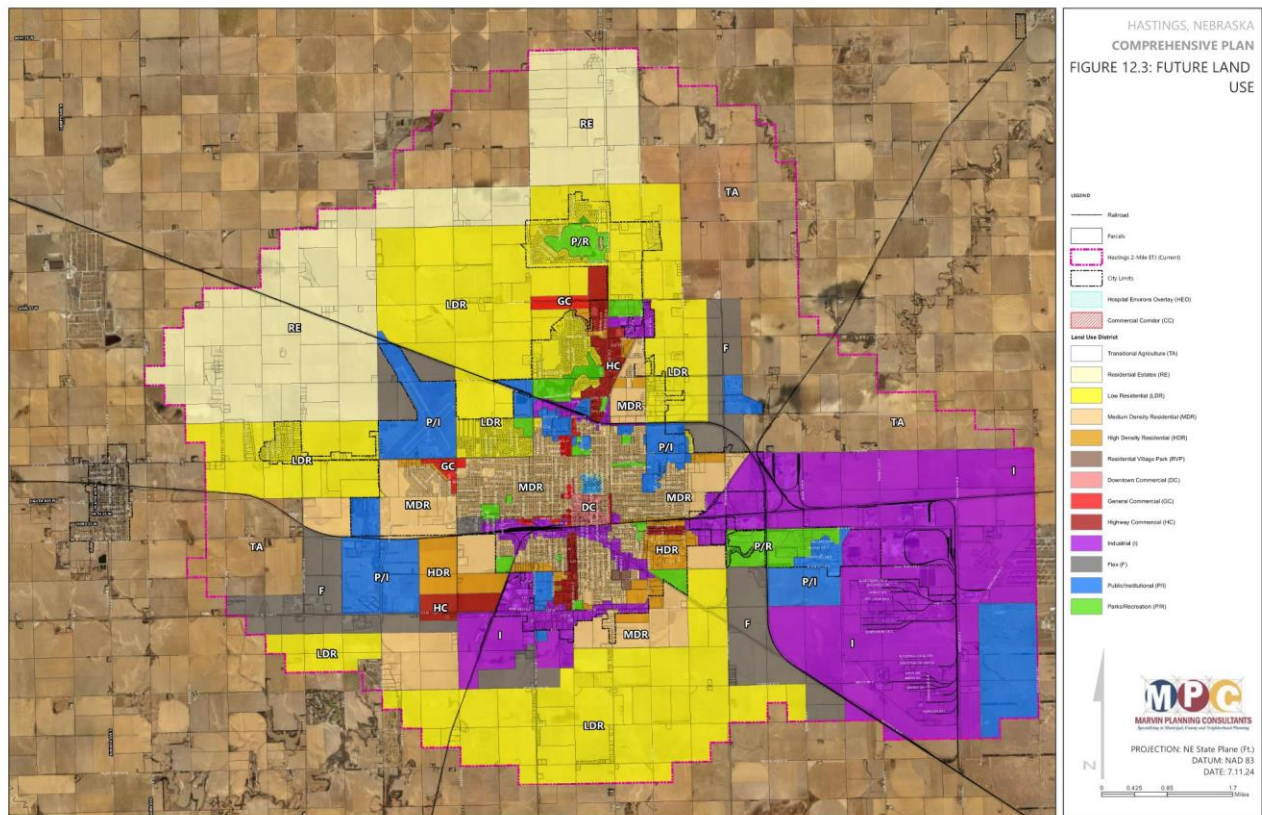
STAFF REPORT

Request: Adopt the City of Hastings Comprehensive Plan 2025

File No. 2025-60

Applicant City of Hastings

Date of Public Hearing: March 4, 2025



BACKGROUND:

The City of Hastings entered into a contract with Marvin Planning Consultants (MPC) in April 2022 to work with the City to do a complete update of Hastings' Comprehensive Development Plan in accordance with [Nebraska Revised Statute 19-903](#).

The last comprehensive development plan completed by Gould Evans was adopted in 2009.

The MPC staff researched various topics related to the plan, including population and housing projections, economic development growth, and public facility needs. MCP worked with City staff to also seek community input through a variety of channels early in the project, including a project webpage hosted by MPC, interviews with community leaders, focus group meetings, community-wide town hall meetings, booths at community events, and virtual engagement pieces that included an online ideation tool and community survey. A summary of this engagement effort has been provided in Chapter 2 of the plan (pages 5 – 9). This input was incorporated, as appropriate, into the final document.

The City worked with the MPC staff to draft the planning and policy documents to guide the community's future development and related policies based on the consultant's research, community input, and latest development activities.

Some changes of note in the final draft, compared to the 2009 comprehensive development plan, include:

- *Future land use planning is shown throughout the City's extra-territorial jurisdiction (ETJ).* This document continues the effort to appropriately designate the area outside the City limits but within the City's ETJ for future developments. Areas to note include the "Flex" land use designation or highway commercial designations along highways throughout the ETJ.
- *Updates to the residential land uses.* Almost all the residential land use designations were updated to provide needed density to help address the City's affordable housing issues. Most of the urban residential designations note the ability to provide "missing middle" housing at the appropriate scale to the new or established neighborhoods.

The term "missing middle" was coined by Daniel Parolek, an architect with Opticos. "Missing Middle" is described as medium-density developments, housing that is denser than a single-family detached home but not as dense as a large, suburban apartment complex. These developments are intended to be compatible in size and design with the surrounding neighborhood, so they do not detract from the neighborhood. The "missing" part of the phrase refers to the fact that several neighborhoods built before the 1950s

have these types of developments embedded within neighborhoods but are no longer allowed to be constructed because of current zoning regulations.



Hastings has several of these "missing middle" developments scattered throughout its older, established neighborhoods, including duplexes and triplexes, all the way up to a 12-unit apartment building originally designed to complement the surrounding neighborhood. The proposed plan sets the stage for updating the City's zoning codes to allow these types of developments where appropriate.

The plan created a new residential category, "Residential Village Park," to identify areas that are already a dense manufactured home park or could be an area for a "tiny home village," a development trend creating small, permanent homes in a dense private neighborhood setting (page 94).

The plan also significantly increases the density of the High-Density Residential land use. The intent of this land use category is for apartment complexes, typical in suburban areas. The 2009 Comprehensive Development Plan shows the typical density range being 4 to 10 units per net acre. The proposed plan states that the density should start at 15 units or above per acre. For context, the multi-family portion of the recent Elm 26 residential development has a residential density of 14.4 units per acre (page 93).

- *A new "Flex" land use category was created.* The Flex land use category is intended to accommodate a flexible blend of commercial and industrial uses. These areas are typically along arterial highway corridors such as US 6/34 or US 281 Bypass (page 99).
- *Proposed annexation policy to address future "voluntary" and "unilateral" annexations.* As required by [Nebraska Statute 19-903.5.b](#), this plan provides a review of the standards and qualifications that should be met to enable the City to undertake annexation of areas into the City limits. The proposed annexation policy addresses when to accommodate a voluntary annexation request and when to consider annexing land when the property owner(s) does not request it.

After the draft plan was completed, the City created an Engage Hastings project page to replace the original project website. The address for the page is <https://engage.cityofhastings.org/on-the-horizon-hastings-comprehensive-plan>. The draft plans and various information posts are provided on the site. The Engage Hastings project page allows staff and the community to provide information and feedback about the plan and future updates.

On September 17, 2024, the Planning Commission held a work session to review the final draft of the plan and provide feedback on the document. This feedback was incorporated into the plan where appropriate.

The City and MPC hosted a community open house on September 24, 2024, to introduce the comprehensive development plan draft and seek input on the final draft. These comments were also included in the completed draft ready for adoption.

This planning project paused to allow for the 2024 election cycle and orientation of the new City Council to be completed. The Council held a work session with MPC and City staff on January 21, 2025, to review the draft plan.

All appropriate revisions to the City's 2025 Comprehensive Plan have been made, and the planning and policy document is ready to be reviewed for adoption.

STANDARDS TO ADOPT OR AMEND THE COMPREHENSIVE PLAN:

Neither the State Statutes nor the City's Zoning Regulations specify any standards to adopt or amend a comprehensive development plan. [Nebraska Revised Statute 19-903](#) does require five elements to be included in a comprehensive development plan. The five elements are:

1. A land-use element which designates the proposed general distributions, general location, and extent of the uses of land for agriculture, housing, commerce, industry, recreation, education, public buildings and lands, and other categories of public and private use of land;
2. The general location, character, and extent of existing and proposed major roads, streets, and highways, and air and other transportation routes and facilities;
3. The general location, type, capacity, and area served of present and projected or needed community facilities including recreation facilities, schools, libraries, other public buildings, and public utilities and services;
4. When a new comprehensive plan or a full update to an existing comprehensive plan is developed, an energy element which: Assesses energy infrastructure and energy use by sector, including residential, commercial, and industrial sectors; evaluates utilization of renewable energy sources; and promotes energy conservation measures that benefit the community; and

5. (a) When next amended after January 1, 1995, an identification of sanitary and improvement districts, subdivisions, industrial tracts, commercial tracts, and other discrete developed areas which are or in the future may be appropriate subjects for annexation and (b) a general review of the standards and qualifications that should be met to enable the municipality to undertake annexation of such areas. Failure of the plan to identify subjects for annexation or to set out standards or qualifications for annexation shall not serve as the basis for any challenge to the validity of an annexation ordinance.

The proposed completed document provides each of these five elements, as applicable.

The City of Hastings Comprehensive Development Plan 2025 was created by planning professionals and City staff, with extensive effort to gain input and feedback from the community. This planning and policy document has been designed to guide future development and provide City staff and the community with policies to address annexation needs and other development topics.

STAFF COMMENTS: Staff recommends that the Planning Commission recommend the **APPROVAL** of the resolution to adopt the City of Hastings Comprehensive Plan 2025, as proposed, to the City Council.

PREPARED BY: Chad Bunger, AICP, CFM, Director of Development Services

DATE: January 10, 2025

ATTACHMENTS:

1. City of Hastings Comprehensive Plan 2025
2. Future Land Use Map



City of Hastings, Nebraska
Comprehensive Plan 2025



Acknowledgements

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Former Mayor: Corey Stutte

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Chapter 1 Introduction

Location

Hastings is located in south central Nebraska, 10 minutes south of Interstate 80. Highways 6, 281, and 34 transverse the city. The latter two connect Hastings to Interstate 80. Hastings is part of the "Tri-Cities" area (Hastings, Kearney, and Grand Island) of Nebraska.

History

With the promise of the Nebraska prairie in front of them, English settlers from Lincoln first settled in the area in 1871. The first house, a sod dugout, was built at the corner of what is now Third St and Lincoln Ave. More houses and a general store soon followed, with the city being founded soon after in 1872. The same year, the St. Joseph and Denver City Railroad agreed to build a line south of the fledgling town, crossing the Burlington line. Hastings was named in honor of Thomas D. Hastings, construction engineer of the St. Joseph and Denver City Railroad.

The City was incorporated in 1874. Juniata, west of Hastings, was the county seat of Adams County until 1878. For five years, the two towns fought for the county seat, with Hastings winning out because of its location on the railroads.

The location on the two railroad lines made Hastings grow exponentially, especially after becoming the county seat. Within 10 years of its founding in 1872, Hastings had grown to 3,000 people, with a fledgling Hastings College beginning its first classes. Hastings had become the most important commercial point between Lincoln and Kearney.

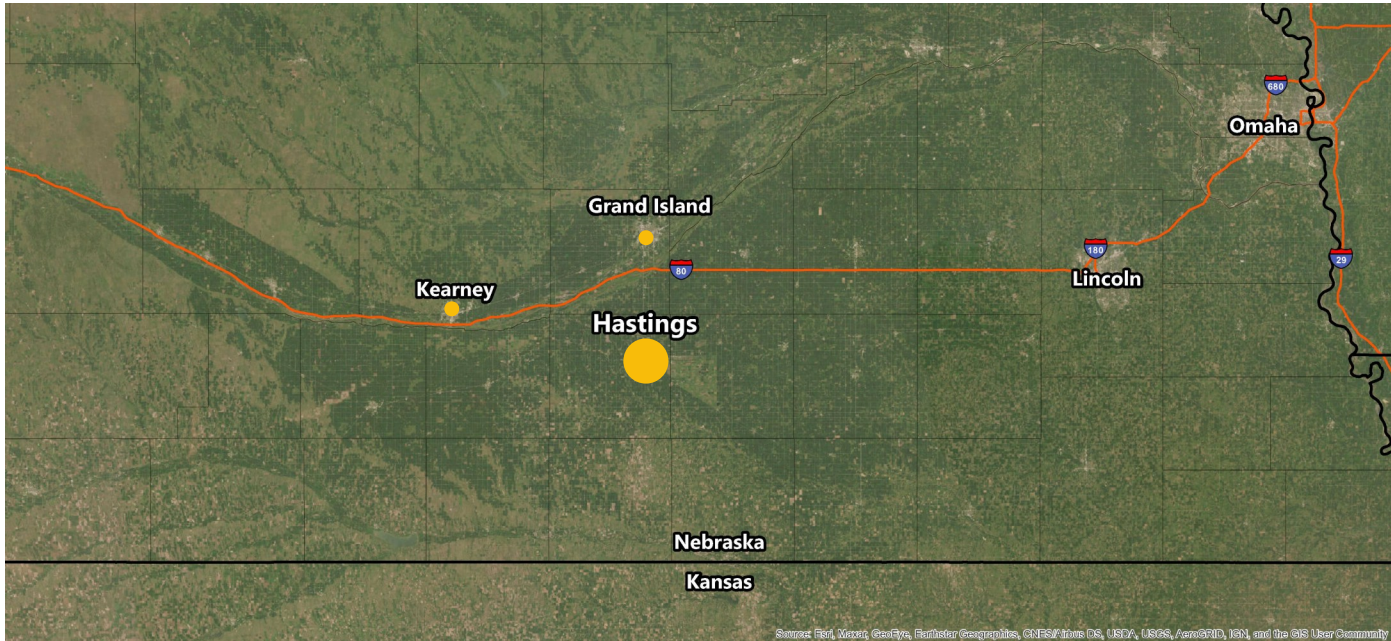
The early 20th century saw Hastings become not only the largest brick producer in the state but also the "cigar-making capital" of Nebraska. Edwin Perkins invented Kool-Aid, the famous colorful soft drink, in downtown Hastings in 1927. The drink is still celebrated annually

by the city during Kool-Aid Days. By World War II, the two industries of brick and cigar making were replaced by the Naval Ammunition Depot, which brought in nearly 8,000 people. Built in 1942, the Depot was one of four major depots in the United States. The Depot was decommissioned in 1958. Many buildings left behind by the military are now part of Central Community College's campus and surrounding industrial areas.

Hastings' roots are still seen today due to historic preservation of its first neighborhoods and the downtown. Visitors to Hastings can enjoy the booming downtown, beautiful parks, and unique events such as Kool-Aid Days. No longer a brick or cigar hub, the city is now driven by its downtown, the local colleges, hospital, and agriculture.

Sources: adamshistory.org;
hastingsmuseum.org/exhibit/hastings-naval-ammunition-depot/;
townsquarepublications.com/history-of-hastings-ne/

Figure 1.1: Regional Location of Hastings



Source: Marvin Planning Consultants

Comprehensive Plan

This plan will accomplish the following for the city of Hastings:

1. Promote orderly growth and development for the community;
2. Provide policy guidelines to enable citizens and elected officials to make better informed decisions about the future of the community;
3. Provide a guideline for the location of future developments and uses within the planning jurisdiction of Hastings;
4. Provide a vision and direction for the future planning period of the city, and;
5. Act as an information and management tool for community leaders to use in their decision-making process when considering future developments

This plan **is not a static document**; it should evolve as changes in the land use, population, or local economy occur during the

planning period (2025 to 2045).

The Planning Process

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

In conjunction with the development of general goals and actions, a data collection phase occurs. Data is collected to provide a snapshot of the past and present conditions within the community. Analysis of data provides the basis for developing forecasts for future land use demands, as well as future needs regarding housing and facilities.

The Comprehensive Plan is a **blueprint** designed to identify, assess, and develop actions and policies in the following areas:

- Housing;
- Economic Development;
- Community Facilities;
- Parks, Recreation, and Attractions;
- Public Safety;
- Utilities and Energy;
- Hazards;
- Land Use;
- Annexation, and;
- Transportation

The Comprehensive Plan contains recommendations which when implemented will be of value to the community and its residents. Tools, programs, and methods necessary to carry out the recommendations will be identified through the process. Nevertheless, the implementation of the development policies contained within the plan is dependent upon the adoption of the plan by the governing body and the leadership exercised by the present and future elected and appointed officials of the city.

Plan Preparation

The Plan was prepared under the direction of the Hastings Planning Commission, with the assistance and participation of the Hastings City Council, City staff, the Plan Review Committee, citizens of Hastings, and those who live elsewhere but work in or regularly visit the city.

The time period for achieving the goals, programs, and future developments identified in the Hastings Comprehensive Plan is 20 years. However, the community should review the plan annually and update the document every five years (2030), or when major, unanticipated opportunity arises. Completing updates every five years or so will allow the community to incorporate ideas and developments not known at the time of the present planning process.

Plan Components

Nebraska State Statutes require the inclusion of certain elements in a Comprehensive Plan. A "Comprehensive Development Plan," as defined in Neb. Rev. Stat. § 19-903 (Reissued 1997), shall include the following elements:

- Land-use;
- Existing and proposed transportation routes;
- Existing and projected community facilities, and;
- Identification of sanitary improvement districts and standards for their annexation

The Comprehensive Plan is written so as to promote the general health, welfare, and safety of the city. Policies in the plan help to accomplish this by

considering appropriate land use decisions, providing adequate services to all citizens, and promote safety from human made and natural disasters.

Data Analysis

Analyzing past and existing demographic, housing, economic, and social trends allows for the projection of potential conditions in the future. Projections and forecasts are useful tools in planning for the future; however, these tools are not always accurate and may change due to unforeseen factors. In addition, past trends may be skewed or the data may be inaccurate, creating a distorted picture of past conditions.

Therefore, it is important for Hastings to closely monitor population, housing, and economic conditions impacting the city. Through periodic monitoring, the city can adapt and adjust to changes at the local level. Having the ability to adapt to socio-economic change allows the city to maintain an effective Comprehensive Plan for the future, to enhance the quality of life for its residents, and raise the standard of living for all residents.

Data Variations

In some chapters, American Community Survey ("ACS") data was used alongside U.S. Census Bureau decennial data during this planning project. ACS data is based upon statistical sampling from the U.S. Census Bureau's data; therefore, there may be variations in the numbers presented based on the source.

The COVID-19 pandemic greatly

impacted data collection during the 2020 U.S. Census. As the ACS is based on the U.S. Census, not all data is completely representative of the city.

Governmental Organization

The Hastings City Council performs the governmental functions for the city. Pursuant to Neb. Rev. Stat., §16-901, the planning and zoning jurisdiction for the city includes the corporate area as well as the area generally within two miles of their corporate limits.

Process for Adoption

When it is time to adopt this Comprehensive Development Plan, the City Council has the opportunity to choose the means of adoption. State Statutes allow for the plan to be adopted as either a Resolution or an Ordinance. However, the means used to adopt the plan is the process to be used in the future to amend it.

Adoption of the Comprehensive Development Plan requires both the Planning Commission and City Council hold separate Public Hearings. After the Planning Commission Public Hearing, the Planning Commission makes a recommendation to the City Council, who then holds their Public Hearing. Notice of both public hearings is required to be published in the newspaper of general circulation a minimum of 10 days prior to each hearing.

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Chapter 2 Community Engagement

Your Hastings

Community engagement is vital to a successful planning effort. Public participation makes it possible to have a clearer understanding of how the residents feel regarding their communities. During every planning process, there are limited numbers of individuals concerned about the effort, either because things are going in a good direction or specific issues do not impact them. Regardless, this does not minimize the importance of community engagement. Knowing, recording, and then acknowledging what residents think of their communities makes the comprehensive plan truly a community's.

Participation Methods

Transparent and frequent public participation was designed as a major component of this plan. The process included multiple approaches. It was structured

in a manner allowing for stakeholders to be involved in numerous ways throughout the process - if stakeholders missed a meeting, they were still able to provide their thoughts and input through other means. The key elements of participation included:

- A project website;
- Postcards;
- Planning team attendance at community events;
- Interviews with leaders in City government;
- Focus groups;
- Town hall meetings;
- An Open House at the conclusion of the project;
- Crowdsourcing photography and mapping;
- An online engagement platform;
- MindMixer, and;
- a Citywide survey

Project Website

A special project website, "onthehorizonhastings.com", was

established at the onset of the planning process. The project website served as a means to notify residents about upcoming meetings, inform them on the importance and purpose of comprehensive planning, provide links to input methods, and provide updates on the status of the project. In addition, the Transportation and Parking Master Plan, completed in 2022 by Kimley-Horn, was linked to the website.

Postcards

In order to get the most public participation possible, the planning team developed informational postcards. The postcards led readers to the project website and to the project survey. The postcards were delivered to businesses downtown, convenience stores, senior housing, City Hall, Garage Sale City Wide, and the Public Library. Postcards were also left at every town hall meeting. Hastings Young Professionals, an active youth organization in

Hastings, helped distribute cards as well.

Event Attendance

Both Kool-Aid Days and the Hastings 150th anniversary celebration bring the entire region together - Kool Aid Days and the Holiday Lights Festival do so annually, while the 150th celebration was for one day only. For this reason, the planning team was in attendance at all events. At these events, the planning team had three goals: educate residents on the process, how they can get involved, and gather their input on what they think of Hastings.

Kool-Aid Days

The planning team first attended the famous Hastings event in late August of 2022. Event goers were directed to the project website, educated on the planning process, and in some instances interviewed by the planning team. This event was an unofficial beginning to the public input process.

The planning team then attended Kool-Aid Days in August of 2023 to present the draft of the Future Land Use element of the plan. Feedback was welcomed; the reception was overwhelmingly positive.

Holiday Light Festival

At this downtown Hastings celebration, the planning team interviewed eventgoers on what they like and what they dislike about Hastings. Postcards were also passed out to eventgoers.

150th Anniversary Celebration

The planning team set up a booth, in conjunction with the City of Hastings, at this monumental celebration. The

event took place on September 18, 2022. Handouts, including postcards and crowdsourcing maps, were handed out to gather input. Event goers were also asked three simple questions: "What do you like in Hastings?", "What do you not like in Hastings", and "What are things you want to see?". The results of these questions were as follows:



I like:

- Downtown
- The Museum



I want to see:

- Outdoor event space
- More sit-down restaurants
- More healthy grocery options
- Safe, affordable housing
- More after school programs
- Indoor event space like the Big Apple in Kearney
- More high-density housing
- Pedestrian only streets downtown
- A local police academy
- More transportation options
- Museum expansion
- Traffic safety improvements



I don't like:

- There is no outdoor recreation in the winter

- There are not enough things for families to do
- How unsafe the railroad crossings are
- When businesses close early downtown
- There is not enough to do for date night
- The lack of public transportation options
- The rental stock
- The pedestrian crossings in southwest Hastings

Interviews with City Leaders

City leadership was interviewed to share how important planning will be for Hastings' future. Those interviewed included members of the Development Services Department, City Council members, Planning Commission members, the Economic Development Corporation, and the Mayor. Each person was asked "Why Planning is important?" and "What would you like to see in the community?". These interviews were broadcasted to the public on the project website.

Focus Groups

The planning team interviewed key stakeholders in the community. These groups were chosen due to their involvement in the community now as well as the impact they will have on the future of Hastings. The following groups were interviewed:

- Hastings Community Foundation;
- Downtown businesses;
- Chamber of Commerce;
- Downtown Business Improvement District;
- Young Professionals;
- Hastings Fire & Rescue Department;
- Hastings Police Department;
- Community Redevelopment Authority;

- Central Community College;
- Hastings College, and;
- Mary Lanning's Facilities Department

Each group gave the planning team their thoughts on the strengths, opportunities, and challenges of living, working, and playing in Hastings.



Strengths:

- Educational opportunities
- Local colleges
- Quality of life
- Friendly people
- Everyone knows everyone
- Downtown
- New mall development
- Employment opportunities
- Parks and recreation
- Small town feel while being close to the big city
- Local healthcare
- Industry, location on two railroads
- Events like Kool-Aid Days
- Small businesses
- Family friendly



Opportunities:

- Keeping pace with the other Tri-Cities
- Redevelopment of the mall
- Growth of downtown; housing, restaurants
- Young people
- Entrepreneur programs at colleges
- Housing, housing, housing

- Providing flexibility in regulations
- Protecting agriculture
- Capitalizing on softball crowds
- Building trust between city and residents
- Setting common goals and priorities
- Forming a new identity
- Attracting a new age of workforce, those who work from home
- Marketing what Hastings has to offer
- Giving everyone a voice in the future of the city
- Embrace benefits of being a small city



Challenges:

- Mistrust between city and residents due to transparency
- Housing, housing, housing
- Poverty disparity in southern half of city
- Lack of activities; people travel to Kearney or Grand Island for entertainment
- Apathy
- Roadblocks for young people to get involved
- City being traditionally anti-growth
- Retaining students after graduating
- Easier to say "no" than "yes"
- Developers face roadblocks when approaching city
- Not enough high paying jobs
- Lack of childcare
- Public transportation
- Cost of starting a business
- Blighted properties

Town Hall Meetings

Town Hall meetings were an integral part of the planning process. These meetings were an open format, where attendees were free to come and go between 6:00 - 8:00 PM.

At these meetings, attendees were asked to rate the strengths, weaknesses, opportunities, and threats of thirteen topics that relate to Hastings as a whole. These thirteen topics were Communications and Utilities, Community Facilities, Economic Development, Education, Energy, Hazards, Housing, Land Use, Natural Resources, Parks and Recreation, Public Health, Public Safety, and Transportation. Also at these meetings, crowdsource mapping was encouraged, with large maps left on tables and small one left for attendees to take home. Postcards were left at each meeting as well for participants to take home. The public meetings were held in each City Council Ward:

- Ward 3, Hastings High School, October 3;
- Ward 4, Alcott Elementary, October 4;
- Ward 1, Lincoln Elementary School, October 5, and;
- Ward 2, Hawthorne Elementary School, October 6

A summary of the responses received at these meetings can be found in Appendix B - Community Engagement.

Final Open House

An open house was held on September 24, 2024, as a conclusion to the community engagement efforts of this project. The meeting was held at the Hastings Public Library.

Members of the planning team and City staff were present to answer any questions the public had about the direction provided by the Plan. Discussion at the open house was primarily centered on future land uses, demographics, and annexation policy.

Crowdsourcing

The residents of Hastings were able to contribute visually to the Comprehensive Plan through crowdsourced photography. Crowdsourcing through photography is like gathering a scrapbook of Hastings' best and worst. The project website had a survey where they could upload up to 10 photographs at a time of what they like and dislike about their communities. Photos encouraged were anything people like or dislike about Hastings. For those without access to the website, residents could also drop off photographs at City Hall.

Crowdsourced mapping is a process where residents are able to add their thoughts to a map of the city. These thoughts are represented by an icon, representing different topics on how to improve, preserve, or better Hastings. The project website contained a link to the crowdsource map. For those without access to the website, maps were left at City Hall, the Public Library, at all town hall meetings, and the Hastings 150th Anniversary Celebration. Central Community College and Hastings College distributed crowdsource maps to their students and faculty.

Engage Hastings Webpage

The Engage Hastings webpage was created to inform the public

about ongoing efforts to implement this Plan. The webpage also provides constant up to date information on other planning efforts in the City, including a list of projects in each neighborhood, zoning permits, and public works projects. This page also allows citizens to provide direct input back to the City on any concerns or thoughts they may have. Engage Hastings will not be closed once this Plan is adopted.

MindMixer

MindMixer is an online forum which encourages discussion, often on topics which are hard to be honest about at public meetings. Questions were posed by the planning team to participants, after which they were able to start an open dialogue on the questions posed.

Participants were encouraged to get involved through gift cards and Hastings Museum passes. The more someone was involved, the more points they gathered, earning them a gift card or pass. The project website provided a link to the MindMixer forum.

Surveys

SurveyMonkey, a web based survey tool, was utilized for gathering at-large input on Hastings. The survey process allows individuals to provide input while remaining totally anonymous.

The survey was advertised using the project postcards, as well as announcements on the city website and through the Hastings Tribune. The survey was also made available on the project website. For those who preferred to take the survey on paper, the survey was left at the Public

Library, City Hall, and at all town hall meetings. Reaching all populations was important with this survey. The senior population of Hastings was reached by delivering surveys to the Good Samaritan Village. The younger student population was reached with surveys being delivered to Central Community College and Hastings College. The survey contained a total of 18 questions relating to the city.

The survey data helped to identify what people want protected, what needs to be changed, and what makes Hastings a special place to live. The results are listed in order of importance. Complete results of the survey can be found in the Appendix A - Survey Results. Answers that were inappropriate were not included in the results. Records of such answers can be requested by the city.

Goals and Actions

Planning for the future land uses of the city is an ongoing process of goal setting and problem solving, aimed at encouraging and creating a city with a better quality of life. Goal setting and problem solving began with the community engagement process, creating a base of priorities for the city's future. Community engagement focuses upon ways of solving existing problems within the city, and providing a management tool enabling Hastings' citizens to achieve their vision for the future.

Visioning

Visioning is a process of evaluating present conditions, identifying problem areas, and bringing about consensus on how to overcome existing problems and manage change.

By determining Hastings' vision, the city can decide where it wants to be in the future and then develop a vision plan guiding decisions of the city. The residents of Hastings must also act or implement the necessary steps involved in achieving this "vision".

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

A key component of a Comprehensive Plan is the goals and actions. The issues and concerns of the citizens, gathered during the community engagement process, are developed into a vision. The vision statement can then be further delineated and translated into action statements and/or policies, used to guide, direct, and base decisions for future growth, development, and change within Hastings. Hastings' goals and actions attempt to address various issues regarding the questions of "how" to plan for the future.



Photo 2.1: Open house meeting
Source: Marvin Planning Consultants

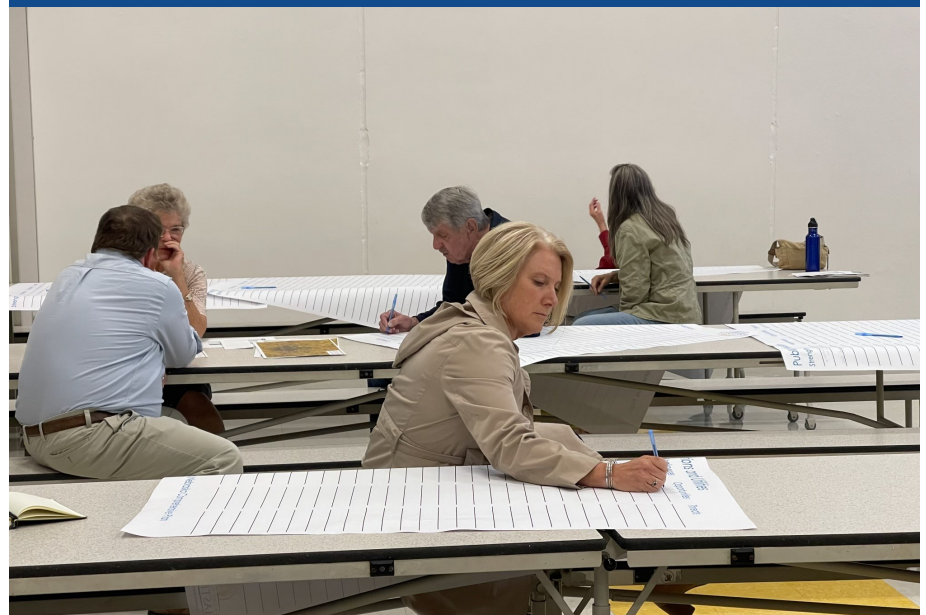


Photo 2.2: Open house meeting
Source: Marvin Planning Consultants

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Chapter 3 Population

Population Trends

Understanding past and existing population trends and applying them to the future is a critical action Hastings should undertake. Hastings' decision-makers should understand where the city has been, where it is currently, and where it appears to be going. Population trends impact all major components comprising the city including housing, economics, medical services, local employment, education, and fiscal stability. Population projections also provide an estimate for the city to base development decisions and future land uses.

The trends examined in this chapter compare Hastings to the Tri-Cities region as well as peer cities. Comparisons to the Tri-Cities are important, as Hastings is not getting the same share of growth being seen in Kearney or Grand Island. It is important for Hastings to know why this is the case. The peer cities of

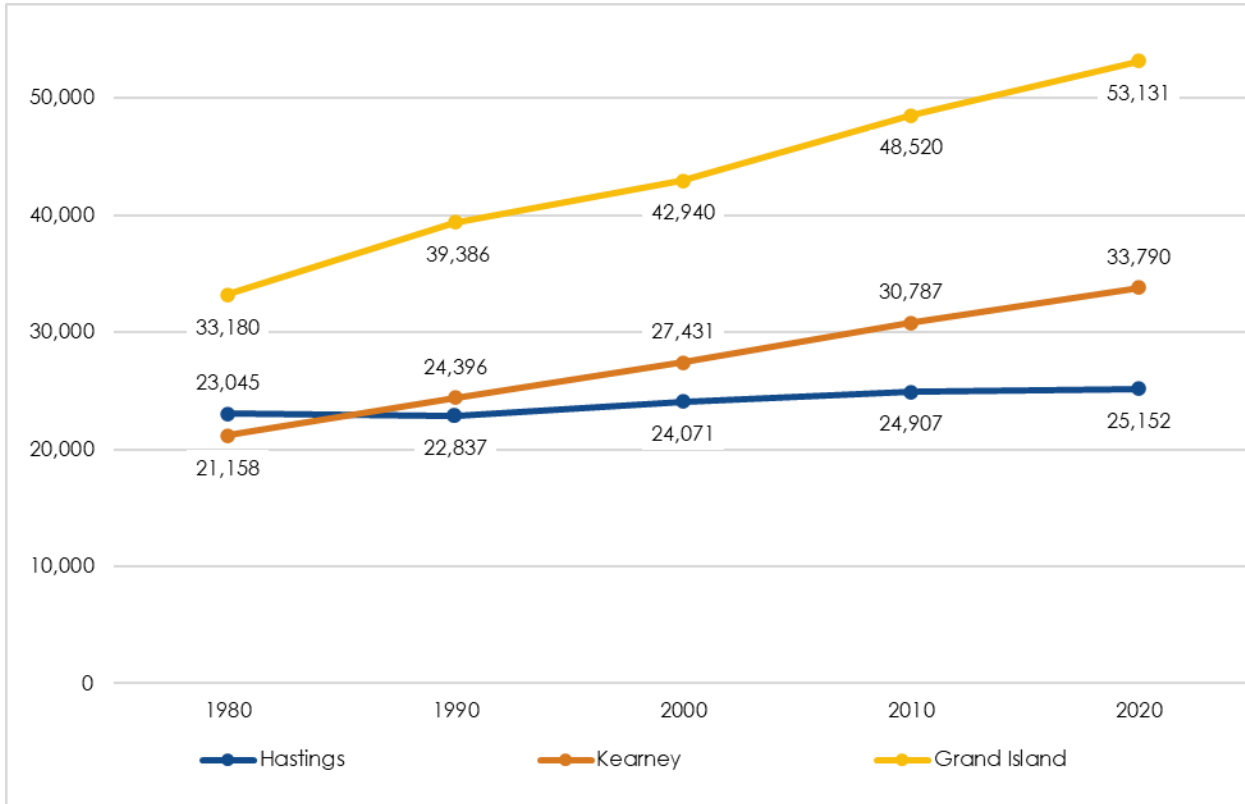
Columbus, Fremont, North Platte, Norfolk, and Scottsbluff, Nebraska, were all selected due to their population size and economic impact on the region. However, these are all isolated regional centers; Hastings is not. Nevertheless, it is important to make these comparisons outside of the Tri-Cities; Hastings should be competing with and

comparing themselves to these cities outside of the Tri-Cities. Ultimately, population projections are only estimates and unforeseen factors may affect projections significantly. The review of these projections should occur regularly, particularly as new data are released by the Census and the ACS.



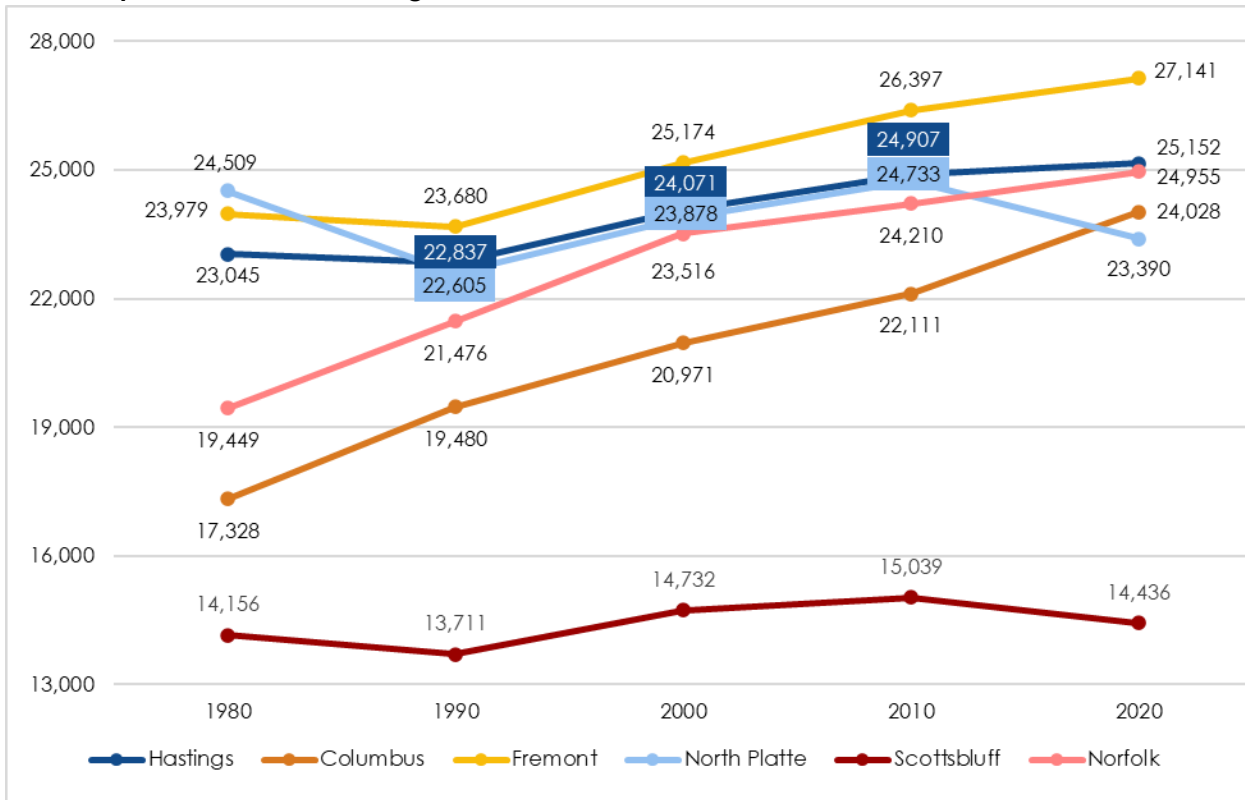
Photo 3.1: Downtown parade, 1920
Source: Hastings Museum

Figure 3.1: Population Trends, Hastings and the Tri-Cities, 1980-2020



Source: U.S. Census Bureau 1980 - 2020

Figure 3.2: Population Trends, Hastings and Peer Communities, 1980-2020



Source: U.S. Census Bureau 1980 - 2020

Trends Analysis

Figures 3.1 and 3.2 contain the population over the previous 40 years, comparing Hastings to the Tri-Cities region and its peer communities in Nebraska. These data are the basis for the eventual projection lines for population scenarios in the community.

In comparison to the Tri-Cities, Hastings has the smallest current population. However, this was not always the case; Hastings had a higher population than Kearney and was comparable in size to Grand Island until 1990. Many factors caused Kearney and Grand Island to begin to grow more than Hastings; location on I-80, in place industry, and Kearney State's College transition to the University of Nebraska system being amongst those reasons. Kearney now has over 8,000 more persons than Hastings, and Grand Island has now more than doubled Hastings in size.

In comparing itself to its peer communities, Hastings fares considerably better. Aside from the starting period of 1980, Hastings has had the second highest population of the six cities. Each community has seen consistent growth or a slight decrease in population; Hastings grew by 9.1% over the period, which was the fourth-highest growth rate. Columbus saw the greatest increase, growing by 38.7%.

Age Profile

Age Structure Analysis

Age structure is an important component of population analysis. By analyzing age structure, the city can determine

Table 3.1: Age Characteristics, 2012-2022

Male and Female Populations 2012-2022					
Age in 2012	2012 population	Age in 2022	2022 population	Cohort Change	% Change
		0-4	1,550	-	-
		5-9	1,624	-	-
0-4	1,781	10-14	1,853	72	4.0%
5-9	1,777	15-19	1,937	160	9.0%
10-14	1,523	20-24	1,944	421	27.6%
15-19	1,900	25-29	1,744	-156	-8.2%
20-24	2,027	30-34	1,544	-483	-23.8%
25-29	1,583	35-39	1,572	-11	-0.7%
30-34	1,403	40-44	1,219	-184	-13.1%
35-44	2,710	45-54	2,652	-58	-2.1%
45-54	3,408	55-64	2,999	-409	-12.0%
55-64	3,015	65-74	2,474	-541	-17.9%
65-74	1,683	75-84	1,321	-362	-21.5%
75 & older	2,150	85 & over	665	-1,485	-69.1%
Total	24,960		25,098	-3,734	

Sources: ACS 5-Year Estimates 2012 and 2022

the key dynamic affecting the population growth or decline, and sustainability of Hastings' population. Each age group affects the population in a number of different ways; the existence of large younger age groups means a greater ability to sustain future population growth compared to large older age groups.

Table 3.1 contains the age group structure for Hastings in 2012 and 2022. The examination of the city's age structures provides an understanding of where some of the population shifts are occurring. Reviewing population in this manner permits a detailed analysis of which specific groups are moving in and out of the city. Positive changes in a group indicate in-migration or births. Negative changes in a group indicate out-migration or a combination of out-migration and deaths.

Hastings saw growth in five age groups from 2012 to 2022. The 0-4 and 5-9 groups are always an increase as these individuals were not alive for the 2012 American Community Survey. Outside of these age groups, the other increases were in the 10-14, 15-19, and 20-24 age groups. When you eliminate the first two younger populations, 653 people moved into Hastings during this period. Adding the new births into the mix, the total population growth was 3,827 people.

There were eight age groups from 2012 having declined by 2022. The group with the greatest loss was the 85 and over age group, which lost 1,485 persons, or 69.1% over the time period. The 65-74 age group lost the second most persons, which is also an older age group. This age group lost 541 persons, or 17.9%. Younger age groups lost significant population as well. Likely college graduates, as well

as young families, (25-29 through 40-44) all lost population.

Median Age

Tables 3.3 and 3.4 compares the median ages of Hastings and the Tri-Cities and Hastings and its peer communities between 2012 and 2022. In comparison to the Tri-Cities, between 2012 and 2022, the median age for Hastings only decreased by 0.2 years (36.5 to 35.3). Hastings had the highest median age of the Tri-Cities. The presence of the University of Nebraska-Kearney in Kearney is likely a reason why the median age has consistently been lower than Hastings' median age. As shown in Table 3.1, college graduates and family bearing aged persons are leaving the city, leaving Hastings with an aging population and a consistently higher median age.

In comparison to the peer communities, Hastings is far more comparable. Each city had a median age in the mid to late 30's across the time period, excluding Norfolk, which reached 40.1 by 2022. As of 2022, Hastings' median age was 36.3, the third lowest of the communities. Scottsbluff had the lowest median age at 31.0 in 2012.

Age Cohorts

Figure 3.3 is a population pyramid of the current age structure of Hastings. The largest cohort of males (14.2%) were young men/children age 15-19. The largest cohort of women (13.6%) were young women/children age 15-19 and 20-24. There was a greater share of women than men over the age of 50. Service providers for senior citizens should take this gender discrepancy into account during

Table 3.2: Median Age, Hastings and the Tri-Cities, 2012-2022

Year	Hastings	Kearney	Grand Island
2012	36.5	29.2	34.6
2013	36.9	29.4	34.8
2014	36.5	29.6	35.0
2015	36.0	29.9	35.1
2016	35.9	30.6	34.8
2017	36.4	31.2	34.7
2018	36.0	31.5	35.0
2019	36.1	31.7	34.9
2020	36.0	32.1	35.0
2021	35.9	32.1	34.9
2022	36.3	31.9	35.0

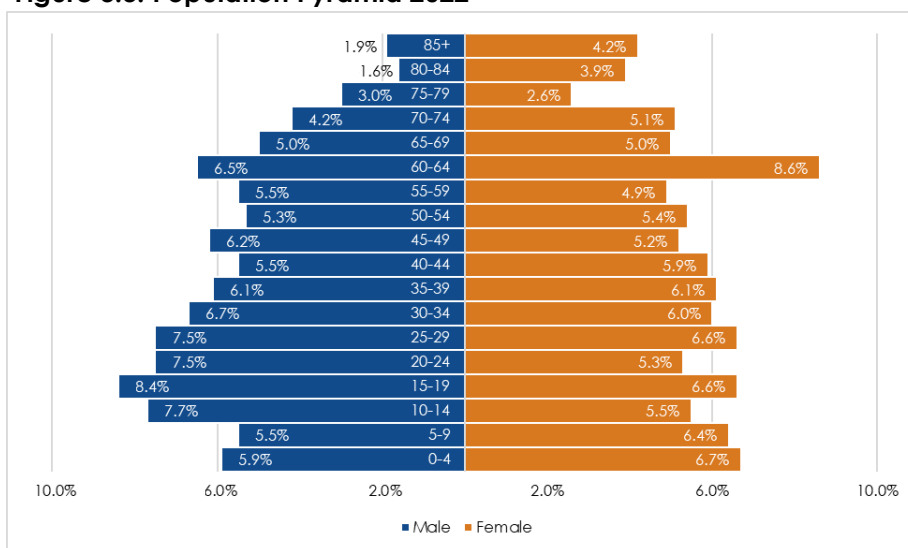
Source: ACS 5-Year Estimates 2012 - 2022

Table 3.3: Median Age, Hastings and Peer Communities, 2012-2022

Year	Hastings	Columbus	Fremont	Norfolk	North Platte	Scottsbluff
2012	36.5	39.1	34.3	35.9	36.9	30.3
2013	36.9	37.8	34.2	36.4	36.8	30.4
2014	36.5	36.7	34.8	36.6	35.7	28.9
2015	36.0	36.5	35.4	37.5	35.5	30.5
2016	35.9	36.5	35.3	37.1	36.0	32.1
2017	36.4	36.6	35.6	38.1	35.7	31.8
2018	36.0	36.8	35.6	38.1	35.7	32.3
2019	36.1	36.5	35.7	38.8	35.3	31.9
2020	36.0	37.5	35.6	38.9	35.2	32.7
2021	35.9	37.2	37.6	35.8	39.4	35.0
2022	36.3	37.5	36.8	40.1	35.6	31.0

Source: ACS 5-Year Estimates 2012 - 2022

Figure 3.3: Population Pyramid 2022



Source: ACS 5 Year Estimates 2022

program planning. Among working age population (20-64), the smallest cohort among men were age 50-54 (5.0%) and among women were ages 40-44, 45-49, and 55-59 (4.6%). The larger numbers of younger people in age cohorts 20-24 through 35-39 are prime candidates for workforce training.

Age Cohort Projections

Tables 3.4 through 3.6 to the right project the population of three critical age groups into the future; youth (0-19), college age/ young professionals, and seniors (55-85+). Monitoring these population's projected growth is important, as all have their own unique needs. Youths need adequate school facilities and healthcare services, (their caretakers need sufficient daycare services). College aged persons and young professionals seek amenities and entertainment options, particularly if they are in college (attracting them to Hastings is important) or are a young professional looking to start a family. Seniors require certain healthcare services and also require sufficient housing to either age-in-place or transition into.

These data were calculated by taking the 2021 ACS 5-year estimate for each age cohort, and then applying the fertility rate of females and mortality rate to each age cohort. In each subsequent decade the two factors of mortality and fertility are reapplied, to eventually reach the 2051 number. These are merely projections; where Table 3.1 looks at raw data only, these tables model what the cohorts **may** look like in the next

Table 3.4: Youth Cohort Projections, 2021-2051

2021		2031		2041		2051	
				Cohort	Projection	Cohort	Projection
Cohort	Population	Cohort	Projection			0-4	3,008
0-4	1,586	0-4	2,568	0-4	2,747	5-9	2,885
5-9	1,606	5-9	2,450	5-9	2,569	10-14	2,738
10-14	1,754	10-14	1,580	10-14	2,559	15-19	2,566
15-19	2,111	15-19	1,604	15-19	2,447		
Total	7,057	-	8,202	-	10,322	-	11,197

Sources: ACS 5-Year Estimates 2021, Marvin Planning Consultants, Nebraska Vital Statistics

Table 3.5: College/Young Professional Cohort Projections, 2021-2051

2021		2031		2041		2051	
				Cohort	Projection	Cohort	Projection
Cohort	Population	Cohort	Projection			20-24	2,537
20-24	1,798	20-24	1,740	20-24	1,568	25-29	2,431
25-29	1,719	25-29	2,097	25-29	1,593	30-34	1,556
30-34	1,643	30-34	1,785	30-34	1,728	35-39	1,582
35-39	1,422	35-39	1,706	35-39	2,081		
Total	6,582		7,328		6,970		6,705

Sources: ACS 5-Year Estimates 2021, Marvin Planning Consultants, Nebraska Vital Statistics

Table 3.6: Senior Cohort Projections, 2021-2051

2021		2031		2041		2051	
				Cohort	Projection	Cohort	Projection
Cohort	Population	Cohort	Projection			55-64	1,729
55-59	1,323	55-64	1,361	55-64	1,589	65-69	1,622
60-64	1,763	65-69	1,215	65-69	1,353	70-74	1,507
65-69	1,216	70-74	1,560	70-74	1,186	75+	2,294
70-74	1,172	75+	2,059	75+	2,287		
75+	2,008						
Total	7,482		6,195		6,415		7,152

Sources: ACS 5-Year Estimates 2021, Marvin Planning Consultants, Nebraska Vital Statistics

30 years. Table 3.4 projects the youth population to grow from 7,057 to 11,197 (58.7%). The significant growth over the next 30 years will mean the city should focus on providing more adequate services and facilities for both the children and their caretakers. (Levels of service will be explored in Chapter 6.)

Table 3.5 projects a slight increase in college aged

persons/young professionals (1.9%). The number staying nearly the same means the city will need to continue to provide the amenities sought by college students or by those young professionals who want to set down roots and start families in the city.

Table 3.6 projects the senior population to fluctuate, with an overall decrease from 7,482 to

7,152 (-4.4%). Some of this decrease is due to the mortality rate in this age group as well as the likelihood of persons moving away. Although the population decreases slightly, the city must still ensure they are providing healthcare services and meeting housing needs for this population.

Dependency Ratio

This ratio examines the portion of Hastings' supporting age groups historically dependent upon others for survival (those under 18 years and those 65+ years). The ratio is important to examine as it focuses on the number of dependent persons and if there is enough employed persons in the community to support the dependent populations and the employed population.

Dependency Ratio

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

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

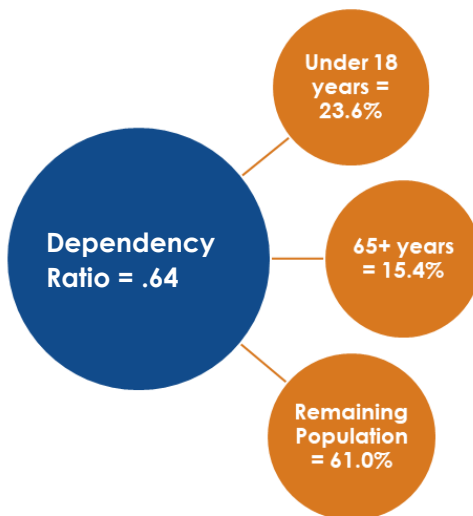
>1: 1 Independent resident able to support less than 1 Dependent resident

(%18 years and younger + % 65 years and older)

Divided by
% of remaining population

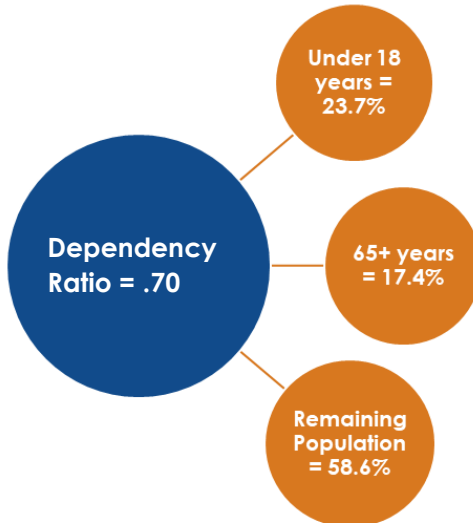
Figures 3.3 and 3.4 indicate the dependency ratios for 2012 and 2022 in Hastings. The portion of persons less than 18 years of age stayed the same between 2011 and 2021, however those aged 65 years and older increased by 2.0% over the time period. In 2012, Hastings had a dependency ratio of 0.64. By 2022 the dependency ratio had increased to 0.70.

Figure 3.4: Dependency Ratio, 2012



Source: ACS 5-Year Estimates 2012

Figure 3.5 Dependency Ratio, 2022



Source: ACS 5-Year Estimates 2022

Increases are not a positive sign for any community. It is important for the city to keep the working age population in the city. A high dependency ratio means the city's population is aging in conjunction with the working age population decreasing or not growing. This means the working age population is not being replaced by young persons; the age pyramid is heavier at the top and not at the base.

A focus on keeping and attracting working age persons will be important for the city. Secondly, a decrease in the non-working age population means the city must work to continue providing services for persons below 18 and for senior citizens.

Ethnicity

Analysis of ethnicity provides more detail as to the changes being seen in a community. Each resident bring their own cultures and beliefs to the area; supporting each culture and belief is paramount to the success of the city into the future. Both the city and school districts need to track these changes annually in order to support and help these groups thrive.

Hastings was predominantly White alone in 2010; this did not change by 2020. The White alone population did decrease by 1,408 persons (6.6%) between 2010 and 2020, though the total population was still 79.8% White. The Hispanic Origin (Any Race) population increased from 2,430 to 3,479 between 2010 to 2020. The Two or More Races population group also increased over the time period, growing from 255 persons to 791 persons. The other groups saw either a slight increase or decrease in persons over the time period. Despite the increases in these other groups, the population in Hastings' remained a majority White alone. This will likely continue into the future for the city based on these trends.

Educational Attainment

The greatest number of Hastings residents are high school graduates, or have attended some college with no degree. Among Hastings residents 25 years and over, 25.7% had a Bachelor's Degree or higher In 2022. This compares to 32.9% of all Nebraskans. There were 90.5% of Hastings residents the same age who were High school graduate or higher, compared to 91.7% statewide.

Table 3.7: Population by Ethnicity, 2010 and 2020

Ethnicity	2010		2020		2010 to 2020	
	Number	%	Number	%	Net Change	% change
White alone	21,485	86.3	20,077	79.8	-1,408	-6.6%
Black or African American alone	208	0.8	239	1.0	31	14.9%
American Indian and Alaska Native alone	89	0.4	104	0.4	15	16.9%
Asian alone	410	1.6	396	1.6	-14	-3.4%
Native Hawaiian and Other Pacific Islander alone	9	0.0	9	0.0	0	0.0%
Some Other Race alone	21	0.1	57	0.2	36	171.4%
Two or More Races	255	1.0	791	3.1	536	210.2%
Hispanic Origin (Any Race)	2,430	9.8	3,479	13.8	1,049	43.2%

Source: U.S. Census Bureau 2010 and 2020

Income and higher education attainment tend to be highly correlated. Over recent years, the share of Hastings residents holding a higher education degree has risen gradually, but steadily, from 2012 to 2022. The share of persons with a Bachelors degree increased by nearly 15.5% from 2012 to 2022. As of 2022, 35.6% of the total population in Hastings has at least a bachelors degree.

Not all higher paying jobs require college degrees, and quality vocational and on-the-job training in this job environment can translate well into steady living wages. Nevertheless, continuing the increase in educational attainment will be beneficial to the community and economy.

Population Projections

Population projections are estimates based upon past and present circumstances. The use

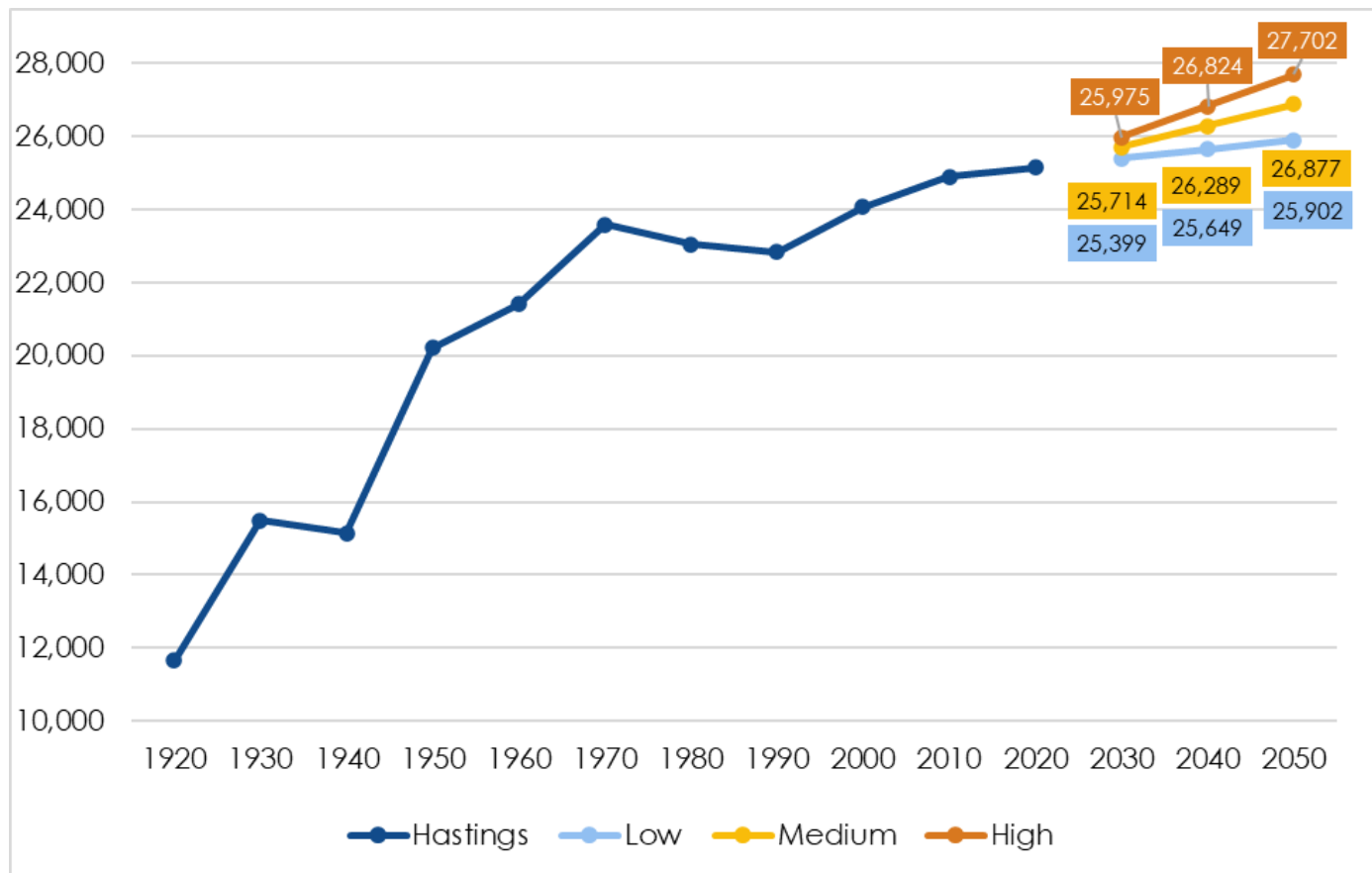
of population projections allows Hastings to estimate the potential population in future years by looking at past trends. By scrutinizing population changes in this manner, the city will be able to develop a baseline of change from which future scenarios can be generated. A number of factors such as demographics, economics, or social may affect projections positively or negatively.

At the present time, these projections are the best tool for predicting future population changes. There are many methods to project the future population trends; the one projection technique used is intended to provide Hastings a broad overview of possible population changes in the future.

Trend Line Analysis

Trend Line Analysis is a process of projecting future populations based upon changes during a

Figure 3.6: Population and Projections



Source: U.S. Census Bureau 1920 - 2020, Marvin Planning Consultants

specified period of time. In the analysis of Hastings, four different trend lines were reviewed: 2010 to 2020, 2000 to 2020, 1990 to 2020, and 1970 to 2020. A review of these trend lines indicates Hastings will see varied levels of population changes between now and 2050. The following projections summarize the decennial population for Hastings through 2050.

The trend lines examined were calculated by finding the rate of change over 10, 20, 30, and 50 years in Hastings. The rate of change per each period was then applied to the current population to project growth over the next 30 years. The table to the right (?) lists the four trends.

Summary of Population Projections

Three population projection scenarios were selected:

Low = 2010 to 2020

2030	25,399 persons
2040	25,649 persons
2050	25,902 persons

Medium = 2000 to 2020

2030	25,714 persons
2040	26,289 persons
2050	26,877 persons

High = 1990 to 2020

2030	25,975 persons
2040	26,824 persons
2050	27,702 persons

Each projection trend shows growth for the city. The range of growth between low and high is approximately 1,800 persons.

Year	1970 to 2020
2020	25,152 persons
2030	25,479 persons
2040	25,810 persons
2050	26,145 persons
Year	1990 to 2020
2020	25,152 persons
2030	25,975 persons
2040	26,824 persons
2050	27,702 persons
Year	2000 to 2020
2020	25,152 persons
2030	25,714 persons
2040	26,289 persons
2050	26,877 persons
Year	2010 to 2020
2020	25,152 persons
2030	25,399 persons
2040	25,649 persons
2050	25,902 persons



Chapter 4 Housing

Housing

Housing is an essential need for all residents of a community. Housing preferences also vary widely between people and those in different stages of their life. Young families have different needs and preferences than senior citizens. Those preferences change constantly over time.

This housing profile examines the existing and projected housing market conditions for Hastings, with a focus on affordable and “missing middle” housing and needs of at risk households. Data used in this element comes from a variety of sources including the U.S. Census Bureau, U.S. Department of Housing and Urban Development (HUD), Adams County Assessor, third-party vendors, and qualitative information from focus group participants.

Projecting future housing needs requires consideration of multiple factors including population

change, household income, housing vacancy rates, employment rates, land use patterns, and residents' preferences. This chapter incorporates findings of the Hastings Affordable Housing Plan, and presents information on the household character of Hastings' residents, describes the existing housing stock and housing conditions, and considers future needs for housing.

Household Character

Overall, Hastings has seen marginal growth over the past two decades, both in population and households. As Table 4.1 illustrates, the number of households in Hastings grew by only 1.2% from 2012 to 2022. The number of households with more than one or more persons 65 and older grew by 23.3%.

Table 4.1: Hastings Households, 2012-2022

	2012	2022	Change 2012-2022
Total Households	10,224	10,348	1.2%
Average Household Size	2.32	2.3	-0.9%
Married-couple household	5,027	4,453	-11.4%
Householder living alone	2,988	1,854	-38.0%
Households with one or more under 18 years	3,014	2,950	-2.1%
Households with one or more 65 years and over	2,696	3,323	23.3%
Householder living alone, 65 years and over	1,265	1,563	23.6%

Sources: ACS 5-Year Estimates 2012 and 2022

Households

In 2022, the number of persons in Hastings living in households numbered 23,840, a growth of 155 persons from 23,685 in 2012. According to the U.S. Census Bureau, 903 persons lived in group quarters as of 2020. 73 of those were institutionalized, which includes such places as correctional facilities for adults, juvenile facilities, and nursing/skilled-nursing facilities. 830 of those were noninstitutionalized, living primarily in College/University student housing.

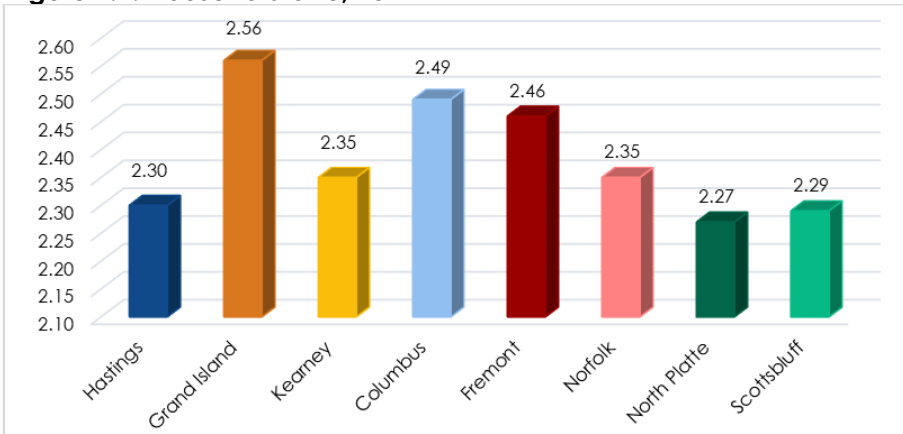
Household Size

As seen in Figure 4.1, the average household size in Hastings in 2022 was 2.30 persons per household. The trend nationally has been towards a declining household size. Hastings had a lower average household size than the other two Tri-Cities. Compared to its peer cities, Hastings also had a lower household size, aside from North Platte and Scottsbluff.

Two-person households were the largest group of owner-occupied housing in Hastings in 2021, with 2,658 housing units (Figure 4.2). By comparison, the largest household size for rentals was one-person households with 1,908 housing units.

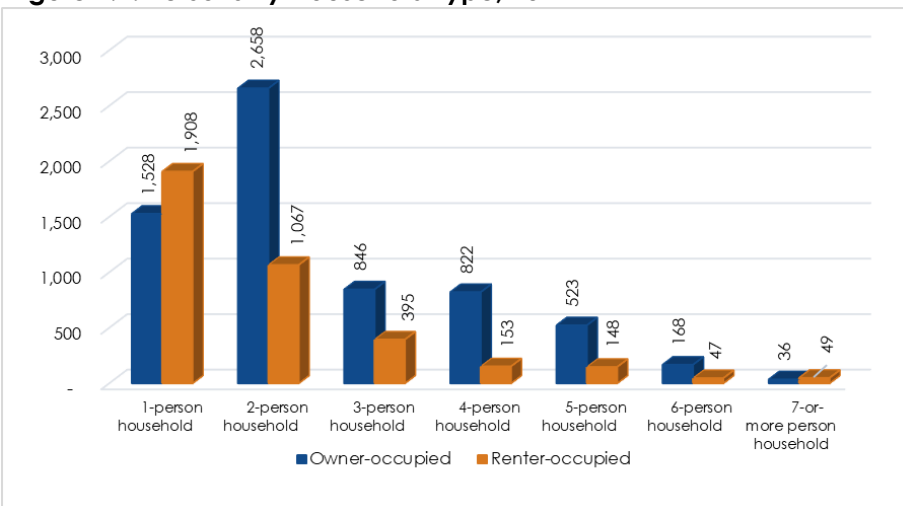
In 2022, the largest home ownership age cohort (Figure 4.3) were those 65 to 74 years old (1,268 or 19.3%). The largest renter-occupied age cohort were those 25 to 34 years (705 or 18.7%). While home-ownership does tend to skew towards older demographics, there is a demand for rental housing among residents of all ages.

Figure 4.1: Household Size, 2022



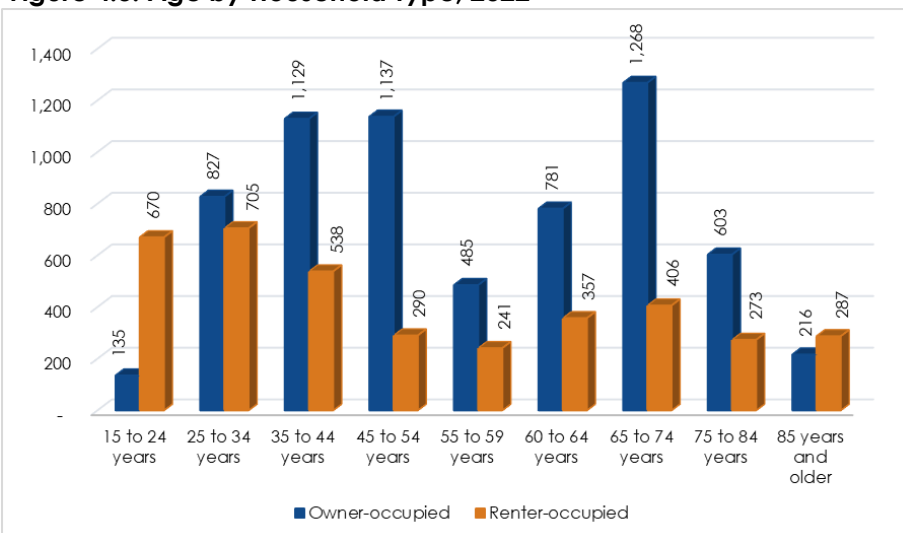
Source: ACS 5-Year Estimates 2022

Figure 4.2: Persons By Household Type, 2022



Source: ACS 5-Year Estimates 2022

Figure 4.3: Age by Household Type, 2022



Source: ACS 5-Year Estimates 2022

Housing Stock

While the housing stock in Hastings continues to age, the share of older units is less than the state overall. However, as each year passes the housing stock ages, and approximately 1% of existing housing units (on average) are removed from the housing stock, through fires, demolition, or other means. If new units are not placed in service or existing units are not maintained or renovated, neighborhoods can deteriorate, leading to disinvestment and dissatisfaction.

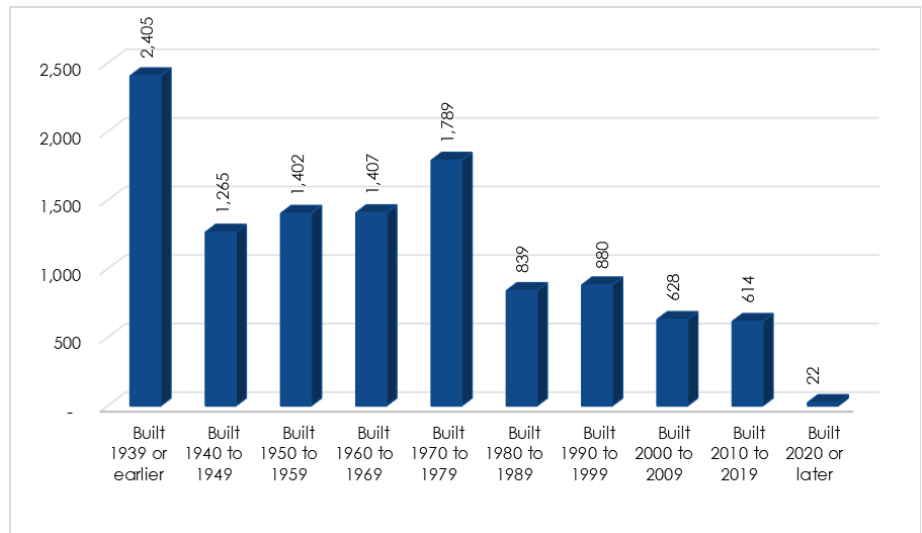
Age of Housing Units

Hastings' housing stock was primarily built 1939 or earlier. Figure 4.4 shows 2,405 housing units - over 24.1% of all housing units in the community - were constructed from at this time. These statistics represent older well-kept homes as well as homes likely in need of repair and possibly rehabilitation. Approximately 13.0% of all homes have been constructed since 2000.

Housing Types

A diverse variety of housing types within a community enables residents to more easily find housing which fits the current needs of their household. Hastings has a comparable housing stock compared to the overall State of Nebraska. As shown in Table 4.2, 70.4% of Hastings' housing is single-family detached units, compared to 72.0% in the overall state, a difference of 1.6%. Hastings does have significantly more Tri- or Quadplex (3 or 4 units) than the overall state as well.

Figure 4.4: Age of Existing Housing Stock, 2022



Source: ACS 5-Year Estimates 2022

Table 4.2: Existing Housing Types, 2022

	Hastings	Nebraska
Units in Structure	% of total	% of total
1, detached	70.4%	72.0%
1, attached	4.1%	4.3%
2 apartments	4.1%	1.7%
3 or 4 apartments	6.5%	2.4%
5 to 9 apartments	3%	4.4%
10 or more apartments	6.4%	13.1%
Mobile home or other type of housing	5.2%	2.1%
Total	11,210	840,802

Source: ACS 5-Year Estimates 2022

"Missing middle" units are also better represented in Hastings compared to the overall state. These house-scale buildings fit seamlessly into existing residential neighborhoods and support walkability, locally-serving retail, and public transportation options.

As Daniel Parolek notes in his book Missing Middle Housing (2020), "These [housing] types have historically delivered attainable housing choices to middle-income families without subsidies and continue to play a

role in providing homes to the 'middle income' market segment that typically straddles 60% to 110% average median household income, in new construction, for-sale housing."

Approximately 10.6% of Hastings' housing meets the definition of Missing Middle Housing (townhouse, duplex, triplex), compared to just over 4% within the entire state. Hastings is better represented compared to the State.

In addition to a variety of housing types, choices in number of bedrooms is important to ensure the housing stock is appropriate for the size of a community's families and households. The mix of bedroom diversity in Hastings is similar to the state overall as illustrated in Table 4.3.

Vacancy Rates

A housing market is considered healthy when the effective vacancy rates are between 5% to 7%. This ensures an adequate product for new housing moving into a community and for existing residents to move into housing which better supports their household needs. A constrained housing market leads to price escalation, potential difficulties in attracting workers to a region, exasperating a tight labor market and hampering economic growth. The lack of available housing may also cause frustration from existing residents who may not find the desired product for their current lifestyle and may choose to leave the community in search of housing fitting their needs.

Conversely, a housing market with high vacancy rates can be problematic for a community. High vacancy rates may place downward pressure on for-sale and rental housing. While lower-cost housing is advantageous for renters and home buyers; it can result in less operating income for rental housing and less ability to borrow against a home's equity, leading to deferred maintenance and or home improvements.

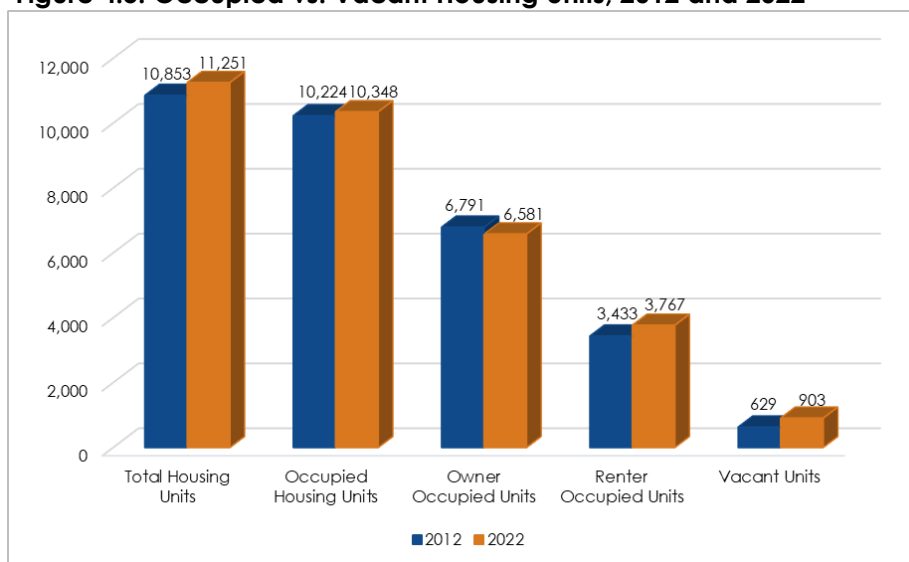
The ACS-estimated number of occupied housing units in Hastings grew from 2012 to 2022, while the number of vacant units

Table 4.3: Number of Bedrooms, 2022

Number of bedrooms	Hastings		Nebraska	
	Units	% of total	Units	% of total
0	297	2.9%	17,356	2.2%
1	1,082	10.5%	86,688	10.8%
2 or 3	6,914	66.8%	483,116	60.2%
4 or more	2,055	19.9%	215,997	26.9%
Total:	10,348		803,157	

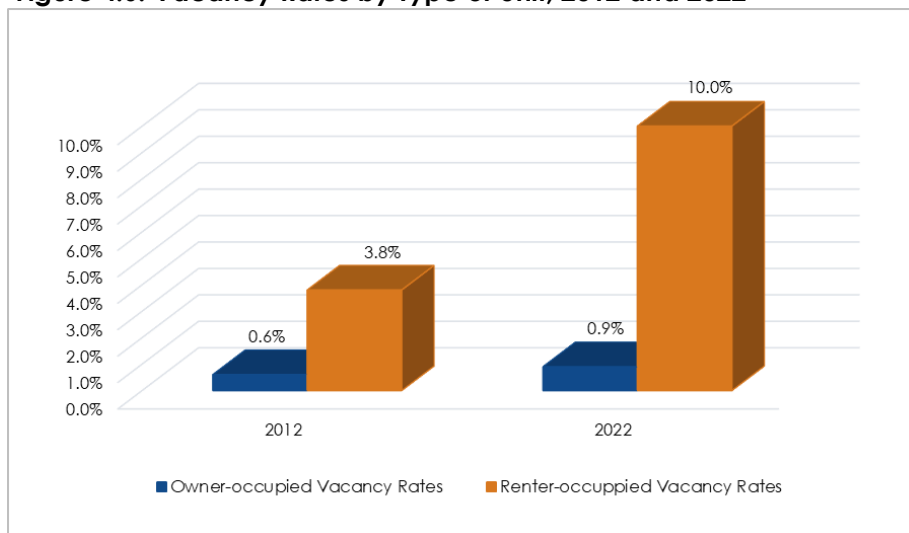
Source: ACS 5-Year Estimates 2022

Figure 4.5: Occupied vs. Vacant Housing Units, 2012 and 2022



Sources: ACS 5-Year Estimates 2012 and 2022

Figure 4.6: Vacancy Rates by Type of Unit, 2012 and 2022



Sources: ACS 5-Year Estimates 2012 and 2022

grew as well. The number of

owner-occupied units decreased slightly to 6,581 while the number of renter-occupied units increased more significantly to 3,767 (Figure 4.5). The vacancy rate for owner-occupied units grew from 0.6% to 0.9%, while the vacancy rate for renter-occupied units increased greatly from 3.8% to 10.0% (Figure 4.6). An increase in rental vacancies is likely attributed to less college students being enrolled during the COVID-19 pandemic.

Over the same time period, the State's median value had increased from \$126,700 to \$205,600. The median value in Hastings grew by 70.9% over the time period, which was a higher increase than the growth the state saw (nearly 63.0%).

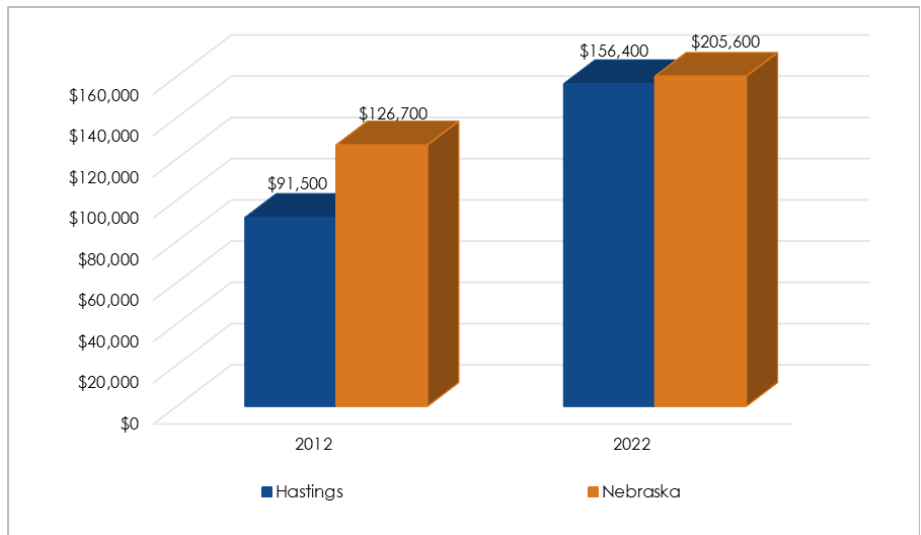
Median gross rent in Nebraska increased by 43.7% between 2012 and 2022. Median gross rent in Hastings grew, but at a considerably lesser rate (32.6%).

Housing Conditions

If properties are allowed to fall into disrepair either because the owner does not have the resources to maintain the structure or simply through neglect, properties can become highly dilapidated. At some point, if there is no intervention, it may cost more to rehabilitate the structure than is economically feasible and in many of those cases, these properties become abandoned.

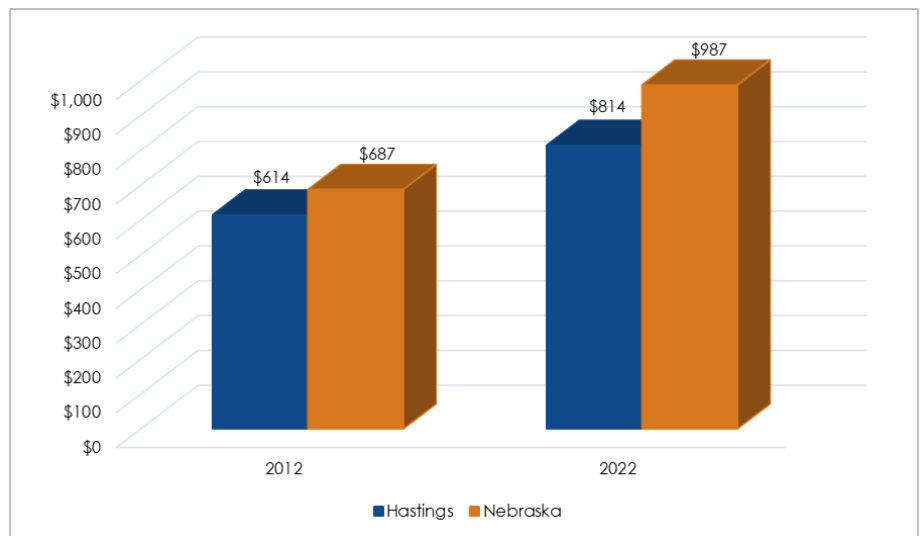
According to the U.S. Department of Housing and Urban Development ("HUD") guidelines, housing units lacking complete plumbing or are overcrowded are considered substandard housing units. HUD defines a complete plumbing

Figure 4.7: Median Value Owner-Occupied Units, 2012 and 2022



Source: ACS 5-Year Estimates 2012 and 2022

Figure 4.8: Median Gross Rent, 2012 and 2022



Source: ACS 5-Year Estimates 2012 and 2022

facility as hot and cold-piped water, a bathtub or shower, and a flush toilet; overcrowding is more than one person per room. In addition, anytime there is more than 1.0 persons per room, the housing unit is considered overcrowded, thus substandard.

When applied to Hastings, 123 units were considered substandard in 2012 and 232 units were substandard in 2022 (Figure 4.9 on the next page).

Some housing units may have met both criterion and were effectively counted twice. Even so, the City should not assume the number of substandard housing units are overestimated. Housing units containing major defects requiring rehabilitation or upgrades to meet building, electrical, or plumbing codes should also be included in an analysis of substandard housing.

At-Risk Households

A key factor to examine is households at risk of entering into a housing crisis, becoming homeless, or due to income constraints not able to maintain their housing.

Poverty

The poverty rate estimate by the ACS in 2022 is higher for Hastings (14.0%) than the overall poverty rate in Nebraska (10.4%). Those households tend to be the highest risk for homelessness because they are living on the financial edge and may have issues of income, food, and housing insecurity.

Cost-Burdened Households

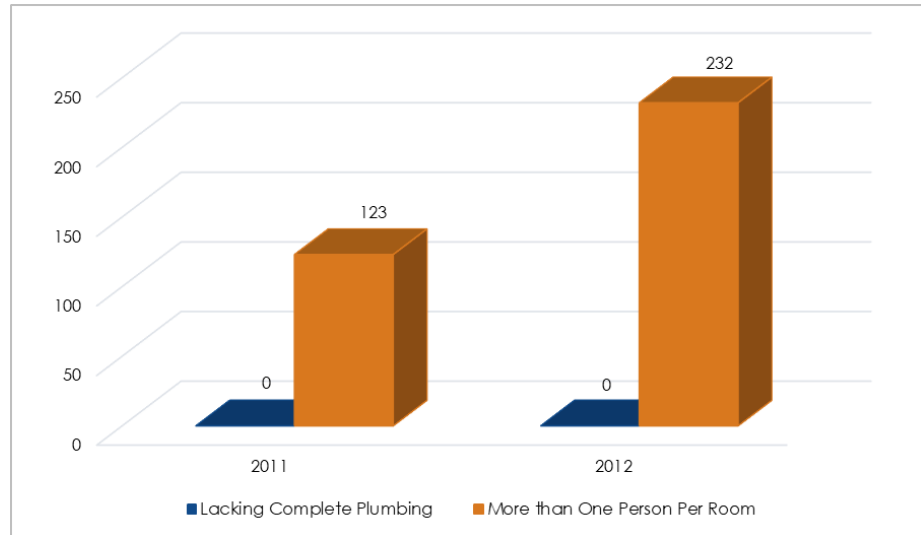
The U.S. Department of Housing and Urban Development defines cost burdened households as those spending more than 30% of their household income on housing costs. Severely cost burdened households are those spending 50% or more of their household income on housing costs. Housing costs include mortgage or rent, and utilities.

As Table 4.6 illustrates, over 13.2% of Hastings' households are considered cost-burdened and an estimated 10.9% are severely cost-burdened.

Affordable Housing Plan

The City of Hastings adopted an Affordable Housing Plan on December 12, 2023, as required by Nebraska State Statutes 19-5501 to 19-5506 (LB 866 - The Municipal Density and Missing Middle Housing Act). These statutes require cities to adopt plans addressing goals for construction of affordable and accessible housing, increasing missing middle and multi-family

Figure 4.9: Substandard Housing Conditions, 2012 and 2022



Source: ACS 5-Year Estimates 2012 and 2022

Table 4.4: Cost Burdened Households, 2020

	Owner Occupied		Renter-Occupied		Total	
	Number	% of total	Number	% of total	Number	% of total
Greater than 30% but less than or equal to 50%	665	10.4%	730	17.4%	1,395	13.2%
Greater than 50%	255	4.0%	895	21.3%	1,150	10.9%
Not Cost Burdened	5,460	85.4%	2,025	48.2%	7,485	70.7%
Total	6,390	100.00%	4,200	100.0%	10,590	100.0%

Source: 2016-2020 Comprehensive Housing Affordability Strategy (CHAS)

housing, plans for incentives for affordable housing, and an update to city zoning codes to ensure all of the above actions can occur.

Goals and Actions

Goal 4.1: There is an increase in the number and types of housing units to meet the needs of Hastings' current and future residents.

Actions

4.1.1: Prioritize public funding for projects incorporating affordable, missing middle and/or workforce housing.

4.1.2: Revise zoning code to accommodate mixed-use development.

4.1.3: Explore creating a Community Land Trust.

4.1.4: Explore shared risk loan pools for higher-risk workforce and affordable housing projects.

4.1.5: Support the goals and actions outlined in the Affordable Housing Plan adopted in 2023.

Goal 4.2: Existing housing is improved and preserved.

Actions

4.2.1: Target redevelopment strategies toward vacant and abandoned properties.

4.2.2: Target funds toward property improvement for low and moderate income residents.

4.2.3: Develop programs to promote the private renovation of vacant homes.

Goal 4.3: Development costs are reduced where possible.

Actions

4.3.1: Explore partnerships with the Nebraska Manufactured Housing Association to work with local housing manufacturers to develop a palette of neighborhood context sensitive home plans that can be constructed on infill lots.

4.3.2: Proactively extend public utilities to reduce the costs of development and encourage development in appropriate areas.

Goal 4.4: Household stability is improved.

Actions

4.4.1: Work with existing subsidized housing owners to ensure their properties are well-maintained and the affordable units are preserved.

4.4.2: Work with affordable housing developers to create additional rental housing for very-low income families.

4.4.3: Explore establishing an LB424 Land Bank.

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Chapter 5 Economic Profile

Economic Profile

Economic development is a process of investment to increase the well-being of a community. The creation of new enterprises and the retention and expansion of existing businesses enables the creation of jobs for current and new residents, and provides new sources of income.

A diversified economic base enables a community to respond to changing economic conditions, increase local income, create job opportunities, and improve the quality of life of a community. As Edward Hill of The Ohio State University wrote in *Economic Development Quarterly* (2023): "Economic development introduces new goods and services into a region's portfolio of traded products or expands the productive capabilities of existing members of a region's economic base."

In this section, income and employment data and trends are presented and analyzed for Hastings, Adams County, and the state of Nebraska. This section also contains a more detailed analysis of commercial real

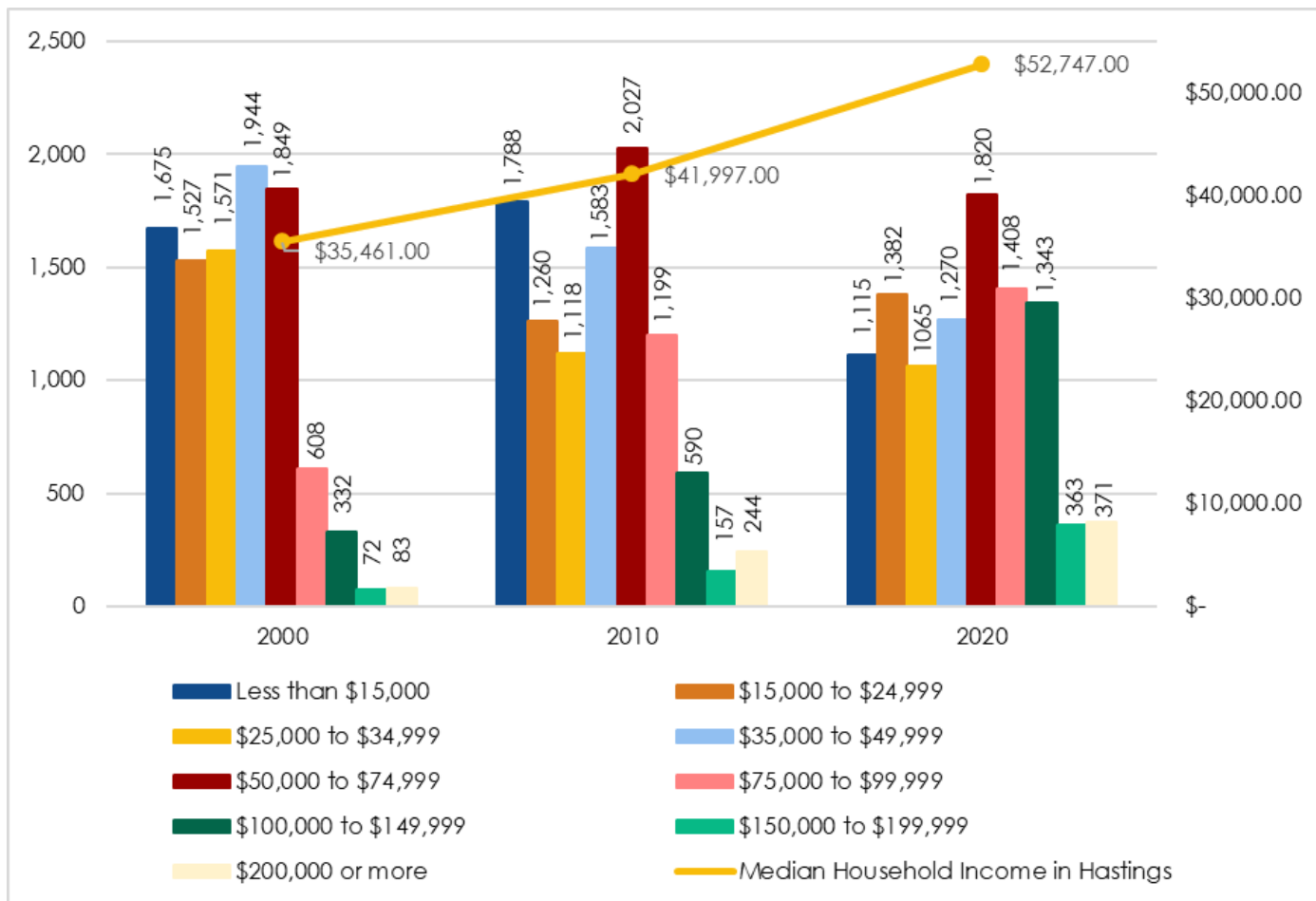
estate trends.

Many economic data sources only cover counties, metropolitan statistical areas (MSAs), and states. City-specific data is considered when available.



Photo 5.1: Downtown Hastings, an economic driver for the city
Source: Marvin Planning Consultants

Figure 5.1: Household Income, 2000-2020



Sources: US Census Bureau 2000, ACS 5-Year Estimates 2010 and 2020

Income Statistics

Income statistics for households are important in determining the earning power of households in a community. These data were reviewed to determine whether households experienced income increases at a rate comparable to the state of Nebraska and the Consumer Price Index (CPI).

Figure 5.1 indicates the number of households in each income range for Hastings from 2000 to 2020. The household income range most commonly reported for each time period was \$35,000 to \$49,999 (20.1% of all households), \$50,000 to \$74,999 (20.3% of all households), and

\$50,000 to \$74,999 (18.0% of all households), respectively.

Those households earning less than \$15,000 accounted for 17.3%, 17.9%, and 11.0% of all households for the three time periods, respectively. These households account for the poorest of the poor in the city. In addition, the households earning less than \$35,000 made up 49.4%, 41.8%, and 35.1% of all households for the time period in Hastings, respectively.

The median household income for Hastings was \$35,461 in 2000, which was \$3,789 less than the state's median income of \$39,250. By 2010, the median

household income increased to \$41,997 (an increase of 18.4%), which was nearly \$8,000 lower than the state's median household income of \$49,342. By 2020, the median household income had risen again to \$52,747, which was a rise of 25.6% from 2010. The city's median household income had still not surpassed the state's median household income of \$63,015 by 2020.

The CPI rose 50.5% over the time period, which indicates household incomes in Hastings did not exceed inflation. Over the time period, household incomes increased by 48.7% in the city. However, household

incomes in Nebraska rose by 60.5%, thus exceeding the rate of increase in CPI in the state.

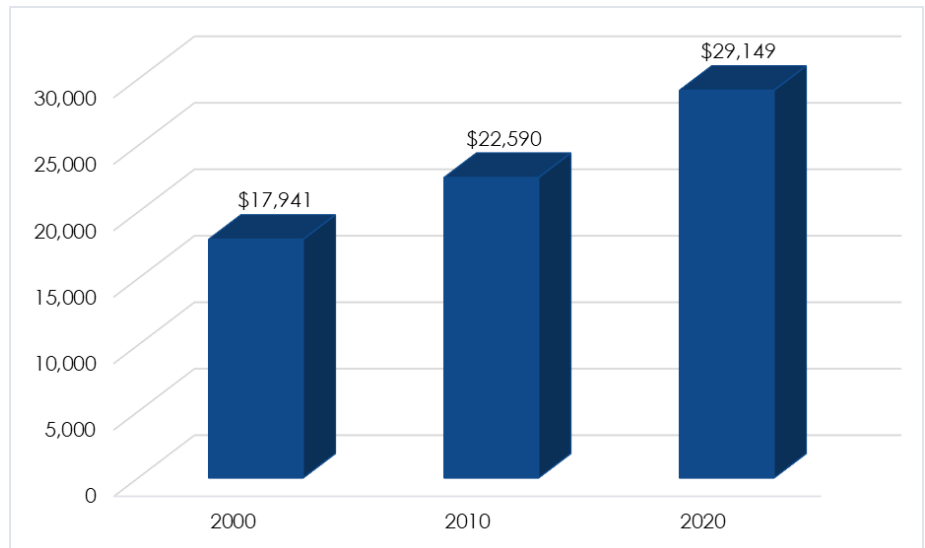
Per Capita Income

The per capita income in Hastings increased from \$17,941 in 2000 to \$29,149 in 2020, or an increase of 62.5%, which was greater than the CPI for the period. Hastings' per capita income in 2000 was 91.5% of the state per capita income of \$19,613 and by 2010 the city dropped to 91.3% of the state's per capita income level of \$24,744. Finally, in 2020, per capita income in Hastings was up to 87.8% of the state of Nebraska's per capita income (\$33,205).

Income and Education

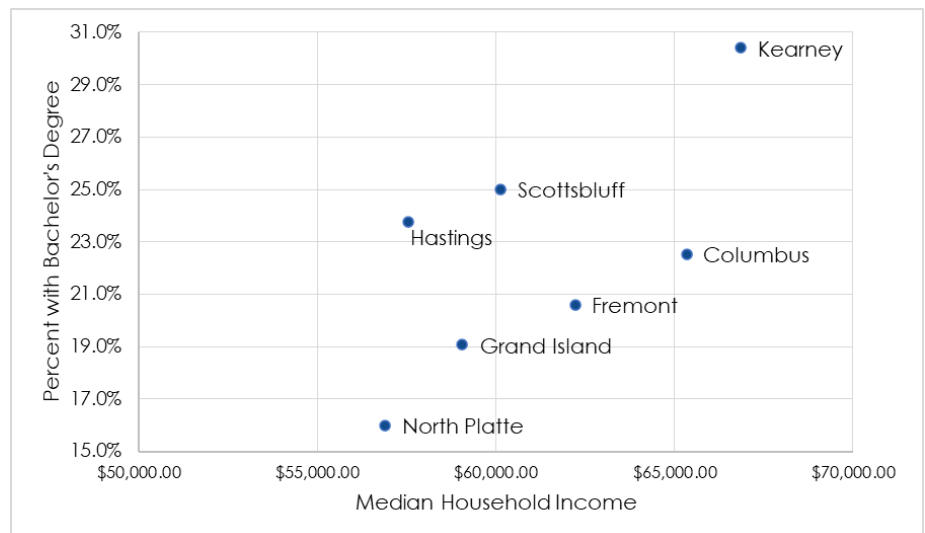
With occasional exceptions, income and higher educational attainment tend to be highly correlated. Figure 5.3 plots Hastings and comparison areas (the Tri-Cities region and peer cities) based on median household income and percent of adults (age 18 and above) with bachelor's degrees or higher. Hastings had the third highest amount of population with bachelor's degrees or above. However those residents had the second to lowest median household incomes of the comparison areas. Note not all higher paying jobs require college degrees. The Kearney data point is an outlier due to the presence of the University of Nebraska-Kearney.

Figure 5.2: Per Capita Income, 2000 - 2020



Sources: US Census Bureau 2000, ACS 5-Year Estimates 2010 and 2020

Figure 5.3: Income by Educational Attainment, 2022



Source: ACS 5-Year Estimates 2022

Sales Tax

Increasing income tends to result in increasing retail sales, providing a base for employment and income for local residents. Retail sales also drive local sales and use tax receipts for municipalities and the State of Nebraska. The City of Grand Island has adopted a local rate of 2.0%. The City of Kearney and the City of Hastings have adopted local rates of 1.5%.

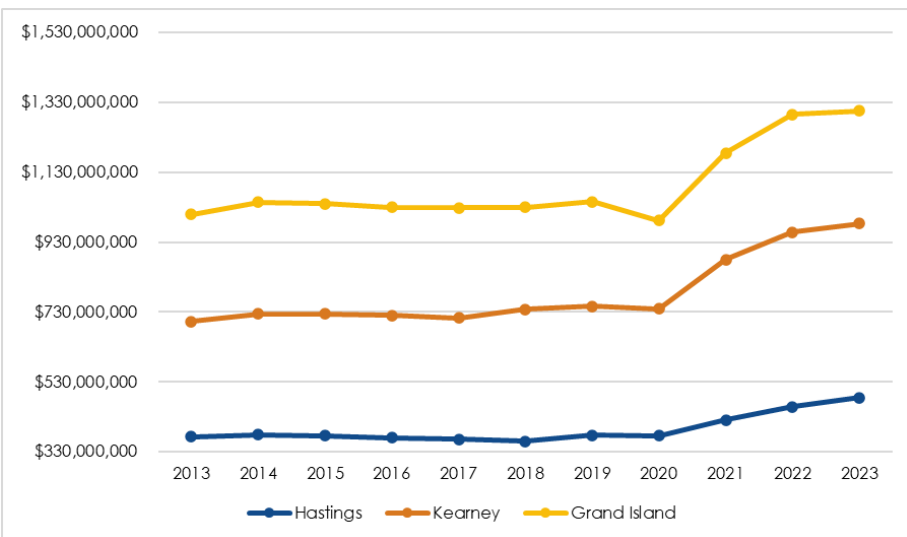
According to the Nebraska Department of Revenue, Net Taxable Sales in Hastings have grown from over \$373 million in 2013 to over \$484.7 million in 2023, an increase of 29.8% (Figure 5.4). Kearney realized a much higher level of sales - \$983 million in 2023 - bringing the ten-year trend up to an increase of 39.9%. Grand Island sales grew from just over 1 billion in 2013 to just over 1.3 billion in 2023, an increase of 29.3%. The retail options in Kearney and Grand Island, as well as larger populations, are likely reasons why the net taxable sales were considerably higher in the other Tri-Cities.

However, it should be noted that Net Taxable Sales took a large hit across the board during the COVID pandemic in 2020. The overall impacts of the pandemic, along with shifts towards online sales, will continue to bear watching.

Labor Force Characteristics

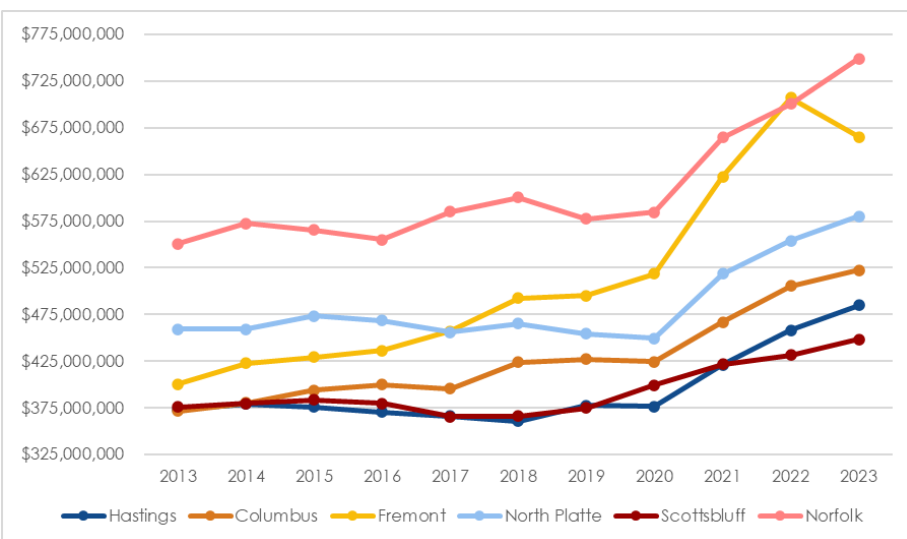
In this section, labor force and unemployment will be examined. The following definitions were taken from the Bureau of Labor Statistics.

Figure 5.4: Net Taxable Sales, Hastings and Tri-Cities, 2013-2023



Source: Nebraska Dept. of Revenue, Non-Motor Vehicle Sales Tax Collections

Figure 5.5: Net Taxable Sales, Hastings and Peer Communities, 2013-2023



Source: Nebraska Dept. of Revenue, Non-Motor Vehicle Sales Tax Collections

The **labor force** includes all people ages 16+ who are classified as either employed or unemployed. People are classified as **unemployed** if they do not have a job, have actively looked for work in the prior 4 weeks, and are currently available for work.

Labor Force Participation Rate

The labor force participation rate is the proportion of the working-age population that is either working or actively looking for work. The unemployment rate is the remainder of the labor force participation rate from 100%. This rate is an important labor market measure because it represents the relative amount of labor

resources available for the production of goods and services (Bureau of Labor Statistics). This rate is calculated by dividing the total Employed persons by the total Labor Force.

The unemployment rate in Hastings is middle of the pack compared to the Tri-Cities. Kearney had the lowest unemployment rate in 2022. Hastings fared better compared to the peer communities, tied with Fremont and Norfolk at 2.2% unemployment rate. Data were not available for Scottsbluff and Columbus.

Industry Employment

Employment by industry data assists in understanding the key generators of income. The Bureau of Economic Analysis ("BEA") tracks employment by county. The total annual average number of jobs in Adams County grew from 20,625 in 2012 to 21,473 in 2022, a 4.1% growth rate (Table 5.3). This includes people who live elsewhere and commute into Adams County. While there were impacts from the pandemic in 2020, unemployment in Nebraska decreased by 1.6% in the same decade.

Manufacturing had the largest number of jobs, 3,060 in 2022, up 28.9% over 2012. Wholesale trade contracted by -10.6% to 763 in 2022, the largest decrease seen over the time period. Farm employment in the county decreased slightly over the time period.

Health Care is the largest employment sector in Nebraska statewide. In Adams County, Health Care data was unavailable. However, Mary

Table 5.1: Labor Force Participation Rate, Hastings and the Tri-Cities, 2012 and 2022

Location	2012			2022		
	Labor Force	Employed Persons	Unemployment	Labor Force	Employed Persons	Unemployment
Hastings	13,364	12,887	3.6%	13,635	13,330	2.2%
Kearney	18,673	18,117	3.0%	19,926	19,531	2.0%
Grand	26,894	25,863	3.8%	27,409	26,734	2.5%

Source: NEWorks 2012 - 2022

Table 5.2: Labor Force Participation Rate, Hastings and Peer Communities, 2012 and 2022

Location	2012			2022		
	Labor Force	Employed Persons	Unemployment	Labor Force	Employed Persons	Unemployment
Hastings	13,364	12,887	3.6%	13,635	13,330	2.2%
Columbus	N/A	N/A	N/A	N/A	N/A	N/A
Fremont	13,750	13,150	4.4%	14,980	14,654	2.2%
Norfolk	13,081	12,652	3.3%	13,792	13,483	2.2%
North	12,951	12,448	3.9%	12,367	12,079	2.3%
Scottsbluff	N/A	N/A	N/A	N/A	N/A	N/A

Source: NEWorks 2012 - 2022

Table 5.3: Adams County Employment 2012-2022

Industry	2012	2022	Change 2012-2022
Total Employment by Place of Work	20,625	21,473	4.1%
Farm Employment	584	572	-2.1%
Non-Farm Employment	20,041	20,901	4.3%
Forestry and Fishing	318	(D)	-
Mining, Quarrying, and Oil & Gas Extraction	24	(D)	-
Utilities	(D)	(D)	-
Construction	1,269	1,385	9.1%
Manufacturing	2,374	3,060	28.9%
Wholesale Trade	853	763	-10.6%
Retail Trade	2,249	2,057	-8.5%
Transportation and Warehousing	(D)	(D)	-
Information	198	156	-21.2%
Finance and Insurance	845	939	11.1%
Real Estate	689	1,031	49.6%
Professional, Scientific, and Technical Services	650	630	-3.1%
Management of Companies	134	159	18.7%
Administrative/Support/Waste Management	919	940	2.3%
Arts, Entertainment, and Recreation	260	285	9.6%
Accommodation and Food Services	1,337	1,461	9.3%
Other Services (except Government)	1,224	1,207	-1.4%
Government	2,500	2,331	-6.8%

(D) Not Disclosed, n/a- Not Available

Source: BEA Regional Economic Accounts, 2012- 2022

Lanning Healthcare is one of the largest employers in the city, and likely saw little to no change over the time period.

Employment by Place of Residence

The ACS estimates employment statistics for the people who live in an area. These represent people who live in the city of Hastings, whether they work in the city or commute outside the city. If more people are employed in an industry, it may indicate opportunities for local job creation.

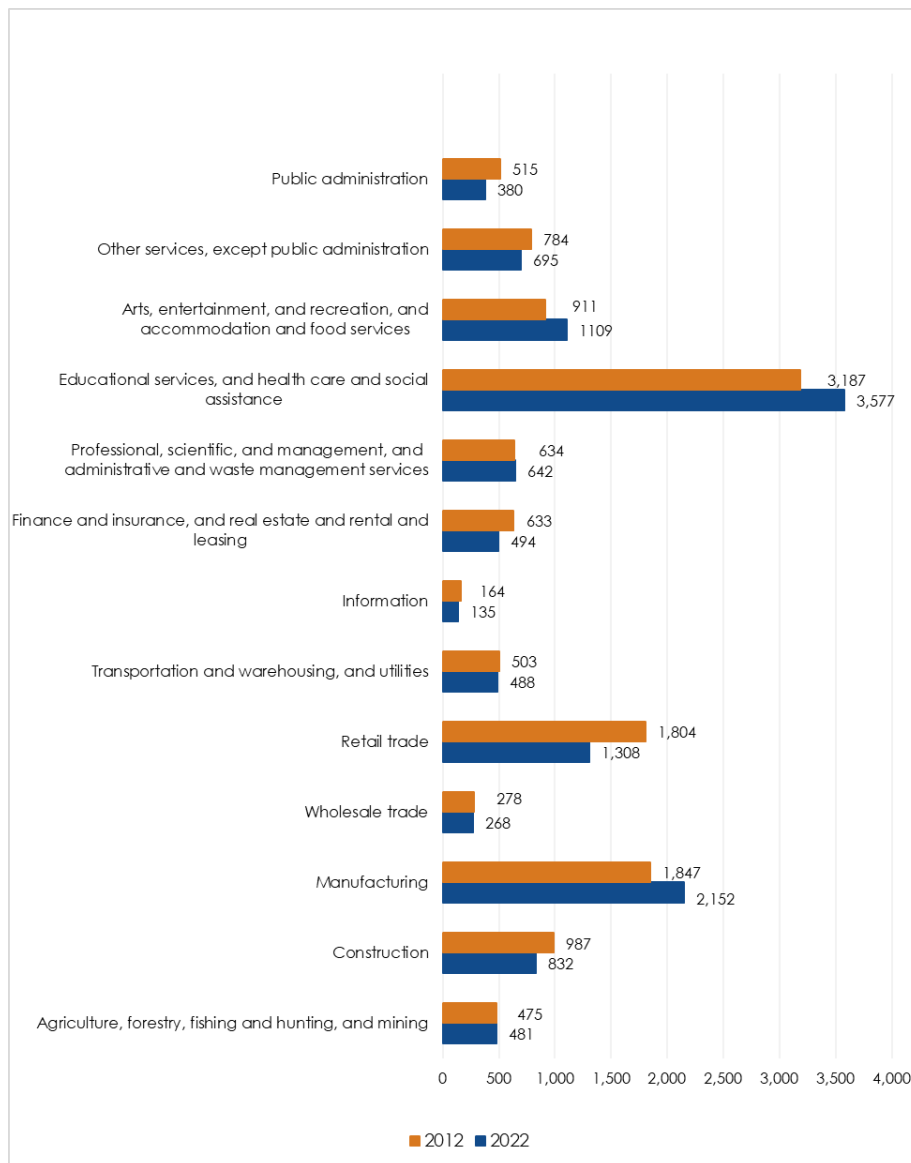
In Hastings, 3,577 residents reported they worked in the Educational services, and health care and social assistance industry in 2022 (Figure 5.6). While Table 5.3 did not show data for those who worked in this sector, these employment numbers suggest how important Mary Lanning Healthcare is to the city and region. Retail trade and manufacturing are the next highest employment sectors in Hastings. Retail trade contracted over the time period. With more retail options in Kearney and Grand Island, this is not surprising.

Major Employers

According to Hastings Economic Development Corporation, major employers in Hastings include manufacturers, healthcare, education, and government jobs. The top manufacturer jobs include:

- Thermo King;
- WR Reserve;
- Dutton-Lainson Company;
- T-L Irrigation;
- Flowserve Inc.;
- Ag Processing Inc.;
- Paperworks Industries;
- Centennial Plastics;
- A1 Fiberglass;
- Eaton Corporation;
- Nebraska Aluminum Castings;
- Flanders Provision;
- Chief Ethanol Fuels, and;
- Hastings Irrigation Pipe

Figure 5.6: Hastings Residents' Employment by Industry 2012-2022



Source: ACS 5-Year Estimates 2012 and 2022

The top non-manufacturing jobs include:

- Mary Lanning Memorial Hospital;
- Hastings Public Schools;
- Good Samaritan Village;
- Central Community College;
- US Meat Animal Research;
- Hastings College;
- City of Hastings;
- Hastings Utilities, and;
- Adams County

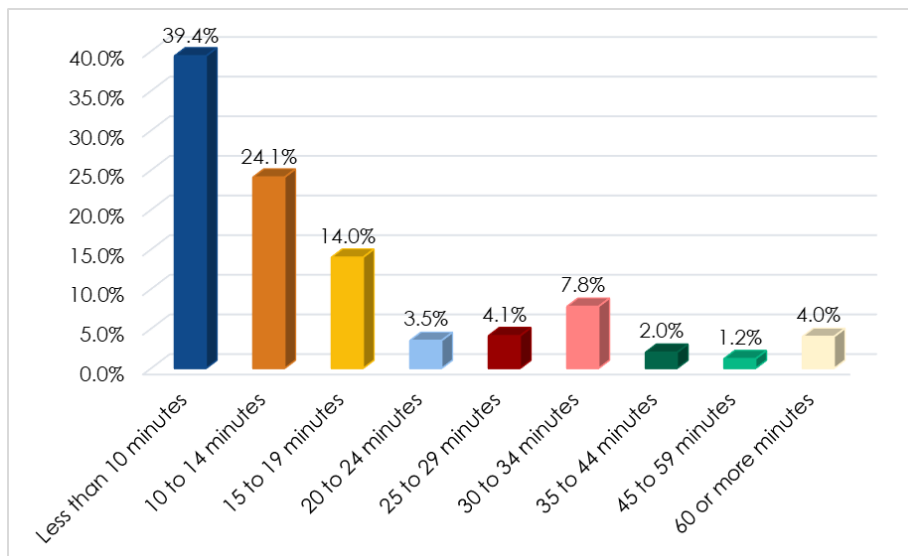
Commuter Trends

Hastings is part of a regional job market, with some local residents leaving the city to commute to work elsewhere in the Tri-Cities Regions, while others commute into Hastings from their homes in Adams County or further away. The ACS estimates that in 2022, 27.3% of Hastings residents left the city to work each day, and 17.0% left Adams County to work.

Travel time to work affects quality of life. If commute time becomes excessive, people may seek work closer to home or leave the community to move closer to their workplace. 22.5% of people travel more than 20 minutes to work (5.2% travel 45 minutes or more). About 39.4% of commuters traveled 10 minutes or less to work, including the 3.8% who worked from home (Figure 5.7).

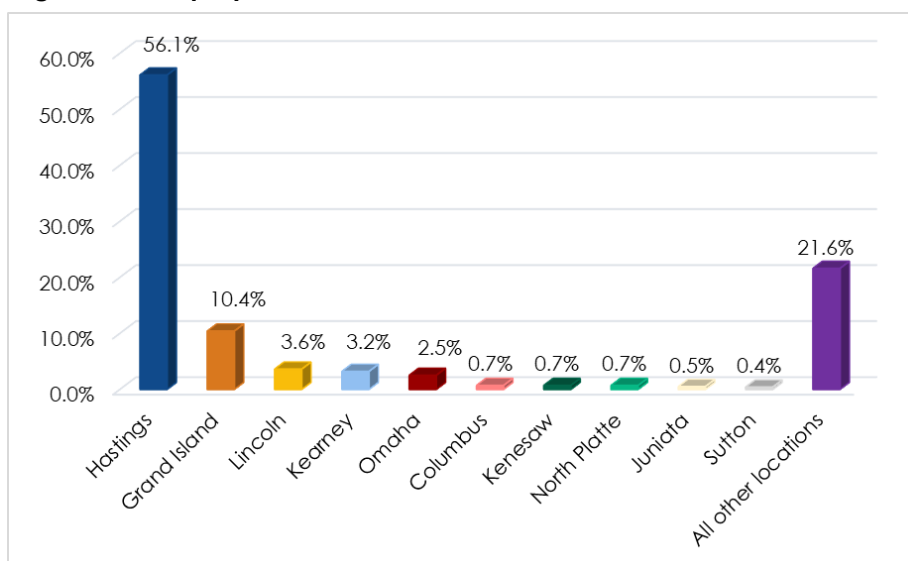
Figure 5.8 shows where people travel to for work. The vast majority (56.1%) stay in Hastings. About 13.6% of persons travel to the Tri-Cities. Juniata and Kenesaw are both within Adams County (the former being adjacent to Hastings to the west), while Sutton is a short drive to the east in Clay County. The larger cities of Lincoln, Omaha, North Platte, and Columbus are outliers, attracting a minimal amount of workers. "All other locations" can include out state jobs in Kansas, South Dakota, or Colorado. This data does include persons who call Hastings home but may commute during the week, or work from Hastings and their job is in a place such as Omaha.

Figure 5.7: Travel Time to Work, 2022



Sources: ACS 5-Year Estimates 2022

Figure 5.8: Employment Location



Sources: US Census Bureau OnTheMap 2021

Goals and Actions

Goal 5.1: The City has a strong economy supporting new business and retention & expansion of existing business.

Actions

5.1.1: Continue to support the Downtown Hastings Business Improvement District.

5.1.2: Work closely with South Central Economic Development District to access EDA and other funding sources for local economic development.

5.1.3: Aid development or redevelopment through Tax Increment Financing ("TIF") where appropriate.

Goal 5.2: There are sites available for commercial and industrial development.

Actions

5.2.1: Continue to provide a clear and consistent development review process to ensure timely permit review.

5.2.2: Work with the Hastings Economic Development Corporation to identify future industrial park sites.

5.2.3: When economically feasible, proactively extend public utilities to reduce the costs of development and encourage development in appropriate areas.

Goal 5.3: The City is responsive to employers considering relocation.

Actions

5.3.1: Work with Hastings Economic Development Corporation and the Hastings Chamber of Commerce to develop a community profile publication with demographic, housing, and economic statistics from this plan for site selectors and prospective employers.

5.3.2: Continue to post community profiles, planning & zoning requirements, and other development information on the City of Hastings website.

5.3.3: Work with Nebraska Department of Economic Development and the Hastings Economic Development Corporation to be responsive to potential relocation targets.



Chapter 6 Community Facilities

Hastings' Facilities

State and local governments provide a number of services to their citizens. These services are provided in a wide range of buildings owned and maintained by different levels of government. Such facilities are provided to ensure the safety, wellbeing, and enjoyment of the residents of Hastings. These facilities and services provide residents with social, cultural, educational, and recreational opportunities.

It is important for all levels of government to anticipate the future demand for their services if the city is to remain strong and vital. The examination of existing facilities and future services are contained in this chapter. Alternatively, in some instances, there are a number of services not provided by the local or state governmental body and are provided by non-governmental entities, private organizations, or non-profits for the community as a whole. These organizations are

important providers of services and are an integral part of the community.

Facilities Plan

The Facilities Plan reviews present capacities of all public and private facilities and services. To determine if these facilities are sufficient for future populations, "The Planner's Estimating Guide - Projecting Future Land-Use and Facility Needs" was used as reference. This guide is written for planners to determine level of service within their communities, based on national standards.

The Facilities Plan for Hastings is divided into the categories of City Facilities and Education. While the Hastings Municipal Airport and Pollution Control Facility (present on Figure 6.4) are City owned, they will be discussed in later chapters.

Data Variations

The data presented about college students reflects

decreased attendance during the COVID-19 pandemic. The pandemic caused a dramatic reduction in in-person attendance as well as overall enrollment.

City Facilities

Hastings City Offices

Hastings City Offices are currently split between three locations after the closing of City Hall at 220 N Hastings Ave. Departments are now split between the Landmark Center at 2727 W 2nd St, 3505 Yost Ave, and 1228 N Denver Ave. City Hall is facing significant renovations, which the public showed support for in 2023.

As these facilities are currently being renovated, level of service was not investigated. However, into the future, the City must meet the needs of future populations with the future City Offices.

Source: cityofhastings.org

Library

The Hastings Public Library, pictured on page 35, is located at 314 N Denver Ave. The Library was first built in 1962. In 2017, renovations were completed to the facility, adding 2,500 square feet to the 29,000 square foot facility. The renovations won the AIA/ALA Library Building award in 2018. The Library also hosts skilled trade licensing programs.

With recent renovations, the City is meeting the needs of the community. In the future, the Library should be monitored to ensure it is still meeting the needs of the City, particularly in the technology sector. The City and Library should follow the American Library Association standards.

(Note: modified slightly from website.)

Sources: aia.org; cityofhastings.org; Hastings Public Library

City Auditorium

The City Auditorium was built in 1924 at 400 N Hastings Ave. Amenities include a full kitchen with capability for catering, a balcony with theater seating, stage and arena for dancing and large events, ADA accessibility, and a drop down screen for video presentations. These amenities make the Auditorium a popular Hastings location for stage productions, conventions, seminars, receptions, and trade shows. The Auditorium can seat 1,668, with 800 on the main floor and 868 in the balcony.

(Note: text modified from website.)

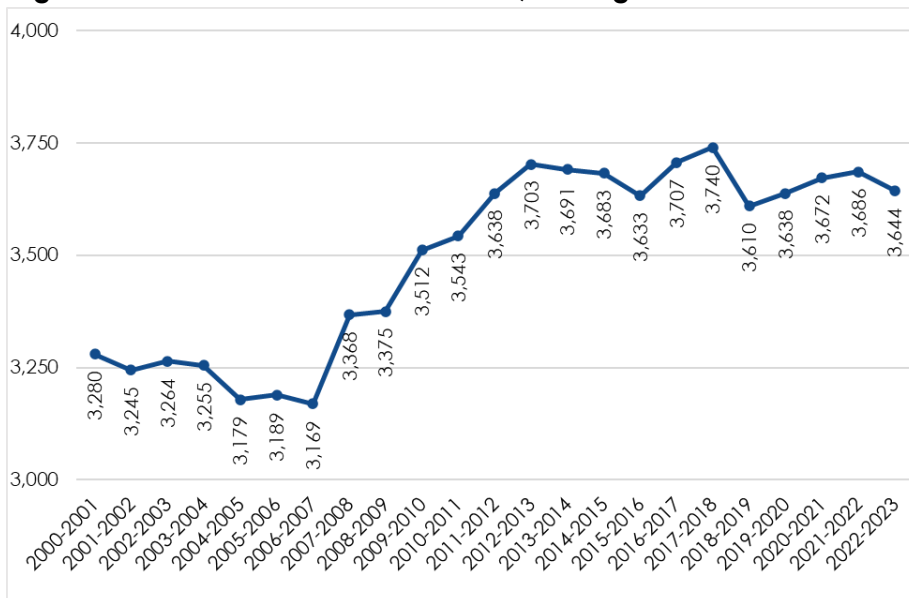
Source: cityofhastings.org

Educational Facilities

Hastings Public School District

Hastings Public Schools ("HPS") is home to an early learning center, five elementary schools, Hastings Middle School, and

Figure 6.1: School Enrollment 2000-2023, Hastings Public School District



Source: Nebraska Department of Education

Hastings High School. The school district is highly decorated, having won a multitude of awards for student success, being a model school in the state and nation, contributing to the city, and having high wellness standards. Hastings Public Schools was granted District Accreditation from Advanced Accreditation Commission.

Hastings Public Schools saw a peak student population of 3,740 students in 2017-2018. In addition, the low occurred during the 2006-2007 academic year with 3,169 students. The total enrollment at HPS is largely maximized because of an interlocal agreement between HPS and Adams Central School District, which sets HPS's district boundaries and does not allow it to expand.

In 2020, Citizens in the HPS District approved a bond to renovate the district's facilities. The improvements created through the approved bond ensure that each school building has enough

room to meet the needs of the students and teachers. Because of these improvements and the fact that the school district enrollment is largely set by the interlocal agreement, no new schools are planned for. If a building reaches its expected life cycle, and the District chooses not to repair and renovate the building, HPS has land available to construct new school buildings, as needed.

Source: Hastings Public Schools

Adams Central School District

Adams Central Public Schools ("Adams Central") is home to an early childhood learning center, a newly constructed elementary school, and a junior/senior high school. Adams Central became the first former Class 1-Class 6 school district in the state to reach district accreditation through Advanced Accreditation Commission. After the completion of Adams Central Elementary School, student enrollment nearly doubled. Before the building of the new elementary school, the

population ranged between 445 to 467. After the addition of the new school, the population peaked at 1,005 in 2018-2019. The lowest student population was in 2006-2007, the first year of the elementary school's building. The School District anticipates an annual 1% growth rate. Based on this growth rate, the school district is currently not planning on any new school facilities. The District is in the process of updating athletic facilities and making other needed renovations to the existing buildings to meet the needs of the students and teachers.

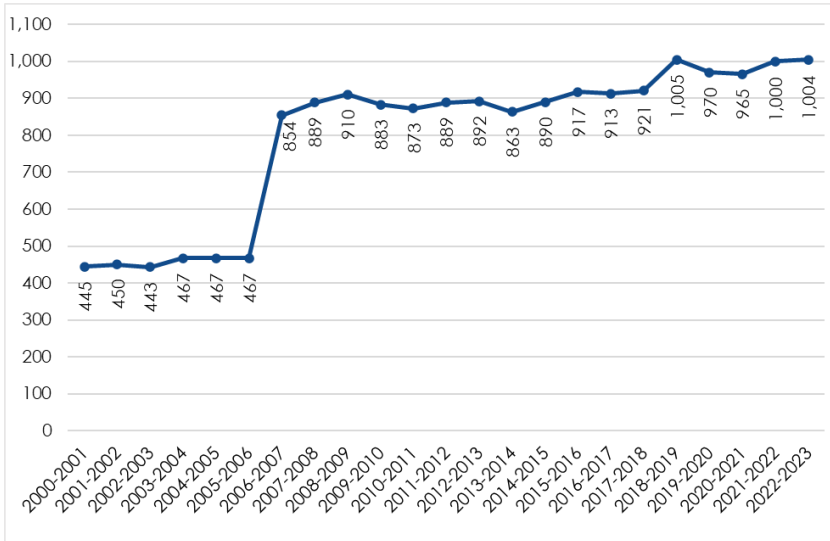
Source: Adams Central Public Schools

Hastings Catholic Schools

Hastings Catholic School System is home to an early learning center (Pre-Kindergarten), elementary school, and combined middle/high school. St. Michael Elementary is accredited through the Nebraska Department of Education (Rule 14). St. Cecilia Middle and High School has met the criteria for educational quality established by the Advanced Accreditation Commission and the Nebraska Department of Education. Student enrollment at Hastings Catholic School System is currently around 400 students. This enrollment total has remained steady since 2010.

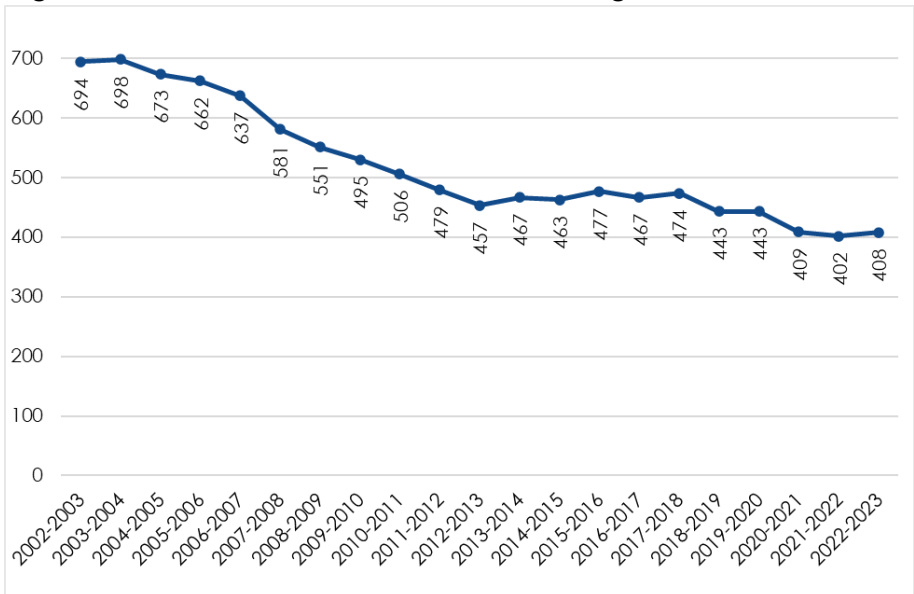
In 2022, the School System began renovation of the St. Cecilia Middle and High School, which included renovations. This construction project modernizes and expands the school for current and future students. The middle and high school is in a campus setting where the Catholic School System controls a majority of land within the four

Figure 6.2: School Enrollment 2000-2023, Adams Central School District



Source: Nebraska Department of Education

Figure 6.3: School Enrollment 2002-2023, Hastings Catholic Schools



Source: Nebraska Department of Education

blocks it is situated on. The School System should consider creating a campus master plan for its facilities and rezoning its land to the Campus Master Plan ("CMP") zoning district to better organize the school site and allow for future changes. As land within this area is acquired by the school, these lots can be made part of the CMP, which will also improve the effectiveness of the district and the school's master

plan. As a school, naturally attending to pedestrian access for student safety and enjoyment should be a focus of this campus master plan. Being adjacent to Mary Lanning Healthcare there is a good opportunity to coordinate pedestrian amenities between the two campuses for the betterment of both organizations and the community.

Source: Hastings Catholic School System

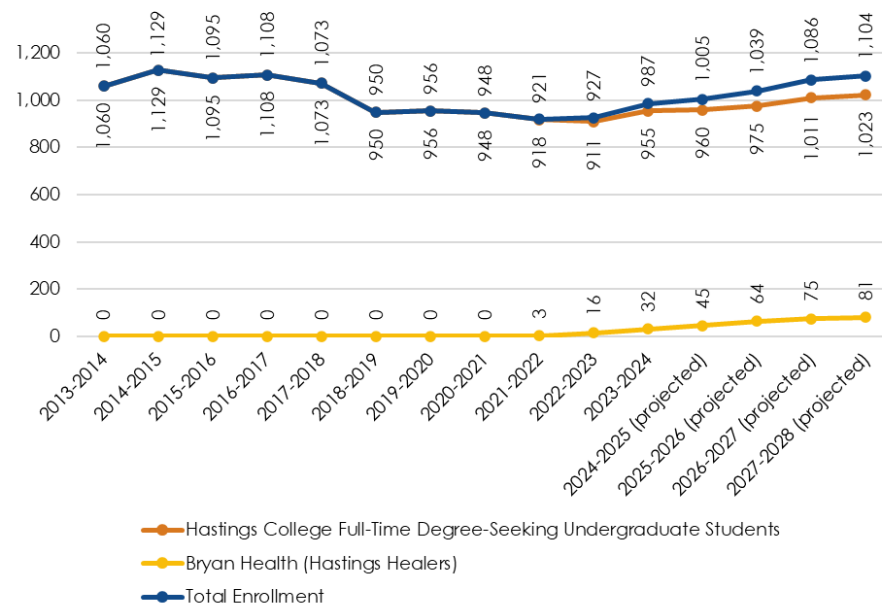
Hastings College

Founded in 1882, Hastings College is a private, four-year residential institution affiliated with the Presbyterian Church (USA) and is the only Presbyterian College in Nebraska. Hastings College has been accredited by the Higher Learning Commission of the North Central Association of Colleges and Schools since 1916, the National Association of Schools of Music since 1947, and the National Council for the Accreditation of Teacher Education since 1964.

Hastings College's past enrollment from 2013-2024 and projected enrollment from 2024-2028 are identified in Figure 6.4. The college saw a peak student population of 1,129 in 2014-2015 and a low student population of 921 in 2021-2022. This total enrollment consists of full-time degree-seeking undergraduate students at Hastings College as well as Hastings Healers, which provides bachelors of science in nursing degrees through Bryan College of Health Sciences. The Hastings Healers program provides students with the opportunity to take a majority of general education courses through Hastings College as well as clinical opportunities at Mary Lanning Healthcare in Hastings.

Hastings College's enrollment is projected to increase in the next four years with the total enrollment increasing from 987 students in 2023-2024 to 1,104 students in 2027-2028. This total enrollment increase includes an increase in both full-time undergraduate students at Hastings College as well as an increase in students participating in the Hastings Healers program.

Figure 6.4: School Enrollment 2013-2028, Hastings College



Source: Hastings College

Note: Projected enrollment is based on Hastings College's annual enrollment goals as inputs in a 4-year revenue model that accounts for average attrition of returning students.

Table 6.1: On/Off Campus Students & Commuter Students, Hastings College

School Year	On/Off Campus		Commuter Information (Full-Time Undergraduate Students Only)		
	On-Campus	Off-Campus	% From Hastings	% In-State	% Out-of-State
2017-2018	61%	39%	N/A	64%	36%
2018-2019	61%	39%	N/A	61%	39%
2019-2020	64%	36%	12%	60%	40%
2020-2021	63%	37%	10%	57%	43%
2021-2022	67%	33%	8%	55%	45%
2022-2023	70%	30%	8%	55%	45%
2023-2024	72%	28%	8%	54%	46%

Source: Hastings College

Table 6.2: Alumni Information, Hastings College

Alumni	Total Grads	Total w/ Known Status	Known Rate	Remain In-State	Remain in Hastings
2021	195	127	65%	64%	18%
2022	181	150	83%	67%	19%
2023	214	180	84%	65%	25%

Source: Hastings College

Table 6.1 identifies the percentage of students living on and off campus between 2017 and 2024 as well as the percentage of students from Hastings, from Nebraska and from out-of-state. The majority of students at Hastings College live on campus with approximately 30 percent living off-campus within the City of Hastings. Additionally, the majority of Hastings College students are from Nebraska with a small percentage originating from Hastings.

The number of alumni remaining in-state and in Hastings is shown in Table 6.2. The majority of alumni, for which location information is known, remain in-state, however a small percentage of those remain in Hastings. The percentage of students remaining in Hastings has increased throughout the past two years, with approximately a quarter of students remaining in Hastings in 2023.

The College recently completed a master plan for the years 2024-2034. During this time the college will actively be renovating and constructing new buildings on campus. The buildings planned for renovations include:

- Hazelrigg Student Union;
- Perkins Library;
- Babcock, Taylor, Altman and Bronc Residence Halls;
- Bronco Village Apartments;
- McCormick Hall, and;
- the Fuhr Hall of Music

Following renovations and the new residence hall, next on the horizon for consideration at the College would include an indoor track, amphitheater, and new education building, assuming

growth enrollment goals are achieved. With the construction of the new residence hall, housing on campus will be sufficient for students.

According to the 2023 Nebraska's Independent Colleges & Universities: Spurring Economic Growth and Brain Gain Study, Nebraska experiences brain drain and independent colleges and universities are integral to reversing this trend. In 2021, Nebraska had a net brain drain of 137,361 people. However, Hastings College recruited 426 students who had previously lived outside of Nebraska. This resulted in a brain gain for Nebraska due to the fact that an estimated 52.9 percent of students remain in the state upon graduation.

Additionally, Hastings College has a positive impact on the economy of Hastings. In 2021, the college had an annual average of 516 jobs and a total economic impact of \$47.1 million. This includes \$23.1 million in Wages and Salaries and \$1.1 million in Self-Employment Income.

Central Community College

Central Community College ("CCC"), accredited by the higher learning commission, is a multi-campus community college serving a 25-county area in central Nebraska. The central administration is located in Grand Island. Three main campuses are located in Columbus, Grand Island, and Hastings. CCC is one of six community college areas in Nebraska. This structure was the result of 1971 Nebraska State legislation that formed the six areas and required that all

counties in the state become part of one of the community college areas.

The Hastings campus offers 28 career education programs in addition to providing courses in 17 areas for students who plan to complete two years at CCC before transferring to four-year colleges and universities to complete bachelor's degrees. Housing is available on campus for approximately 400 students. Central Community College's past enrollment at the Hastings campus from 2020-2023 and projected enrollment from 2024-2027 are identified in Figure 6.5. The college saw a peak student population of 2,373 in Fall 2023 and a low student population of 2,116 in Fall 2021. This total enrollment consists of on-campus students at the Hastings campus as well as distance learners, who take classes through Hastings campus, but may be in a different physical location.

CCC's enrollment is projected to increase in the next four years with the total enrollment increasing from 2,373 students in Fall 2023 to 2,766 students in Fall 2027. This total enrollment increase includes an increase in distance learners at the Hastings campus but a decrease in the on-campus enrollment.

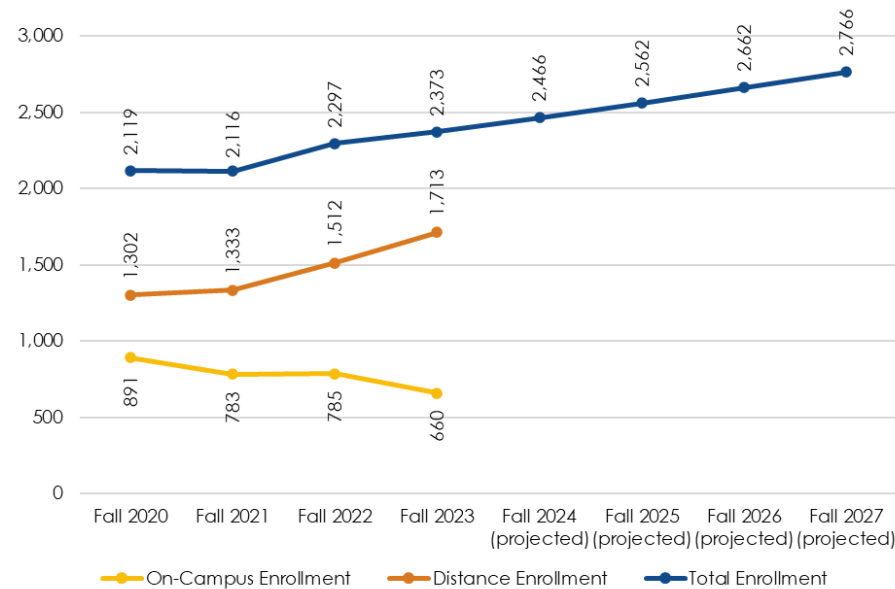
Table 6.3 identifies the percentage of students living on and off campus between 2020 and 2023 as well as the percentage of students in Hastings, from Nebraska and from out-of-state. The majority of students at CCC's Hastings campus are distance learners and approximately 62 percent live within the City of Hastings. Additionally, the majority of CCC

students are from Nebraska with a small percentage originating from out-of-state. Additionally, a majority of CCC students remain in the community. There are currently 2,477 CCC alumni who live in Hastings.

The Hastings campus of CCC is comprised of 23 separate and distinct buildings that were, by and large, all built during or shortly after World War II (early 1940s) as part of the Naval Ammunition Depot. These buildings have served the college since 1966. Many of these original buildings require continuing maintenance and upgrading. These facilities are sufficient for the needs of the campus.

The college plans to build a new Automotive Training Career Center to replace the current Furnas building. The Furnas building will be repurposed and the Kearney building will be demolished once the new building is in place. The new facility should be completed by 2026. Additionally, the Phelps building will be remodeled in summer/fall of 2024 and should be back in service by the beginning of 2025. The building will be repurposed for hosting larger events on campus.

Figure 6.5: School Enrollment 2020-2027, CCC



Source: CCC

Note: Projected enrollment is based on simple linear regression. The CCC Hastings Campus has experienced an average 3.9% increase in enrollment year over year. If this trend continues, the projected enrollment will be achieved.

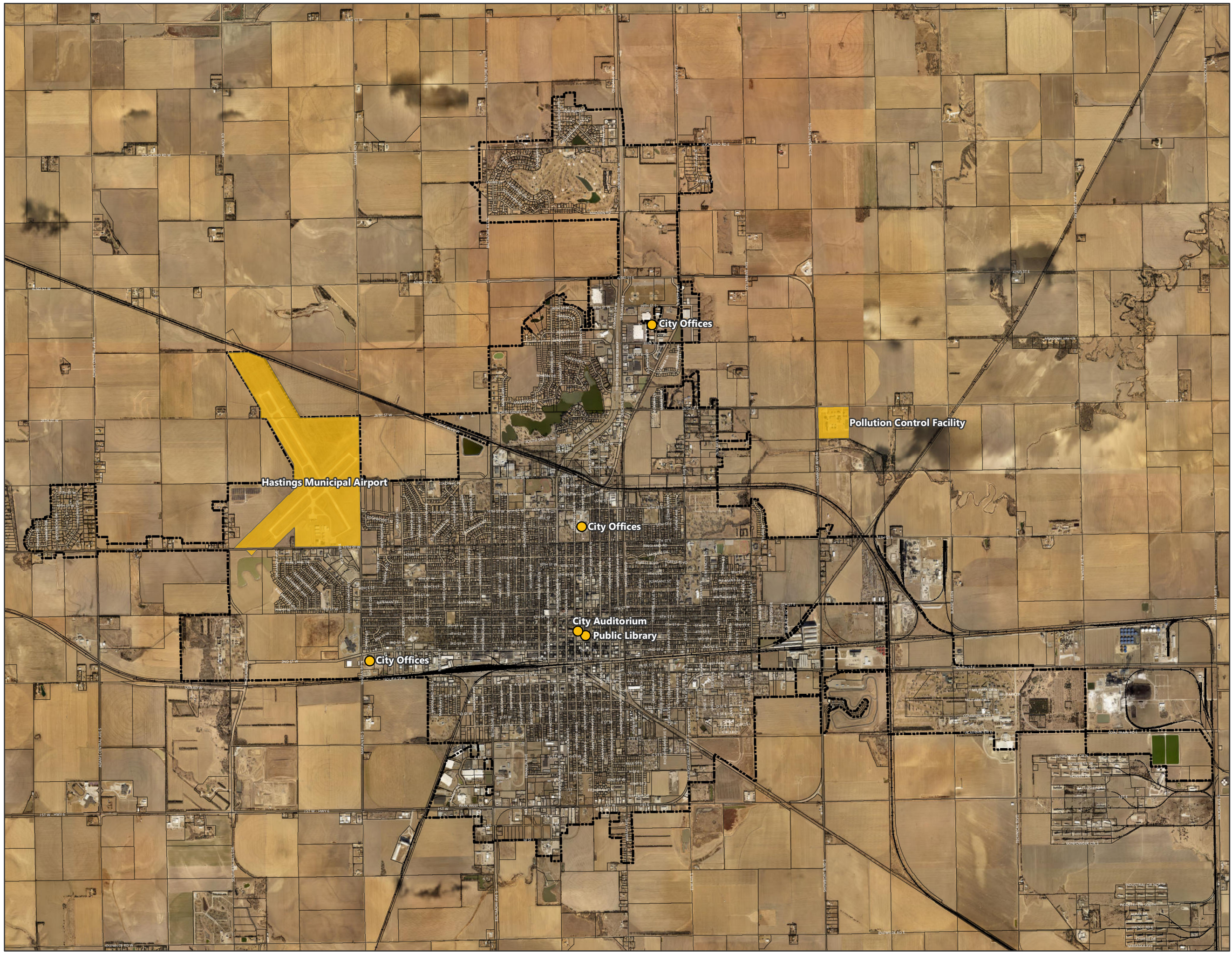
Table 6.3: On/Off Campus Students and Commuter Students, CCC

School Year	Past & Projected Enrollment		
	On-Campus Enrollment	Distance Enrollment	Total Enrollment
Fall 2020	891	1,302	2,119
Fall 2021	783	1,333	2,116
Fall 2022	785	1,512	2,297
Fall 2023	660	1,713	2,373
Fall 2024 (projected)	N/A	N/A	2,466
Fall 2025 (projected)	N/A	N/A	2,562
Fall 2026 (projected)	N/A	N/A	2,662
Fall 2027 (projected)	N/A	N/A	2,766

Source: CCC

Note: Projected enrollment is based on simple linear regression. The CCC Hastings Campus has experienced an average 3.9% increase in enrollment year over year. If this trend continues, the projected enrollment will be achieved.

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 6.6: CITY FACILITIES



LEGEND



City Facilities



City Facilities



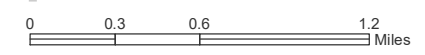
Parcels



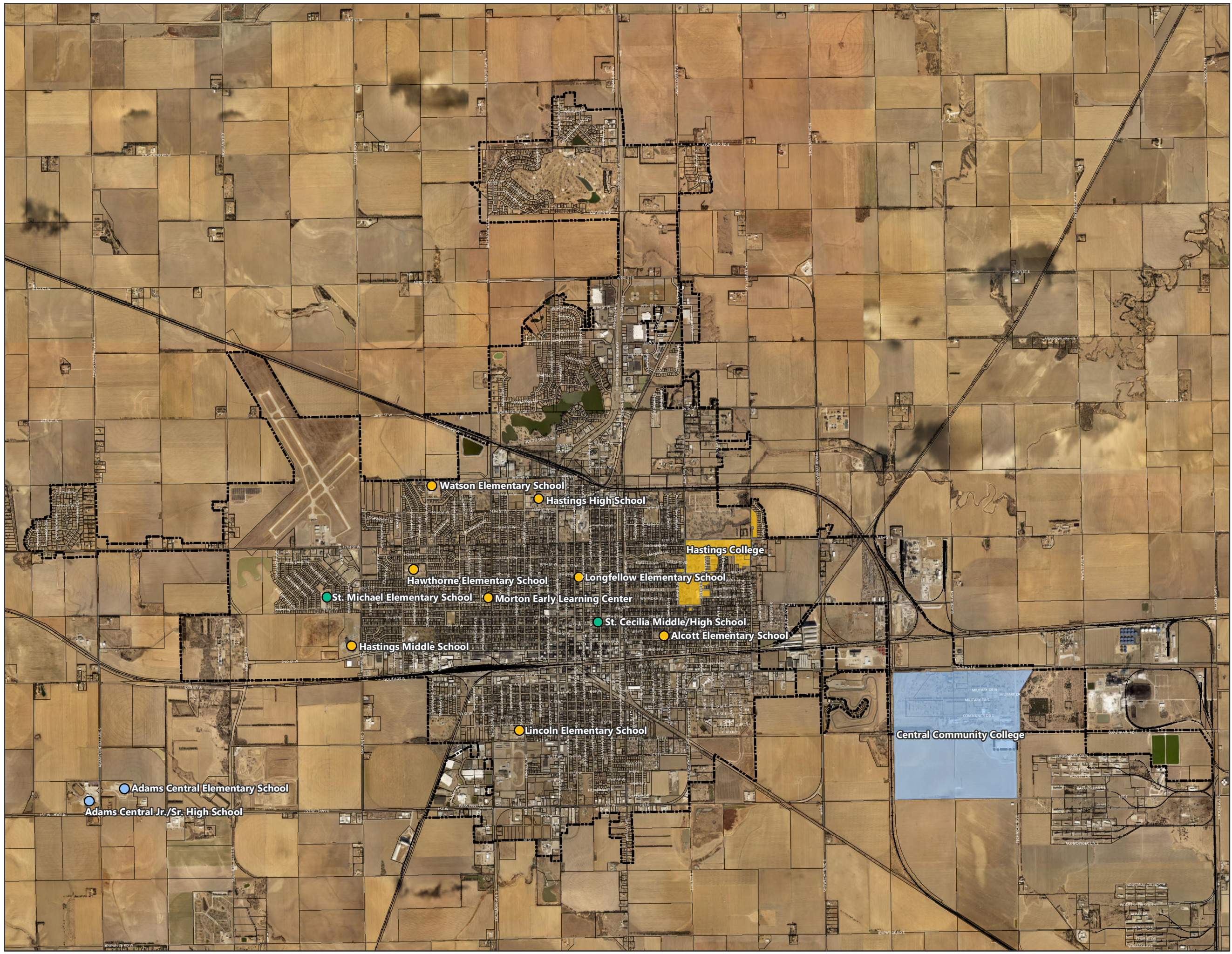
City Limits



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.6.23



HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 6.7: EDUCATIONAL
FACILITIES

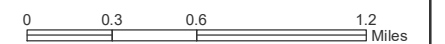


LEGEND

-  Hastings Public School District
-  Adams Central School District
-  Hastings Catholic Schools
-  Hastings College
-  Central Community College
-  Parcels
-  City Limits



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.6.23



Goals and Actions

Goal 6.1: The City provides accessible public buildings and facilities required by the citizens of Hastings.

Actions

6.1.1: Continue maintenance and repair on all permanent and temporary city facilities.

6.1.2: Continue to routinely evaluate City services and facilities needs to appropriately place facilities in the community so that the services can be most effectively provided to those that need them.

6.1.3: Coordinate facility needs with Adams County and look for opportunities for shared cost-savings.

Goal 6.2: Historic sites and places are protected and maintained.

Actions

6.2.1: Support efforts by the Adams County Historical Society to designate and preserve historic buildings and districts.

6.2.2: Consider participation in the Certified Local Government (CLG) program.

6.2.3: Support efforts by the Hastings Museum to preserve local history.

Goal 6.3: The City supports quality educational services for residents and workforce of all ages.

Actions

6.3.1: Continue support of K-12 education and coordination with Hastings Public Schools, Adams Central Public Schools, and Hastings Catholic Schools.

6.3.2: Encourage Hastings College and Central Community College to continue providing services in Hastings.

6.3.3: Include Hastings Public Schools, Adams Central Public Schools, and Hastings Catholic Schools in the development review of large development projects to ensure the accommodation of future students.

6.3.4: Work with the local education providers to ensure that future school sites are provided in or near growth areas to ensure new and growing neighborhoods are adequately served.

Goal 6.4: The City supports quality health care services in the community.

Actions

6.4.1: Work with Mary Lanning Healthcare and other health care providers to appropriately site health services where they are most effective to meet the health care needs of the community and the region.

6.4.2: Review and update zoning and development regulations to encourage active living and multimodal bike/pedestrian facilities.

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Chapter 7 Parks, Recreation, and Attractions

Parks, Recreation, and Attractions

This chapter begins by cataloging the social, cultural, and recreational facilities found in Hastings. This chapter concludes with an examination of park standards used by cities and then applying them to Hastings.

Parks, Recreation, and Attractions

Hastings' is home to 20 parks of all sizes, multiple recreation centers, and unique regional attractions. Figure 7.1, at the end of this chapter, maps all of these assets of the community. Each park offers different options for residents to enjoy. Hastings recreation options include a regional softball complex, hike and bike trails, and first-class recreation facilities. Lastly, Hastings offers both residents and the region opportunities to learn, play, and witness natural phenomenon's such as the

Sandhill Crane migration.

For more information on these parks, recreation, and attractions, visit the City of Hastings website.



Photo 7.1: Libs Park Disc Golf Course map
Source: Marvin Planning Consultants

Historic Standards

A standard used for decades regarding parks and recreation, as established by the National Parks and Recreation Association ("NPRA"), is 10 acres per 1,000 residents. However, there are a number of standards in addition to NPRA. Nebraska Game and Parks Commission ("NGPC") has used a standard of 14 to 25 acres per 1,000 residents. Another standard is the Small Community Park & Recreation Standards ("SCPRS"), 2003, which examines the primary areas of small community parks and recreation. This standard breaks parks down into five basic categories: sports fields, courts, outdoor recreation, leisure, and other recreational facilities.

This resource also determines the minimum acreages for each - the total comes to 15.5 acres per 1,000 residents.

Parks and Recreation Standards

There are a number of standards to be examined. This section will examine some of the basic standards established overall and in more specific detail.

Table 7.2 examines the desired standards for key facilities found in small and larger communities in the United States. The table is meant as a guide for Hastings instead of an absolute. For example, not all communities have skate parks or BMX courses in their communities; actually in some cases these facilities may become a huge liability risk to the community due to the nature of the uses.

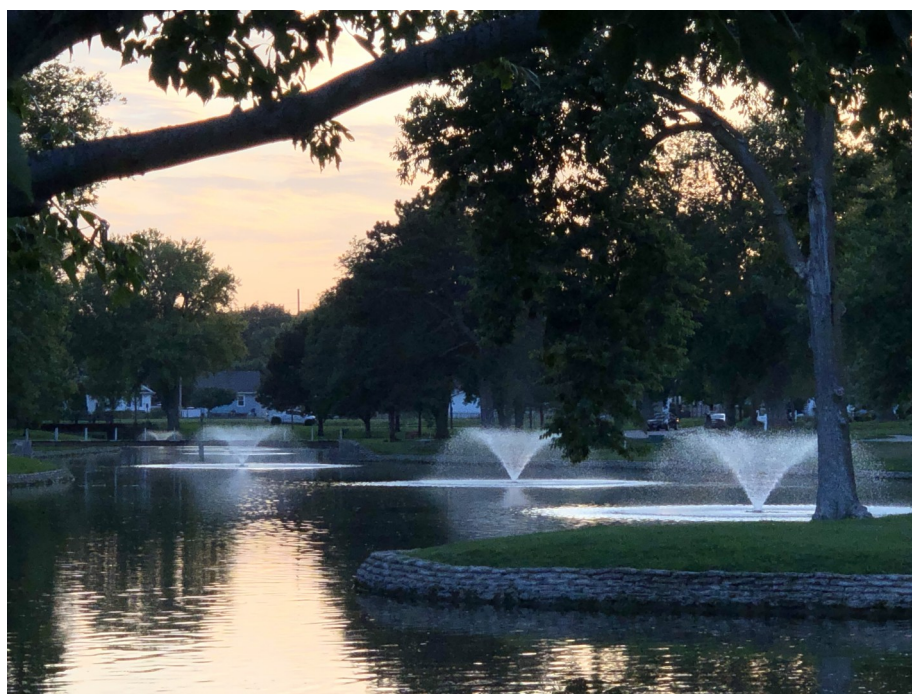


Photo 7.2: Heartwell Park
Source: Marvin Planning Consultants

Table 7.1: Hastings Parks and Recreation Standards

Organization	Standard	2020 pop	Parks and Recreation Needed
NPRA	10A/1,000 residents	25,152	251.5 Acres
NGPC	14-25A/1,000 residents	25,152	352.1 Acres to 628.8 Acres
SCPRS	15.5A/1,000 residents	25,152	389.9 Acres

Source: Marvin Planning Consultants

Table 7.3 examines standards as established in Small Community Park & Recreation Standards, 2003.

Table 7.4 expands on the standards in Table 7.3 and applies it to the minimum amounts of land needed to meet these standards.

Table 7.2: Population served per Park System Facility

Facility Category	Parks System Facility Type	Total Population served by one facility	# of facilities Needed per 1,000 residents
Sports Fields	Soccer/Multi-Use Field	1,050	24.0
	Ball Field (Baseball/Softball)	1,640	15.3
Courts	Tennis Court	1,030	24.4
	Basketball Court	1,100	22.9
	Volleyball Court	7,540	3.3
Outdoor Recreation	Small Skate park (7000 sf footprint)	6,410	3.9
	Full-sized Skate park (17,000+ sf footprint)	15,560	1.6
	BMX Track (Standard ABA Certified)	6,250	4.0
	Paved Multi-purpose Trail (per mile)	960	26.2
	Dirt/Gravel Multi-Use Trail (per mile)	430	58.5
Leisure	Playgrounds (per 3,200 sf of fully developed area)	6,270	4.0
	Family Picnic Area	160	157.2
	Group Picnic Area (w/ Shelter)	2,780	9.0
	Park Bench	130	193.5
Other Facilities	Swimming Pool (outdoors)	8,250	3.0
	Outdoors Events Venue	2,380	10.6

Source: Small Community Parks and Recreation Standards, 2003

Table 7.3: Small Community Parks Land Standards

Facility Category	Parks System Facility Type	# of facilities Needed per 1,000 residents (Demand)	Acres required for one facility	Total Acres required per 1,000 residents (park land standards)
Sports Fields	Soccer/Multi-Use Field	0.95	2.21	55.6
	Ball Field (Baseball/Softball)	0.61	3.77	94.8
Courts	Tennis Court	.97	0.17	4.3
	Basketball Court	0.91	0.16	4.0
	Volleyball Court	0.13	0.10	2.5
Outdoor Recreation	Small Skate park (7000 sf footprint)	0.16	0.18	4.5
	Full-sized Skate park (17,000+ sf footprint)	0.06	0.50	12.6
	BMX Track (Standard ABA Certified)	0.16	3.12	78.5
	Paved Multi-purpose Trail (per mile)	1.04	2.43	61.1
	Dirt/Gravel Multi-Use Trail (per mile)	2.33	1.83	46.0
Leisure	Playgrounds (per 3,200 sf of fully developed area)	0.16	0.14	3.5
	Family Picnic Area	6.25	0.01	0.3
	Group Picnic Area (w/ Shelter)	0.36	2.06	51.8
	Park Bench	7.69	0.00	0.0
Other Facilities	Swimming Pool (outdoors)	0.12	0.34	8.6
	Outdoors Events Venue	0.42	3.19	80.2

Source: Small Community Parks and Recreation Standards, 2003

Park Demands

Table 7.5 examines population demands per park type, as established by the National Parks and Recreation Association, Tables 7.6 then identifies specific recreational uses and their potential demand based upon the three different population projections in Chapter 3. The number represented in the far right column represents the total needed by 2050 based upon the projections and ideal ratio per 1,000 persons.

Some of the recreational uses may be more in demand than others as the planning period moves forward to 2050; there may be demand for soccer fields, basketball courts, trails, picnic areas, and park benches. The tables are a guide for the community, not an absolute.

These numbers begin to indicate the overall impact long range growth can have on Hastings. As the planning period moves forward an annual to five year review of these criteria should be undertaken to determine future needs and deficits.



Photo 7.3: Brickyard Park
Source: Marvin Planning Consultants



Photo 7.4: Lake Hastings
Source: Marvin Planning Consultants

Table 7.4: Population served per Park System Facility

Type of Park	Optimum Size	Service Area	Uses
Mini Parks	.2 to 1 acre	Residential neighborhoods within ¼ mile radius	A walk-to facility that provides play and passive recreation for the immediate vicinity: • Playground equipment • Picnic tables and shelters • Open turf • Natural areas
Neighborhood Parks	5 to 10 acres	Residential areas within ½ mile radius	A walk-to facility with amenities that are predominately neighborhood-oriented (not competitive sports): • Play areas • Tennis courts • Basketball courts • Open field for casual and multi-use play
Community Parks	20 to 40 acres	½ mile to 3 miles	A drive-to facility that serves multiple neighborhoods and includes both competitive sports and passive recreation facilities that are typically not provided in neighborhood parks: • Active sports facilities grouped for efficiency where possible (three to four tennis courts, two or three basketball courts, etc.) • Lighted sports fields with bleachers • Small passive areas for neighborhood park functions • Community center for indoor recreation including kitchen, meeting rooms and large open exercise area • Natural area with trail
District / Regional Parks	40 to 150 acres	5 mile radius	A city-wide drive-to resource primarily for nature-oriented activities and/or major sports facilities: • Large children's playground (with theme) • Lighted active sports facilities (tennis, baseball, soccer, etc.) grouped in complexes for efficiency • Significant dedicated natural areas with trails and passive park uses • Community center
Natural Resource Area	based on resource	Entire community	Lands set aside to preserve unique natural resources: • Remnant landscapes • Open space • Visual/aesthetics buffering
Greenway (trails and linear parks)	25 ft. width minimum; 200 ft. or more optimal	Based on resource availability and opportunities	Ties park system components together to form a continuous park environment
School – Park	10 to 15 acres minimum	Based on school district's school distribution policies	Combines parks with school spaces
Sports Complex	40 acres or more	Entire community	Consolidates heavily-programmed athletic fields to larger and fewer sites
Special Use	Variable	Variable	Covers a broad range of park and recreation facilities oriented toward a single-purpose use

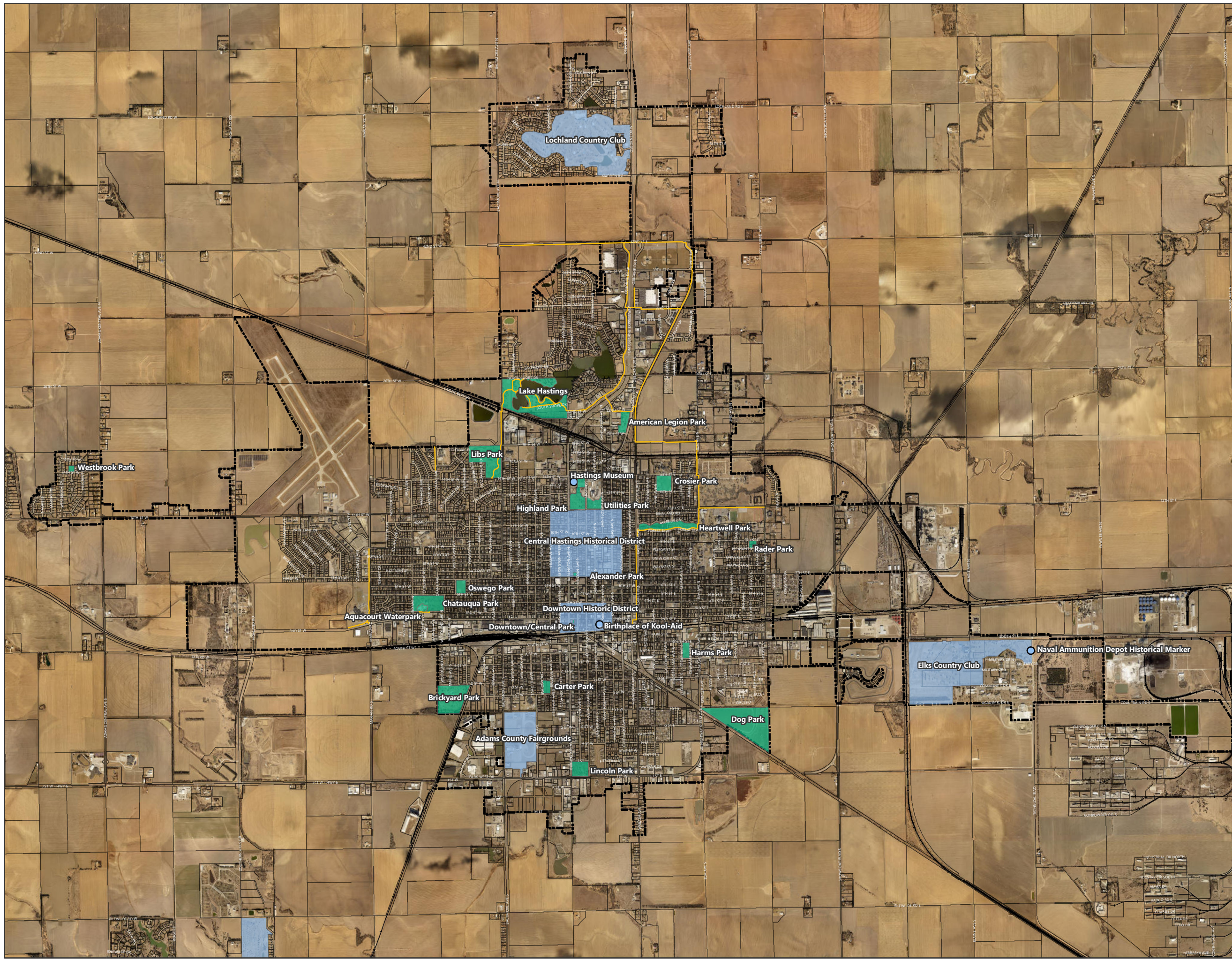
Source: National Parks and Recreation Association

Table 7.5: Recreation Needs - Low, Medium, and High Series Projections

Facility Category	Parks System Facility Type	# of facilities Needed per 1,000 residents	# of Existing Facilities in Hastings	# of New Facilities Needed by 2050 (Low Series Projection)	# of New Facilities Needed by 2050 (Medium Series)	# of New Facilities Needed by 2050 (High Series Projection)
Sports Fields	Soccer/Multi-Use Field	0.95	5	19.61	20.53	21.32
	Ballfield (Baseball/Softball)	0.61	10	5.80	6.39	6.90
Courts	Tennis Court	0.97	16	9.12	10.07	10.87
	Basketball Court	0.91	13	10.57	11.46	12.21
	Volleyball Court	0.13	3	0.37	0.49	0.60
Outdoor Recreation	Small Skate park (7,000 sf footprint)	0.16	0	4.14	4.30	4.43
	Full-sized Skate park (17,000+ sf footprint)	0.06	1	0.55	0.61	0.66
	BMX Track (Standard ABA Certified)	0.16	0	4.14	4.30	4.43
	Paved Multi-purpose Trail (per mile)	1.04	9.8	17.14	18.15	19.01
	Dirt/Gravel Multi-Use Trail (per mile)	2.33	0	60.35	62.62	64.55
Leisure	Playgrounds (per 3,200 sf of fully	0.16	10	0.00	0.00	0.00
	Family Picnic Area	6.25	10	151.89	157.98	163.14
	Group Picnic Area (w/ Shelter)	0.36	10	0.00	0.00	0.00
	Park Bench	7.69	100	99.19	106.68	113.03
Other Facilities	Swimming Pool (outdoors)	0.12	1	2.11	2.23	2.32
	Outdoors Events	0.42	2	8.88	9.29	9.63

Source: Marvin Planning Consultants – 2024

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
 FIGURE 7.1: PARKS,
 RECREATION, AND
 ATTRACTIONS

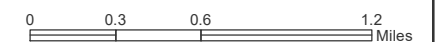


LEGEND

- Pioneer Spirit Trail
- Park
- Attractions
- Attractions
- Parcels
- City Limits



PROJECTION: NE State Plane (Ft.)
 DATUM: NAD 83
 DATE: 11.17.23



Goals and Actions

Goal 7.1: Residents have access to a variety of parks and recreation facilities.

Actions

7.1.1: Develop a city-wide parks and recreation master plan.

7.1.2: Continue to maintain and make incremental improvements at all city parks and facilities.

7.1.3: Continue to plan for projects in the Walkability and Connectivity Study.

7.1.4: Require provision of new parks and recreation facilities in new subdivisions.

Goal 7.2: Area attractions enhance the quality of life for local residents and also attract visitors from other communities.

Actions

7.2.1: Ensure that new attractions for residents and visitors are appropriately located to draw visitors and minimize impacts on the surrounding neighborhood and community.

7.2.2: Support maintenance and improvements of Lake Hastings.

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Chapter 8

Public Health

Public Health

What is Public Health

Planning in the United States originated with a public health purpose; planning is rooted in the need to improve public health through reduction of congestion, regulating for responsible development, and providing equitable access to recreation for all people. **Public health is the promotion and protection of the health of people and the communities where they live, learn, work, and play.** The goal of public health is to ultimately save people money on health care, improve quality of life, help children thrive, and reduce human suffering.

Those working in public health try to prevent people from getting sick or injured in the first place. Public health concepts promote wellness by encouraging healthy behaviors such as exercising, reducing use of tobacco, and education on alcohol abuse. The field of public health works to

assure the conditions in which people can be healthy. This can mean vaccinating children and adults to preventing the spread of disease by other means. Public health also sets safety standards to protect workers and develops school nutrition programs to ensure kids have access to healthy, nutritious food.

Public health workers track disease outbreaks, work to prevent injuries, and shed light on why some are more likely to suffer from poor health than others. The many facets of public health include speaking out for laws promoting smoke-free indoor air and seatbelts, spreading the word about ways to stay healthy, and giving science-based solutions to problems.

Sources: American Planning Association, Planning and Community Health Research Center, Healthy Plan Making; American Public Health Association

South Heartland District Health Department

This department ("SHDHD") covers public health services in Adams, Clay, Nuckolls, and Webster counties. They work with local partners to develop and implement Community Health Improvement Plans and all other health services mandated by Nebraska state statutes.

Source: southheartlandhealth.ne.gov

Community Health Improvement Plan

The community health improvement program ("CHIP") is developed from a community's health needs assessment. Priority goals are developed to address areas of need in each community. The priority areas for SHDHD, for the years 2019-2024, are as follows:

- Access to health care;
- Mental health;
- Substance misuse;
- Obesity and related conditions, and;
- Cancer

Source: southheartlandhealth.ne.gov

Active Living

Active living is about incorporating physical activity and movement into everyday activities. For example, taking the stairs instead of the elevator or biking to work are part of an active lifestyle. Increasing daily physical activity can prevent obesity and promote health for people of all ages.

Hastings has recently undertaken planning for transportation and infrastructure promoting active lifestyles. The Walkability and Connectivity study, written in 2019, provides the city (among other items) carefully laid plans for active living improvements in the city.

This study was a part of Hastings continuing to become a more vibrant and attractive community. Active living is about making the healthy choice the easy choice.

Recreation

As the National Recreation and Park Association notes, "The nation's public parks and recreation are leaders in improving the overall health and wellness of the nation. They are essential partners in combating some of the most complicated challenges our country faces – poor nutrition, hunger, obesity, and physical inactivity. Park and recreation agencies effectively improve health outcomes and thus should be supported through national and community level funding and policies that enable them to continue to expand their efforts in making a positive change in the health and wellness of our nation."

Public health is intricately tied to



Photo 8.1: Pioneer Spirit Trail
 Source: Marvin Planning Consultants

Parks and Recreation planning presented in Chapter Seven.

Source: nrpa.org

Walkability

Americans are putting an increasing value on walkability. In 2023, the National Association of Realtors released a survey revealing Americans living in walkable communities report a higher quality of life. Sidewalks and multi-use trails not only help residents improve quality of life but also help improve quality of public health.

Walk Score data is a tool to measure walkability of a community. Hastings has earned a walk score of 38 out of 100. In comparison, the city earned a bike score of 47 out of 100. These numbers can be improved over time with the help of the Walkability and Connectivity Study.

Complete Streets policies, a robust sidewalk program, enhancements to development requirements, shared use agreements for school recreation facilities, and support for transit programs can all add incentives for making the healthy choice the easy choice.

Public health is intricately tied to Transportation planning presented in Chapter Fourteen.

Source: walkscore.com

Livability

Livable communities are welcoming for people of all ages. A livable community provides safe, walkable streets, age-friendly housing, access to services, and opportunities for residents of all ages to participate in community life. The AARP Livable Communities initiative supports the efforts of neighborhoods, towns, cities and rural areas to be great places for people of all ages.

Hastings earned a 55 out of 100 points on AARP's Overall Livability Score, placing it in the top half of communities in the United States. The AARP Livability Index draws on multiple, interconnected points to capture the complexity of what produces a high quality of life for a diverse population across many ages. Metric values and policy points are scored for each of the seven livability categories: housing, neighborhood, transportation, the environment, health, engagement, and opportunity. A location's total livability score is an average of those seven category scores. Hastings scored in between 45 and 62 for the categories.

AARP explains: "Metrics measure how livable communities are in the present. Data is collected and analyzed from local, state, federal, and private sources. Policies measure how communities might become more livable over time based on actions taken now. Policy data is derived from publicly available data and information and covers the entire United States.

Source: aarp.com/livablecommunities

Healthcare Facilities

Hastings offers residents healthcare with a nationally recognized hospital and a range of senior living options.

Mary Lanning Healthcare

Mary Lanning Healthcare first began serving the people of Hastings in 1915. Today, Mary Lanning serves patients throughout central Nebraska. It is licensed for 183 beds and employs a staff of nearly 1,000. Mary Lanning is the largest employer in Adams County. Mary Lanning is a nationally

recognized hospital system for its excellence in providing healthcare. Awards that recognize this excellence include the American Hospital Association Quest for Quality Award, Platinum Award from the National Safety Council, Greater Omaha Chapter, NRC Honors - National Research Path to Excellence, and Care Chex honors for medical quality.

Alongside the hospital complex, Mary Lanning operates healthcare clinics in Hastings, Grand Island, and Blue Hill. These clinics provide outpatient services for specialized care such as behavioral health and heart health.

In conjunction with the other educational services previously mentioned, Mary Lanning also offers educational opportunities for Clinical or Preceptorship experience and EMS training for EMTs.

The hospital continues to grow, expand, and change to meet the needs of the Hastings

community and surrounding region. As the community's only hospital, the organization's leadership changes its health care services, as community trends dictate, to provide quality service and care. As Hastings and the surrounding region's population ages, and as medical technology advances, the healthcare system and its partners will need to adapt to the community's needs.

In speaking with Mary Lanning Healthcare's leadership, the hospital is not planning for new buildings or building additions in the upcoming years. The facility plan for the foreseeable future is to renovate the existing buildings to the community's needs to ensure quality health care and service.

Mary Lanning Healthcare has a campus master plan that primarily covers their property, which is between N. Denver Avenue, W.9th Street, N. Kansas Avenue, and W. 7th Street. The hospital owns most of the land in this area. However, there remain



Photo 8.2: Mary Lanning Healthcare
Source: Marvin Planning Consultants

a few parcels not under the hospital's control. As these properties become available for sale, the Hospital will purchase them through normal real estate transactions.

Because the Hospital has a campus master plan, the principles and standards for that plan will be continued as the campus expands and redevelops in the future, as needed. Mary Lanning Healthcare should pay special attention to how the edge of the campus is treated to minimize impacts on the adjacent residential neighborhoods. Also, accommodations for pedestrians, bicyclists, and vehicles traveling in and around the hospital campus should be continually considered to improve safety and access for patients and guests, staff, and the surrounding community.

(Note: text modified from website.)
Source: marylanning.org

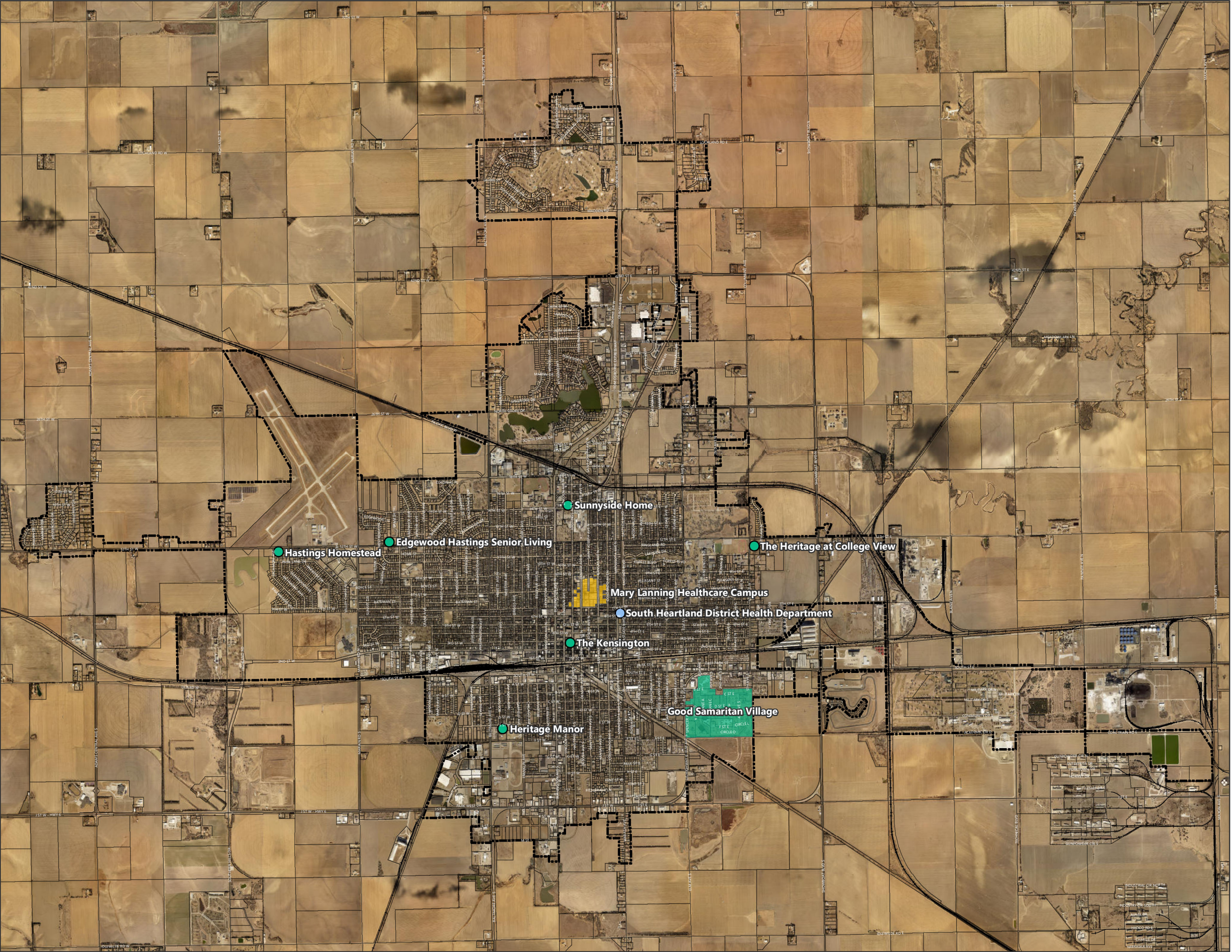
Senior Living

Hastings is home to seven senior living facilities, with each providing memory care, assisted living, or both. One senior living facility, the Kensington, occupies the Clarke Hotel building downtown. This facility is listed on the National Register of Historic Places. The largest senior living facility is Good Samaritan Society - Hastings Village. This facility, occupying the southeast corner of the city, offers multiple housing types for seniors.



Photo 8.3: The Kensington
Source: Marvin Planning Consultants

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 8.1: HEALTHCARE
FACILITIES



LEGEND

- Mary Lanning Healthcare
- South Heartland District Health Department
- Senior Living
- Senior Living
- Parcels
- City Limits

MPC
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PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.8.23

0 0.3 0.6 1.2 Miles



Chapter 9 Public Safety

Safety in Hastings

Public safety in Hastings encompasses fire protection, emergency medical services, emergency management, and law enforcement. These services are made up of municipal and county-wide providers.

Fire Protection

Hastings Fire & Rescue

Fire & Rescue

Hastings Fire & Rescue operates in an ISO-2 rated community. The department employs four administrative staff and 27 full-time firefighters who are supplemented by up to seven part-time firefighters. Crews respond from Station 1 (located at 1313 N Hastings Ave) and Station 2 (located at 1145 S Hastings Ave), offering fire protection for 13.67 square miles.

Emergency Medical Services

Hastings Fire & Rescue's Emergency Medical Services ("EMS") Division provides both basic life support ("BLS") and

advanced life support ("ALS") services to the city and Adams County. The EMS Division also provides ALS interceptor and transport services for the surrounding counties. The EMS division operates five ambulances, two of which are staffed 24-7. The remaining three are used as back-up.

(Note: text modified from website.)

Source: cityofhastings.org

Fire & Rescue Needs

The Department can currently cover about 90% of the city with two stations; their current standard is six minutes for response time. Drive times can be seen in Figure 9.1. Moving forward the Department desires to keep this standard.

Should the city grow outward, there would be concerns with coverage. The majority of their calls are in the city core, where there are not issues with coverage.

Staffing issues make coverage difficult for the department. Their

current staffing levels mean they struggle to meet national standards for safety and efficiency at times.

Transportation is another concern for the department. Crossing the railroads would be difficult should a train be derailed; there would be significant issues crossing the railroad aside from the one underpass on Burlington Ave. For major transportation routes, the city has great east to west routes, but not as much north to south. Unpaved roads are a challenge, with weather slowing response time on gravel roads.

For all of these reasons, a new station will likely be necessary on the north or the west side of the city, depending on where more growth occurs. Possible locations would include the area of 42nd St and Baltimore Ave, 12th St and Highland Dr, and Showboat Blvd and Highway 6, as identified by the Fire & Rescue Department.

Hastings Rural Fire District

Hastings Rural Fire District ("HRFD"), formed in 1955, covers the remainder of the city's extra-territorial jurisdiction which is not covered by the Hastings Fire & Rescue Department. HRFD is a volunteer service and has a contract with the City of Hastings to house, maintain, and staff HRFD equipment. HRFD is housed at 2985 S. Baltimore Ave, south of the city.

Emergency Management

Emergencies in Hastings are managed by the Adams County Emergency Management Agency. The agency plans for emergency response, trains communities on emergency response, coordinates response with communities, and administer grants as needed. The communities of Ayr, Holstein, Juniata, Kenesaw, Prosser, and Roseland are all under the umbrella of this agency along with the city of Hastings.

(Note: text modified from website.)

Source: bereadynebraska.com/adamscountyma

Law Enforcement

Hastings Police Department

The Hastings Police Department, located at 317 S Burlington Ave, provides law enforcement service for the City of Hastings. The Police Department also manages community service operations within the Operation Division. Community Service Officers are responsible for keeping the city free from all nuisances and neighborhood eyesores. Since 2013, officers have provided code enforcement and animal control throughout the city.

(Note: text modified from website.)

Source: cityofhastings.org

Adams County Sheriff Department

The Adams County Sheriff Department, located at 500 West 4th St, is in charge of general law enforcement areas in the county except those under municipal police departments. The Sheriff's Office manages and governs all jail operations at the Adams County Jail, a medium-security facility.

(Note: text modified from website.)

Source: nesheriffsassoc.org/nebraska/county-jail/adams-county-sheriff/

Law Enforcement Needs

Staff shortages have affected the Police Department and city greatly, delaying emergency response times. As the city grows, the Police Department would like to see more emphasis on roadway safety. Code enforcement on existing facilities will be important now and for future facilities as well, especially as the city grows.

Legend



Fire Stations



City Limits



Two Mile ETJ

Drive Time from Current
Stations



0-6 Drive Time - 66%

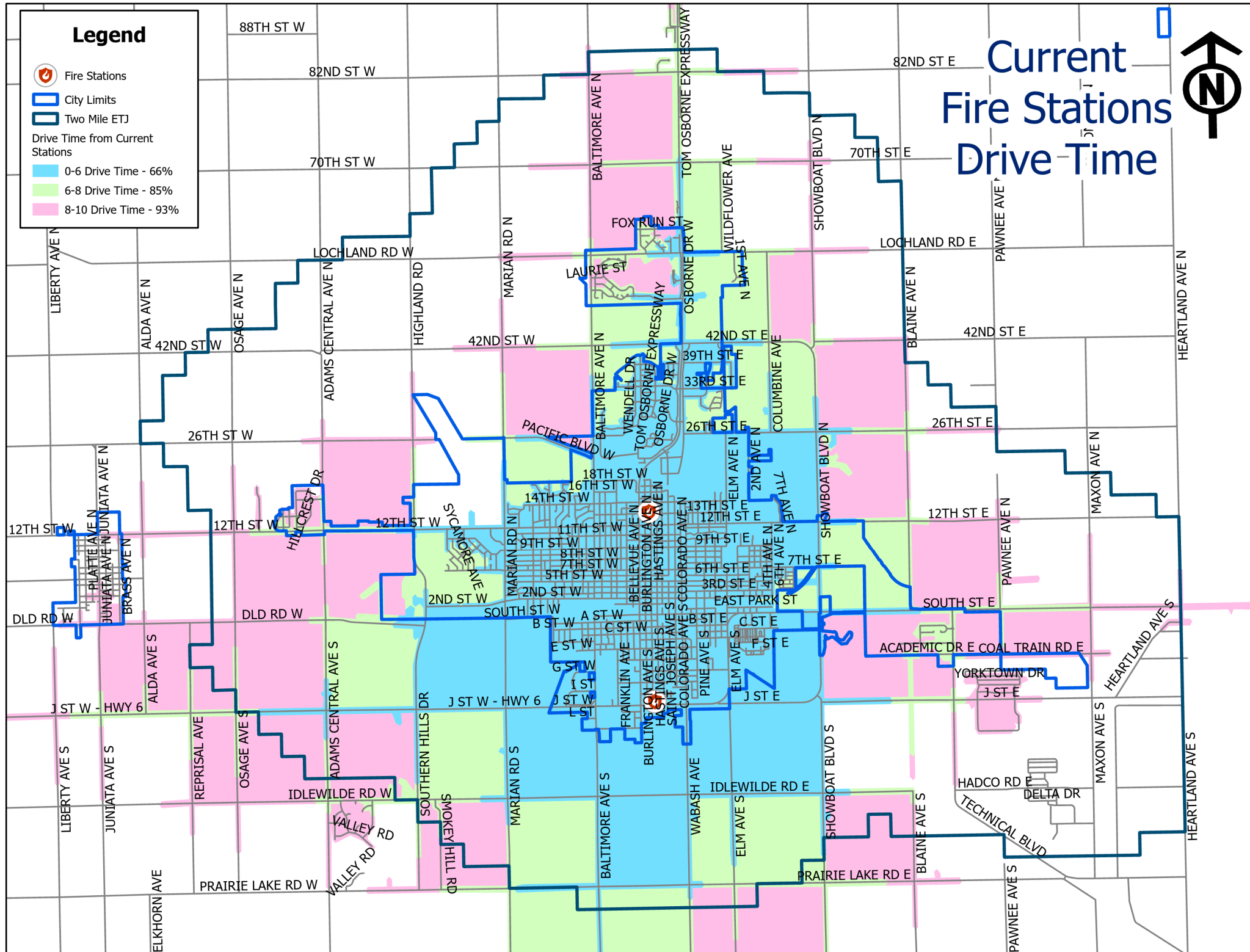


6-8 Drive Time - 85%



8-10 Drive Time - 93%

Current Fire Stations Drive Time



Goals and Actions

Goal 9.1: Adequate Law Enforcement services are provided to the community.

Actions

9.1.1: Continue to support and maintain a quality City Police Department.

9.1.2: Continue to regulate and mitigate nuisance and code enforcement cases.

9.1.3: Consider working with the Hastings Police Department to develop Crime Prevention Through Environmental Design ("CPTED") strategies to lower crime throughout the community.

9.1.4: Identify specific ways to work with local law enforcement agencies to increase roadway safety.

Goal 9.2: Adequate Fire Protection services and Emergency Medical Services ("EMS") are provided to the community.

Actions

9.2.1: Continue to support and maintain a quality Fire & Rescue Department.

9.2.2: Continue to work closely with the Fire Departments Risk Reduction Division to ensure new and renovated buildings are safe and meet the City's building and fire codes.

9.2.3: Support the construction of new fire stations as the city grows, with the locations being dependent on where growth occurs.

9.2.4: Identify specific ways the City can mitigate transportation concerns from the Fire & Rescue Department, particularly on east to west routes and over the railroads.

Goal 9.3: Adequate Emergency Management services are provided to the community.

Actions

9.3.1: Continue to participate in emergency management programs and exercises.

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Chapter 10 Utilities and Energy

Utilities

Utilities in Hastings include electric, water, gas, sewer, trash, and recycling. These services provide city residents with basic needs, all of which will have to adjust as the city grows.

Hastings Utilities

The City's Utilities Department is located at 1228 N Denver Ave.

Electric

Hastings Utilities currently has the capability of producing approximately 170 megawatts of electricity. Hastings Utilities serves a 56-square mile area including the city of Hastings and the village of Juniata. Electricity is generated at three different sites. The largest producing power plant is the coal-fired Gerald T. Whelan Energy Center. The 77 megawatt power plant uses low sulfur coal from Wyoming coal mines.

The two other generation sites include the North Denver Station

and the Don Henry Power Center. The Don Henry Power Center operates primarily on natural gas, but can also be operated on fuel oil. This center can be brought online in a moments notice. The North Denver Station has two natural gas fired generators. All generation is sold to the Southwest Power Pool market and then City load is purchased back. Generation above that required for City load is wholesale power. Wholesale power revenues help to hold the line on local electric rates. The Utilities Department's services also include tree trimming to ensure electrical system's integrity.

Lastly, the department offers thermal imaging services to determine hot spots in or on buildings, windows, doors, circuit breaker panels, conveyor belts, pulleys, electrical motors, and gear boxes.

(Note: modified slightly from website.)
Source: cityofhastings.org

Community Solar Farm

Community solar is when solar electricity is owned and shared by multiple customers while being produced in one location. A community solar farm's primary purpose is to give customers the option to participate in renewables who cannot or do not want to install the solar panels on their own property.

Anyone who gets their electricity from Hastings Utilities can participate. Those who wish to participate can do so through ownership and subscription. Ownership gives customers the ability to purchase and own the panel. The panel will stay in the solar field and will be maintained by Hastings. Subscription allows customers to purchase solar shares each month to offset some of the energy they use each month. The Hastings Community Solar Farm is located west of the municipal airport. (Note: modified slightly from website.)
Source: cityofhastings.org

Water

Hastings Utilities supplies potable water to residential, commercial, and industrial customers within and near the community. The city also provides water to private water systems, including Sanitary Improvement District ("SID") 1 of neighboring Clay County and the Village of Trumbull (in both Adams and Clay counties). Water is pumped directly from the Ogallala Aquifer using 23 operational wells. There are a total of 35 wells, but 12 are inoperable due to either age or contaminants. Water is supplied through a water distribution system that has a total length of 327 miles. The average system demand is seven million gallons per day.

The city also operates seven additional wells for emergency use purposes and three wells devoted to Aquifer Storage and Restoration ("ASR") operations. The ASR Project went online in 2018. The system was designed to reduce the nitrate concentration in the aquifer beneath Hastings. Doing so keeps system wells viable.

A water main and lead service replacement program was started in 2021 for the purpose of replacing aging pipe, boosting residential fire flow, and eventually eliminating lead water service lines in Hastings. Currently, high population centers such as churches and schools are provided with sufficient fire flow. However in residential areas, where there are still 4" water mains, it is difficult to achieve the desired 1,500 gallons per minute for sufficient fire flow. If fire flow is less than 750 gallons per minute, then replacement becomes a priority.



Photo 10.1: Well in operation
Source: Marvin Planning Consultants

As of 2024, the City plans to upgrade all 4" lines (25.5 miles as of 2024). The City is able to replace 1.5 miles per year, meaning in 2041 all 4" lines will be replaced. See Figure 10.2 to view the locations of these lines.

(Note: modified slightly from website.)
Source: cityofhastings.org; City of Hastings staff

Gas

Hastings Utilities operates a Local Distribution Company ("LDC") consisting of over 180 miles of primary main, ranging in size from 2" through 12" serving over 11,000 customers. Natural gas supplies enter the local distribution company at two municipal limit border stations. Natural gas is transported to the community via connections from two interstate natural gas pipelines. Two propane/air mixing plants can be operated in order to shave the consumption peaks during winter's coldest days.

(Note: modified slightly from website.)
Sources: cityofhastings.org

Sewer

The city's Pollution Control Facility, located at 2120 E 26th St, discharges treated water into the south branch of the west fork of the Big Blue River. The current process involves primary sludge digestion and land application followed by wastewater activated sludge treatment.

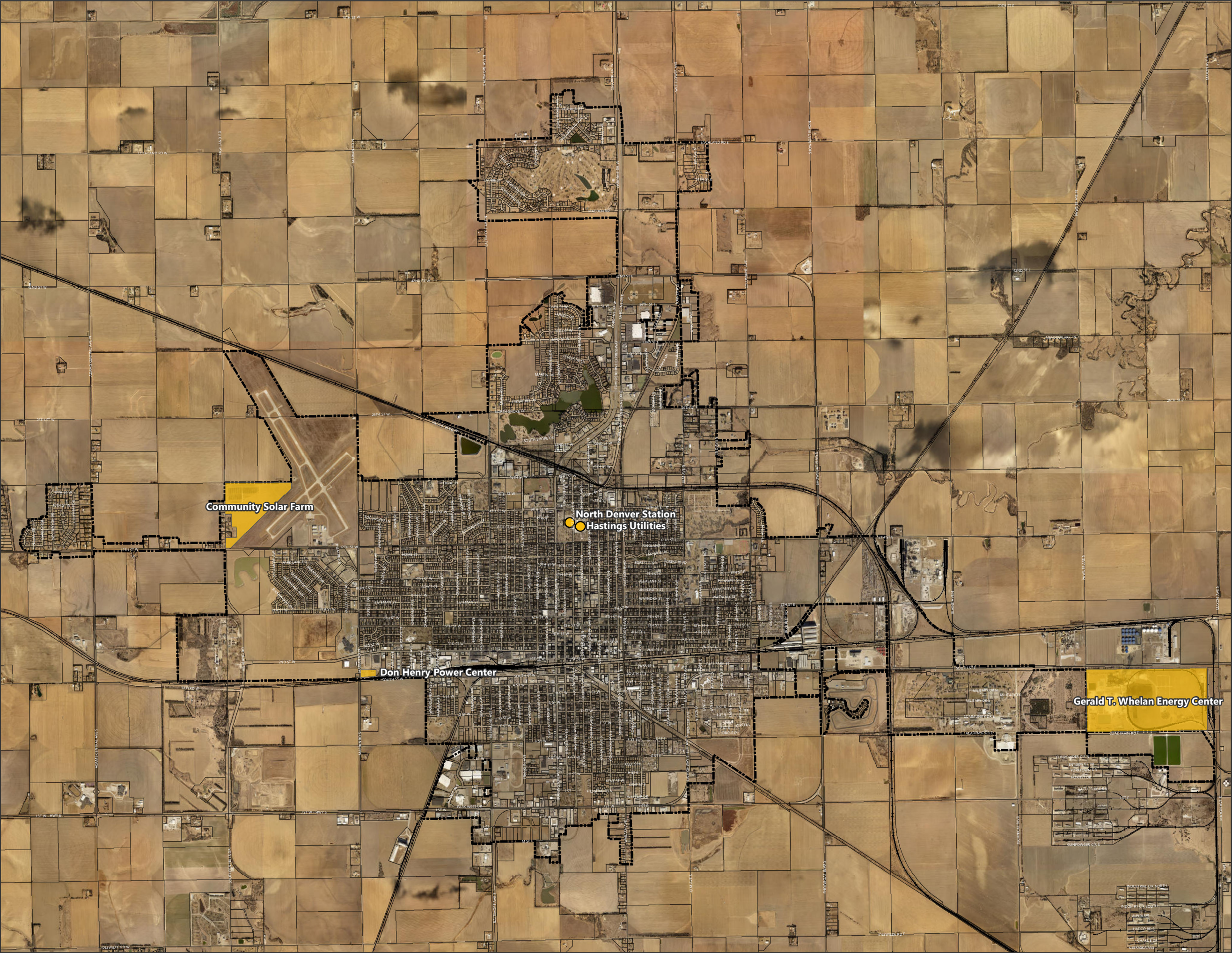
The Pollution Control Facility treats about 3.6 million gallons of wastewater per day. The water is conveyed from the city to the treatment facility utilizing eight sanitary sewer lift stations and 166 miles of sewer main.

(Note: modified slightly from website.)
Source: cityofhastings.org

Sanitation and Recycling

The City of Hastings Solid Waste Landfill/Wood Waste Facility is located at 725 S Southern Hills Dr. This facility provides a safe and integrated solid waste management system for Hastings and Adams County. Clay,

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 10.1: UTILITIES



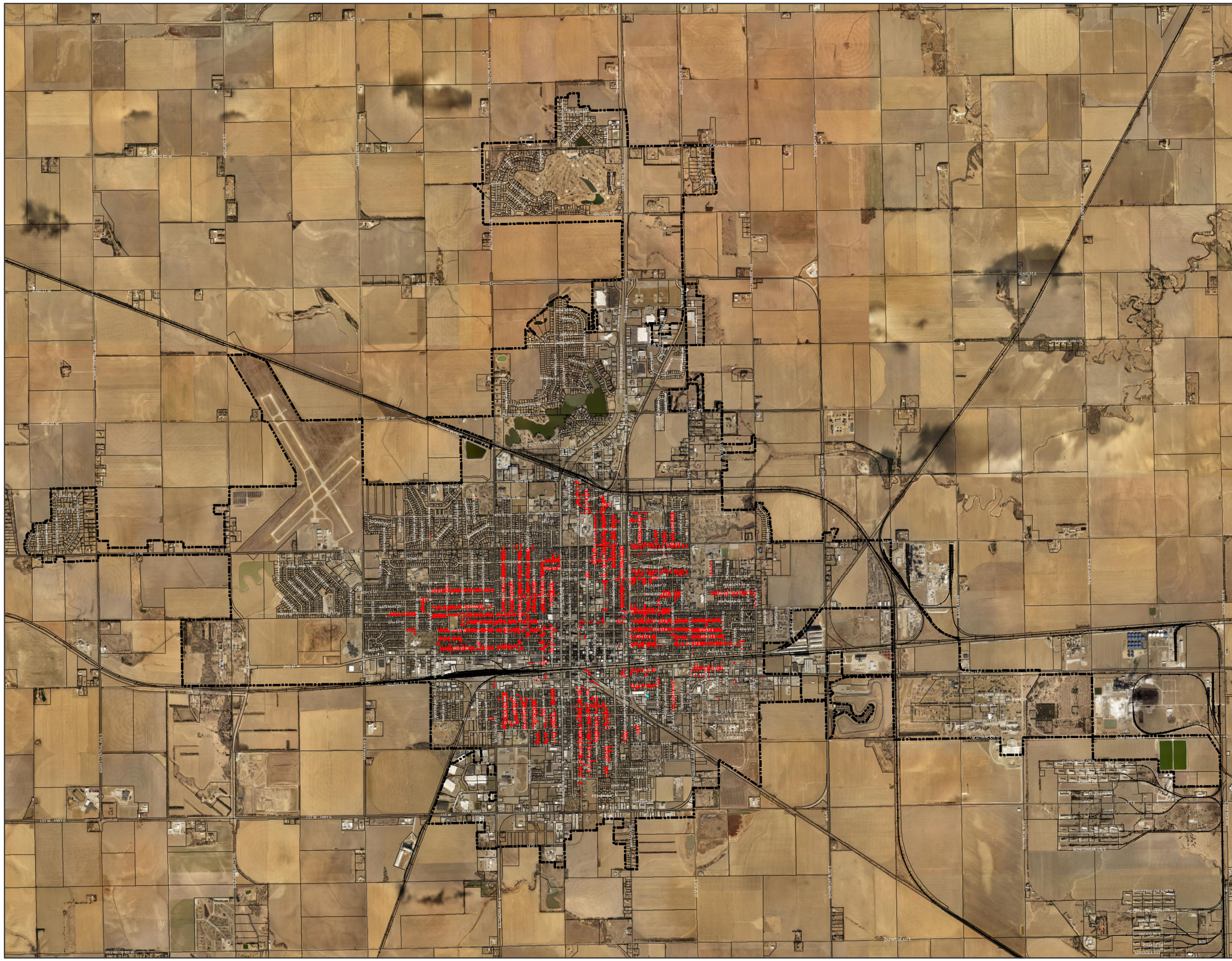
- LEGEND**
- Utilities
 - Utilities
 - Parcels
 - ▭ City Limits


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PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.8.23

0 0.3 0.6 1.2 Miles

FIGURE 10.2: WATER LINES
4" LOCATION



LEGEND

Water Line

4"

Parcels

City Limits



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 3.15.24

0 0.3 0.6 1.2 Miles

Nuckolls, Webster, Franklin, and Kearney Counties, as well as their communities, utilize this facility as well. Pick up is managed by private trash haulers.

(Note: modified slightly from website.)

Source: cityofhastings.org/

Energy Element

This section is intended to meet the requirements for an energy element in Neb. Rev. Stat. §19-903(4) that each city comprehensive plan "Assesses energy infrastructure and energy use by sector, including residential, commercial, and industrial sectors; evaluates utilization of renewable energy sources; and promotes energy conservation measures that benefit the community."

Energy Use by Sector

Hastings provides residents with electricity and natural gas. In regard to electricity, the current rated capacity of the city is 169 MW. The average peak demand for the city, from 2021-2023 was 91.4 MW.

Source: City of Hastings

Residential Energy Use

Energy is consumed in the residential sector primarily for space heating, water heating, air conditioning, refrigeration, cooking, clothes drying, and lighting. Fuel used for motor vehicles by household members is included in the transportation sector.

In the previous three years, the annual average electricity consumption in the residential sector was 112,803,796 kwh. The annual average natural gas consumption, in the previous three years, was 645,861 MCF.

Source: City of Hastings

Commercial Energy Use

Commercial uses include buildings such as retail stores, nonmanufacturing businesses, motels, health and education institutions for energy use reporting. Government uses are included in this sector for these reports. Common uses of energy in the commercial sector include space heating, water heating, refrigeration, air conditioning, and cooking.

In the previous three years, the annual average electricity consumption in the commercial sector was 108,333,804 kwh. The annual average natural gas consumption, in the previous three years, was 398,066 MCF.

Source: City of Hastings

Industrial Energy Use

Energy use in the industrial sector covers fuels for manufacturing, data centers, construction, mining, agriculture, and forestry. Energy to transport products is included in the transportation sector.

In the previous three years, the annual average electricity consumption in the industrial sector was 206,712,976 kwh. The annual average natural gas consumption, in the previous three years, was 306,164 MCF.

Source: City of Hastings

Renewable Energy

Renewable energy is energy from sources which are naturally replenished. Nebraska, like all of the United States, is moving towards renewable and away from legacy fuel sources. While almost 75% of the state's electricity was generated by coal in 2011, only 50% came from coal in 2021.

Biomass

Biomass is renewable organic material coming from plants and animals. This includes biofuels, such as ethanal and biodiesel, along with wood waste, landfill gas, and similar fuels. In 2021, there were six units in Nebraska producing electricity from biomass, and 11 from landfill gas.

Source: eia.gov/energyexplained/biomass

Geothermal

Geothermal energy is heat within the earth. Geothermal energy is a renewable energy source because heat is continuously produced inside the earth. People use geothermal heat for bathing, for heating buildings, and for generating electricity. Geothermal electricity generation requires water or steam at high temperatures (300° to 700°F).

According to the U.S. Environmental Protection Agency ("EPA"), geothermal heat pumps are the most energy-efficient, environmentally clean, and cost-effective systems for heating and cooling buildings.

Source: eia.gov/energyexplained/geothermal

Solar

A photovoltaic ("PV") cell, commonly called a solar cell, is a nonmechanical device which converts sunlight directly into electricity. Some PV cells can convert artificial light into electricity.

The efficiency at which PV cells convert sunlight to electricity varies by the type of semiconductor material and PV cell technology. The efficiency of commercially available PV modules averaged less than 10%

in the mid-1980s, increased to around 15% by 2015, and is now approaching 20% for state-of-the-art modules. Experimental PV cells and PV cells for niche markets, such as space satellites, have achieved nearly 50% efficiency. Rooftop solar has increasingly become an option for many homeowners and small businesses. The direction and pitch of the roof affect the amount of energy produced, as do nearby trees or other structures. In the previous three years, the annual average energy solar production in Hastings was 3,615,672 kwh.

Sources: eia.gov/energyexplained/solar; City of Hastings

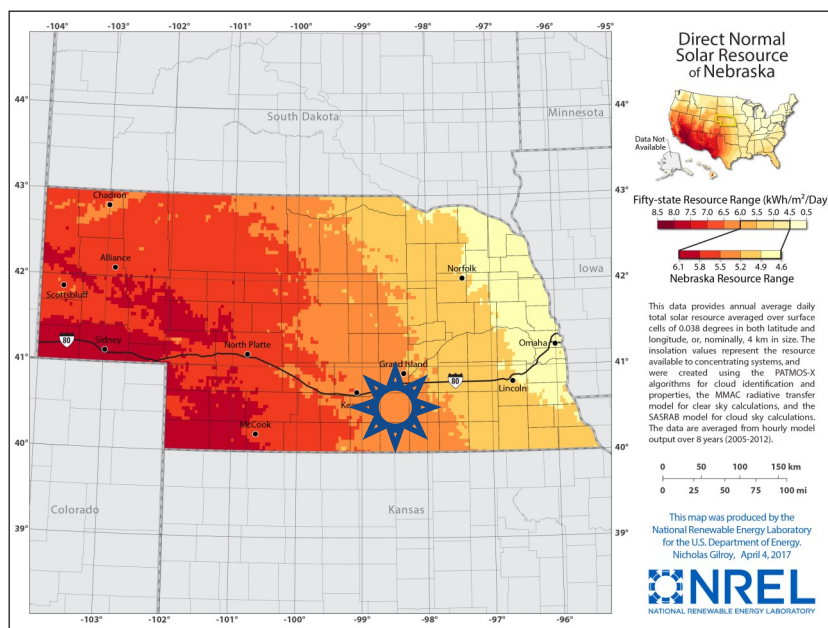
Wind

An increasing share of Nebraska's energy comes from renewable wind energy. In 2021, there were 1,333 utility-scale wind turbines producing electricity in Nebraska. The state's wind generation grew from 3% of electricity generated in 2011 to 25% in 2021.

According to the US Department of Energy's Office of Energy Efficiency & Renewable Energy, "Areas with annual average wind speeds around 76,320 ft per hour and greater at 262.5 ft height are generally considered to have a resource suitable for wind development. Utility-scale, land-based wind turbines are typically installed between 262.5 ft - and 328.1 ft high although tower heights for new installations are increasing - up to 459.3 ft - to gain access to better wind resources higher aloft."

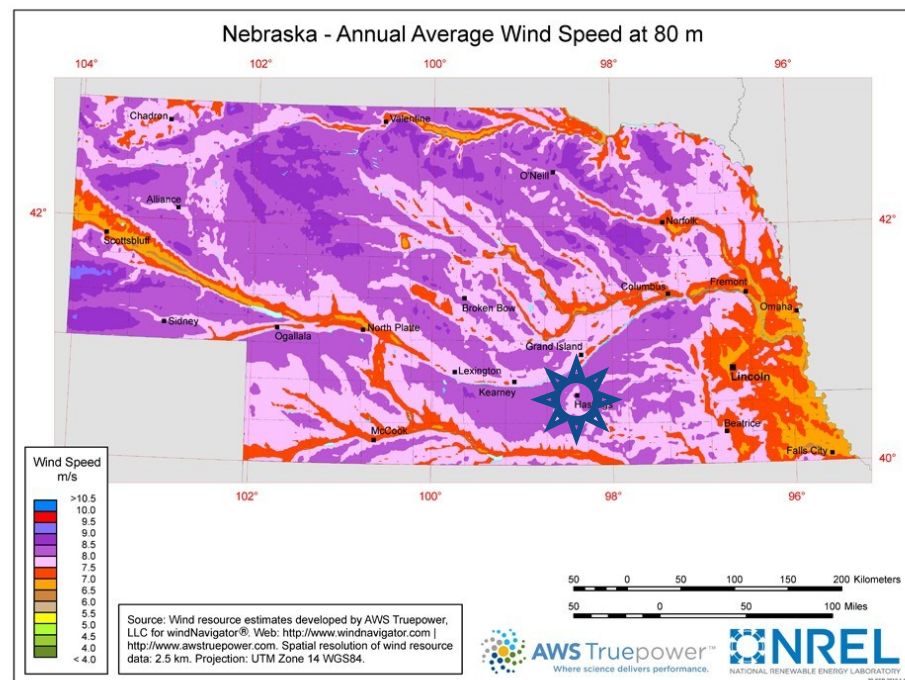
Individual sites may be powered by Small Wind Energy Systems, a type of wind energy conversion system with a rated capacity of

Figure 10.3: Direct Normal Solar Resource of Nebraska



Source: National Renewable Energy Laboratory, 2010

Figure 10.4: Average Annual Wind Speed at 80m



Source: National Renewable Energy Laboratory, 2010

100 kilowatts or less.

Technological advancements are driving the growth of the small wind power market by

making turbines more efficient and cost-effective. Small wind turbines can operate efficiently on wind speeds of just 13.2 feet per hour.

The location of large commercial utility-scale wind farms are chosen for a variety of factors, including wind speed, and the ability to tie into interstate transmission lines gaining access to the electric grid.

In the previous three years, the annual average wind energy production in Hastings was 7,330,359 kwh.

Source: eia.gov/energyexplained/wind; City of Hastings

Battery Backup Systems

Experimental energy storage technologies, particularly battery energy storage systems, are growing rapidly and already play a role in enhancing the electrical grid by supporting deployment and integration of renewable energy sources — increasing reliability, controlling costs, and building a more resilient grid.

Source: cleanpower.org

Net Metering

Since 2009, private electricity generating facilities with capacity at or below 25 kilowatts may operate under Nebraska's net-metering statutes. Any excess generation produced by the system will be credited at the utility's avoided cost rate and carried forward to the next billing period. Any excess remaining at the end of an annualized billing period is to be paid out to the customer.

Solar/Wind Access

Municipalities are permitted to develop regulations or development plans protecting access to solar and wind energy resources if they choose to do so. Local governing bodies may also grant zoning exemptions to solar and wind energy systems which would be restricted under existing regulations, so long as

the exemption is not substantially detrimental to the public good.

Conservation Measures

There are different ways to improve energy efficiency and usage. These strategies range from simple (often less costly) to complex (often more costly). Unfortunately, not all of the solutions will have an immediate return on investment. Individual property owners and tenants will need to find strategies fitting their budgets to harvest long-term savings.

Some common ways to make a structure more energy efficient include:

- Converting incandescent light bulbs to Compact Florescent Lights (CFL) or Light Emitting Diodes (LED);
- Installing additional insulation;
- Replacing windows;
- Changing out older, less-efficient air conditioners and furnaces to newer high-efficiency units;
- Changing out older appliances with new EnergyStar rated appliances;
- Adding solar panels;
- Weatherization assistance programs;
- Adding individual-scale wind energy conversion systems (WECS), and;
- Installing a geothermal heating and cooling system

Resources

Brownfields Assistance

A brownfield is a property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Reinvesting in

these properties increases local tax bases, facilitates job growth, utilizes existing infrastructure, takes development pressures off of undeveloped, open land, and both improves and protects the environment.

ESAs

Sec. 128(a) Assessment are Environmental Site Assessments ("ESAs") providing preliminary environmental information to determine if there is contamination on a property. The Nebraska Department of Environment and Energy offers these assessments at no cost.

These assessments are performed in accordance with the "all appropriate inquiry" requirements but may include additional activities such as nearby drinking water well sampling and testing building materials for asbestos, lead-based paint and/or mold. The first part of the assessment examines the background, setting and past uses of a property. It includes a records review, site reconnaissance, interviews, and, as a final product, a report documenting the environmental conditions at the property.

The second part of the assessment examines and evaluates the conditions identified in the initial assessment. Soil and groundwater sampling and analyses are conducted to determine whether any contamination associated with any environmental conditions has occurred on the site. The results of the sampling and analyses are evaluated in the Assessment Report.

Source: dee.ne.gov

Goals and Actions

Goal 10.1: Power utility Infrastructure is sufficient to meet the current and future needs of residents and employers.

Actions

10.1.1: Continue to plan for long-term access to public power generation capacity.

10.1.2: Continue to plan for and ensure that electrical facilities are properly located to meet Hastings's residential, commercial, and industrial growth.

10.1.4: Continue to provide for individual property owners to utilize small-scale, distributed renewable energy generation.

10.1.5: Periodically review zoning regulations for conformance with technological advances in renewable energy generation.

Goal 10.2: Water and sewer utility infrastructure is sufficient to meet the current and future needs of residents and employers.

Actions

10.2.1: Incorporate and phase water and sewer system improvements recommended by the City's engineering studies into the Capital Improvements Plan to meet the demands of Hastings's growth.

10.2.2: When economically feasible, proactively extend public utilities to reduce the costs of development and encourage development in appropriate areas.

Goal 10.3: Solid waste capacity is sufficient to meet the needs of the community.

Actions

10.3.1: Continue to plan for the future of the regional landfill to meet the needs of Hastings and the regions growth.

10.3.2: Continue providing recycling to the community.

10.3.3: Actively educate the public about recycling services and benefits.



Chapter 11 Hazards

Hazard Mitigation

Hazard mitigation planning reduces loss of life and property by minimizing the impact of disasters. It begins with local governments identifying natural and manmade disaster risks and vulnerabilities common in their area. After identifying these risks, they develop long-term strategies for protecting people and property from similar events. Mitigation plans are key to breaking the cycle of disaster damage and reconstruction.

The impacts of hazard and potential damage can be avoided, or at least lessened, with thoughtful land use and development practices. Hazard mitigation informs the entire emergency management cycle.

This chapter summarizes findings of the *Lower Big Blue NRD and Little Blue NRD Hazard Mitigation Plan* (2021), and presents information on floodplain management. The Federal

Emergency Management Agency ("FEMA") requires hazard mitigation plans be updated every five years to reflect changing conditions. This Comprehensive Plan should itself be updated to reflect any changes in the hazard mitigation plan.

Hazard Mitigation Plan

The Lower Big Blue NRD and Little Blue NRD Hazard Mitigation Plan was updated in 2021 by JEO Consulting Group, and approved by FEMA in compliance with requirements of the Disaster Mitigation Act of 2000. Developing a hazard mitigation plan is not only good public policy for a resilient community, but participation in and adoption of a hazard mitigation plan is also required to become eligible for certain federal funding sources.

The 2021 plan update process was sponsored by the Little Blue and Lower Big Blue NRDs and was lead by local planning representatives from NRDs and

Emergency Management offices in Adams, Clay, Fillmore, Gage, Jefferson, Nuckolls, Saline, Thayer, and Webster Counties. The City of Hastings was represented by the City Engineer, Environmental Director, Director of Development Services, and Adams County Emergency Management.

Hazard Mitigation Goals and Objectives

The hazard mitigation plan includes goals, objectives, and action items, including:

- Goal 1: Protect the Health and Safety of the Public
- Goal 2: Reduce Future Losses from Hazard Events
- Goal 3: Increase Public Awareness and Education on the Vulnerability to Hazards
- Goal 4: Improve Emergency Management Capabilities
- Goal 5: Pursue Multi-Objective Opportunities (whenever possible)

Critical Facilities

The hazard mitigation plan identifies a broad range of Critical Facilities for each participating jurisdiction. For the City of Hastings, these include public and private schools, park facilities, and city facilities.

Hazard Risk Assessment

The hazard mitigation plan includes a description of the hazards considered, including a risk and vulnerability assessment. This information is taken directly from the mitigation plan.

From 1996 to 2020, Adams County experienced the following hazard events, as documented by the NCEI Storm Events Database:

- Agricultural Disease: 28 incidents
- Dam Failure: 1 event
- Drought: 493 of 1,504 months
- Earthquakes 0 events
- Extreme Heat: Average 6 days per year
- Flooding: 11 flash floods and 10 general flood events
- Grass/Wildfire: 121 incidents
- Hazard Materials: 62 incidents
- Levee Failure: 0 events
- Public Health Emergency: 2,898 cases, 43 deaths
- Severe Thunderstorms: 140 events
- Severe Winter Storms: 99 events
- Terrorism: 0 incidents
- Tornadoes and High Winds: 54 events

Countywide, 852 hazard events were logged with \$129,766,259 million in property damage and \$59,047,780 million in crop damage reported.

Improvements in the floodplain

In 2019, there were 117 improved structures located in Hastings' mapped floodplain - approximately 1% of all improvements in the city - with a value of about \$59.3 million. (JEO Consulting Group analysis).

Top Hazards of Concern

Each participating entity ranked hazards with the potential to affect their own jurisdiction. For the City of Hastings, the top hazard of concern included dam failure, flooding, severe thunderstorms, severe winter storms, and tornadoes and high winds.

Dam Failure

Hastings is protected by the Hastings Northwest Dam, a high-hazard dam located 1.9 miles northwest of Hastings. This 28 foot high dam is owned by the Upper Big Blue NRD. As noted in the mitigation plan, while the dam is classified as a "high hazard", hazard level correlates to areas at risk if a failure were to occur rather than the likelihood of failure. If this dam were to fail, a large portion of the city would be inundated. The City of Hastings, Adams County, UBBNRD, and the NeDNR Dam Safety Division have been working together to address dam safety and maintenance schedules.

Hastings Dam is a significant hazard dam, located on Lake Hastings in the northern part of the city. This 15 foot high dam is owned by the City of Hastings. NeDNR inspectors have noted

the primary spillway is insufficient for a 100-year (1%) flood event.

Flooding

Hastings has been impacted by flooding impacts, both from natural floodways and from poor stormwater drainage. The outskirts and edges of Hastings have identified flood hazard risk areas.

Flood events in 2007, 2008, 2009, 2015, and 2019 were documented in the hazard mitigation plan as causing \$645,000 in reported damages. During the 2007 flood event many streets in Hastings had one to two feet of standing water and the Burlington Street underpass was closed due to high water. While the March 2019 flood event did not significantly impact the city, heavy rainfall across the area resulted in the flooding of the West Fork of the Big Blue River in eastern Adams County. Portions of Showboat Road near the river, which runs along the east edge of Hastings, was covered in several inches of water.

The hazard mitigation plan specifically calls out flooding and ponding in certain areas of the city:

- Properties along the railroad tracks
- Trailer park homes (southeast side of town)
- Pawnee Creek
- Municipal well #35
- Hastings Municipal Airport
- Heartwell Lake Dam area/ East Side Blvd.

Severe Thunderstorms

Hastings frequently experiences damaging severe thunderstorms which can include impacts from heavy rain, lightning, strong

Table 11.1: Mitigation Actions

Mitigation Action
Enroll in a tree maintenance program
Install Outdoor Warning Sirens; update and improve current sirens
Provide a generator for City Hall
Protect power lines from severe weather events
Repair or conduct replacement of Hastings Dam
Provide a generator for Highland Park (North) Fire Station
Develop and conduct a city-wide comprehensive flood mitigation plan to evaluate problem areas and identify strategies to reduce flooding in Hastings
Improve stormwater drainage in existing developments around Heartwell Lake Dam as part of new maintenance strategy
Develop and implement a stream buffer ordinance for construction activities and developments near streams in town. This ordinance would be developed in conjunction with a Comprehensive Watershed Study and Storm Sewer Master Plan.
Purchase an adequate rescue boat that would provide life-saving rescues to victims of flooding, entrapment, ice breaks, or swift water. Purchase an airboat or similar quick deployment vessel that is capable of LOW and High-water level rescues similar to an airboat.
Update local floodplain ordinance to include language that floodplains remain as open space and prohibit fill in floodplain areas.
Green Infrastructure in the form of filter strips, native plantings, with potential underdrains is needed in many areas of town to provide drainage and not overload the grey infrastructure system. Vegetated Buffer strips are needed around water bodies for water quality.
Widen 12th Street to improve emergency evacuation routes/emergency access.
Plan for and install an additional above-grade BNSF railroad crossing to improve emergency access. Potential locations include at Marion Road or Showboat.
Upgrade, repair and improve stormwater infrastructure including culverts, pipes, and networks throughout the city. Pawnee Creek Railroad – upgrade and upsize culverts to reduce flood impacts on residents, the airport, solar farm, and municipal water wells. With new floodplain mapping efforts, municipal well #35 has no freeboard and additional flood protection is needed.
Enforcement of floodplain management requirements, including regulating new construction in Special Flood Hazard Areas (SFHAs).
Install a high profile and traffic camera

Note: Green highlighted rows are completed actions, yellow are in progress, and red have been removed.

Source: Little Big Blue NRD and Little Blue NRD Hazard Mitigation Plan (2021)

winds, and hail. City officials are concerned about disruption of utilities and public services, property damage and safety risks to residents from severe thunderstorms.

Critical facilities, such as City Hall, the public library, and the museum, do not have portable generators or hail resistant roofing. About 20 percent of the power lines in the city are buried. Interior flooding does occur during heavy rainfall events which can overwhelm the aging stormwater drainage system. Areas with poor drainage include the Burlington Underpass, 12th Street, and the 33rd and Kansas area.

Severe Winter Storms

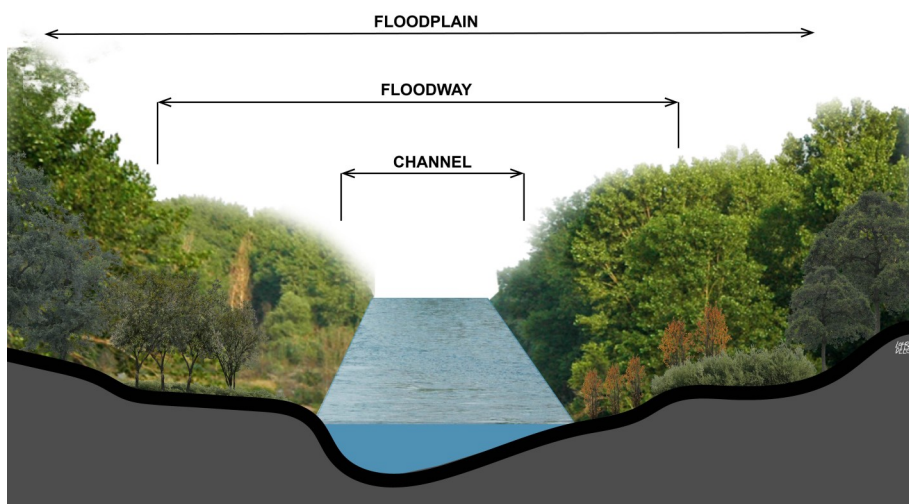
Adams County frequently experiences severe winter weather, with heavy snowfall, high winds, and sometimes crippling ice accumulations. Extremely cold temperatures can accompany these systems, such as when a winter storm on February 1, 2011 was followed by wind chills approaching 35 degrees below zero in Hastings. The city's main concerns from severe winter storms are snow removal, property damage, and public safety.

Tornadoes and High Winds

Hastings is prone to damaging winds and tornado events. An F-1 tornado on June 7, 1994 just north of Hastings caused several million dollars' worth of crop damage. An EF-0 tornado on August 22, 2007, with winds of 75 mph caused \$25,000 in damage in town.

The City's main concerns from tornadoes and high winds are disruption of utilities, property

Figure 11.1: Flood Plain Cross Section



Source: National Wetlands Inventory

damages, blocked transportation routes, loss of life and crop damage. High winds have been reported in excess of 70 mph and have caused substantial damages to homes. The city does not have a community safe room, so residents must rely on their own or a neighbor's basement or storm shelter for safety.

Mitigation Strategy

The primary focus of the mitigation strategy is to identify action items to reduce the effects of hazards on existing infrastructure and property based on the established goals and objectives. These actions should consider the most cost effective and technically feasible manner to address risk.

Actions to implement the Hazard Mitigation Strategy for the City of Hastings are presented in Table 11.1. The County and each participating municipality has its own mitigation strategy spelled out in the Adams County Appendix to the hazard mitigation plan.

Floodplains and Floodways

Flooding occurs as a general and temporary condition of inundation of normally dry land from flowing water, such as streams and rivers overflowing their banks, along with runoff from adjacent or surrounding slopes.

The floodplain contains generally three areas of concern—the floodway, Regulatory Floodplain, and Flood Fringe.

Floodway, the channel of a watercourse and those portions of the adjoining floodplains which are required to carry and discharge a flood of 1-percent chance with no significant increase in the base flood elevation.

Regulatory Floodplain, the low land near a watercourse which has been or may be covered by water from a flood event having a 1-percent chance in any given year. The 1-percent annual chance flood is also referred to as the base flood or 100-year

flood. The regulatory floodplain is identified on Flood Insurance Rate Maps (FIRMs) as the Special Flood Hazard Area (SFHA).

Flood Fringe, the portion of a floodplain which can be inundated by floodwaters but is not within the regulated floodway. The flood fringe serves as temporary storage for slow-moving or standing floodwaters. The floodplain includes both the floodway and the flood fringe.

The floodplain area of greatest significance to land use is the 1% or 100-year floodplain, as the floodway is generally off limits to development. The floodplain is defined by the ground elevation in relation to water elevation experienced during a base flood event. The 1-percent or 100-year floodplain is calculated as the elevation level of flood water expected to be equaled or exceeded every 100 years on average. In other words, the 100 year flood has a 1% chance of being equaled or exceeded in any single year. The 0.2% chance or 500-year floodplain is also commonly mapped as a caution, yet is not typically regulatory.

Preserving the floodway and flood fringe are critical to limiting the level of property damage which can occur as well as the risk to life of the occupants of the area. These lands when not flooded may seem to be harmless, but it is those rare times threatening life and property which need to be anticipated.

Floodplain Administration

The City of Hastings participates in the National Flood Insurance

Program ("NFIP"). The Highway Superintendent is the City's designated Floodplain Administrator. The Administrator would work with the Development Services Department, NRD, Nebraska Department of Natural Resources ("NeDNR"), and FEMA to keep Hastings' floodplain development regulations up to date with changing state and federal requirements.

FEMA's Community Status Book report the initial Flood Hazard Boundary Map for Hastings was identified on 5/10/1974. The Initial Flood Insurance Rate Map (FIRM) became effective 8/01/1980. The currently in effect map was dated 9/26/2008, subject to map amendments and revisions. The FEMA Flood Map Service Center reports seven amendments and one revalidations to the FIRM effective July 5, 2018.

As of February 29, 2024, in the municipal limits of Hastings there were 20 NFIP policies in force, with total coverage of \$5.4 million. This is down from the 24 policies in force in November 2020, reported in the hazard mitigation plan. According to NeDNR as of February 2020 there was one undefined repetitive loss property in the city.

Higher Standards for Floodplain Management

NeDNR's Floodplain Management Section is responsible for coordinating programs addressing the wise use of land which is subject to flooding. The Section provides floodplain management resources, NFIP resources, post-disaster information, and other references. Staff provide regular training opportunities, online and

in-person.

Every local floodplain management program is supported by a floodplain management ordinance. The ordinance establishes the requirements for development in the regulatory floodplain. Ordinances must meet the *Nebraska Minimum Standards for Floodplain Management Programs* as well as the requirements in 44 CFR Chapter 1, Part 60.3. NeDNR has developed model ordinances that communities can use for a template, provided community staff and boards review it for appropriate inclusion into the broad set of ordinances.

Nebraska's minimum standards are higher than the federal minimum standards, including requiring one-foot of freeboard (elevation of the lowest floor above the base flood elevation or BFE), restricted development in floodways, and prohibited storage of hazardous materials. Flood damages can be reduced further and citizens kept safer by enacting further higher standards for development in floodplains.

- **Freeboard:** Some cities increase this safety factor to 2 or 3 feet above BFE. Higher elevations are safer, and flood insurance costs lower.
- **Substantial Improvement/ Damage:** All substantially improved or damaged structures with more than 50% improvement or damage must be elevated. Some cities encourage safer rebuilding by lowering the benchmark to 30%, or by tracking cumulative improvements and/or damage.
- **Enclosure Limitations/Non-**

conversion: Many structures have an enclosed area below the lowest floor, such as a crawlspace or storage area. These enclosed areas are required to be wet floodproofed with vents. The City can prohibit all enclosed areas or set limitation on size or height. The benefit is to limit flood damage and protect against the loss of life or property.

- **Critical Facilities:** As noted in the Hazard Mitigation Plan, certain critical facilities are vulnerable to flooding. Ideally, critical facilities should be sited outside of both the 1% and 0.2% annual chance flood zones. Providing a requirement to elevate or floodproof critical facilities to a 0.2% annual chance flood zone help keep buildings safer. Doing so also requires providing an access road that is similarly elevated.
- **Fill in the Floodplain:** Fill placed in a floodplain displaces flood waters, inevitably impacting adjacent property. Fill can be prohibited or limited to reduce impacts on floodwater storage. Another option is a compensatory storage requirement—for any fill the same amount of flood storage must be provided. The ordinance can also set standards for fill, including quality and compaction.

NeDNR also provides optional standards for community consideration:

- **Appurtenant Structures:** Some cities adopt specific standards for accessory structures, such as small backyard sheds. Appurtenant structures used

for storage can have their lowest floor below BFE if anchored, flood vented, and any electrical fixtures elevated.

- **Letters of Map Revision:** With a Letter of Map Revision Based on Fill (LOMR-F), a property is re-mapped to Zone X, nominally outside the regulatory floodplain. However, restrictions on basements below a certain elevation remain. Some cities set riders to their acknowledgement of the LOMR process, including referencing FEMA Technical Bulletin design and construction standards.
- **CFM:** Some cities require the designated floodplain administrator to become a Certified Floodplain Manager (CFM) from the Association of State Floodplain Managers. The certification does require certain ongoing costs for training.

Source: dnr.nebraska.gov/floodplain/model-ordinances

Community Rating System

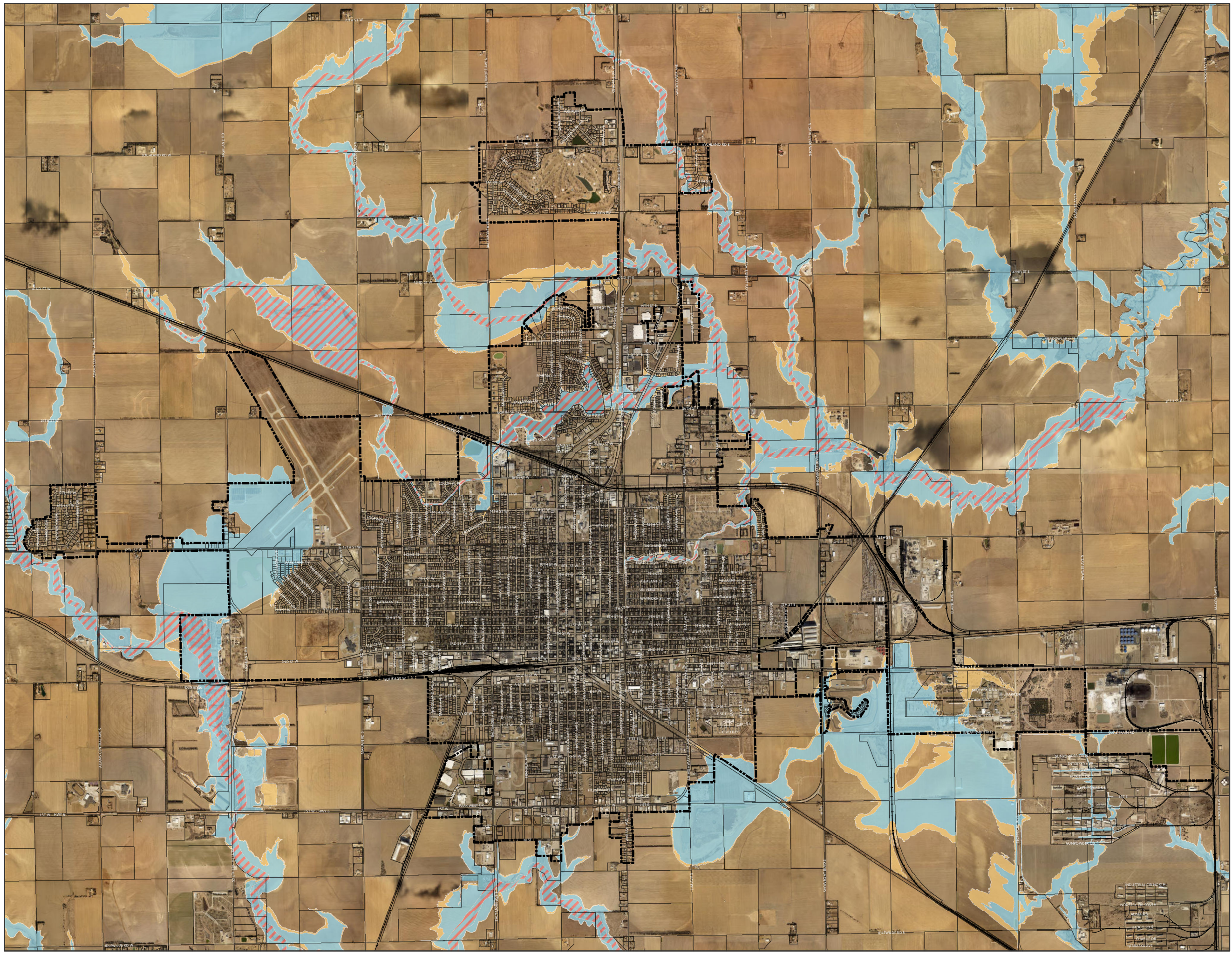
During the next update to the Hazard Mitigation Plan, the City should consider participation in FEMA's Community Rating System ("CRS"). The Community Rating System ("CRS") is a voluntary program that communities can join to get credit for floodplain management activities above the minimum standards. Communities receive points for those activities and based upon the number of points, flood insurance premiums are reduced for policyholders in the community. CRS is a "win-win" because it reduces a community's vulnerability to floods and also reduces the cost

of flood insurance premiums.

While there are significant administrative costs to track compliance, CRS offers policy holders substantial potential savings, likely just for activities and policies already in place.

Source: dnr.nebraska.gov/floodplain/community-rating-system

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
FIGURE 11.2: FLOODPLAIN



LEGEND

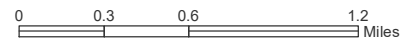
-  Parcels
-  City Limits

Floodplain

-  1% Annual Chance Flood Hazard
-  0.2% Annual Chance Flood Hazard
-  Floodway



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 1.8.23



Goals and Actions

Goal 11.1: The City provides adequate support for goals and objectives of the Hazard Mitigation Plan.

Actions

11.1.1: Support implementation of all action items in Table 11.1.

11.1.2: Review and update Development regulation requirements (zoning and subdivision ordinances) to bury power and service lines in new development.

11.1.3: Consider potential impacts of dam/levee/floodwall inundation zones in development review.

11.1.4 Support city-wide comprehensive flood mitigation planning and implementation.

11.1.5 Consider need for improved stormwater drainage in development review.

11.1.6 Review and update Development regulation requirements for stream buffers.

11.1.7 Review and update Development regulation requirements restricting development in the floodplain.

11.1.8 Review and update Development regulations to encourage use of green infrastructure, such as filter strips and native plantings, to reduce grey water runoff.

Goal 11.2: The City maintains conformance with the National Flood Insurance Program ("NFIP").

Actions

11.2.1: Mitigate flood hazards and assure conformance with NFIP requirements.

11.2.2: The Floodplain Administrator should work with the NRD and NeDNR on updated floodplain mapping for the city and county.

11.2.3: Support participation by the Floodplain Administrator and Development Services staff in specialized training opportunities for flood mitigation and floodplain management.

Goal 11.3: The City evaluates and implements higher and optional development standards for flood hazard safety

Actions

11.3.1: Consider adoption of higher regulatory standards in the Floodplain Development Ordinance.

11.3.2: Consider adoption of optional standards in the Floodplain Development Ordinance.

11.3.3: Consider participating in FEMA's Community Rating System ("CRS") to provide flood insurance premium discounts to property owners and tenants

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Chapter 12

Land Use and Development

Hastings' Land Use

Land use and development are the primary focus of the Comprehensive Plan. The land use element does not regulate land use - it is a policy guide for future decision making for annexation and rezoning requests. The document also provides direction to City staff, its development partners, and the community for future projects, capital improvements, and small area plans. The Comprehensive Plan is not regulatory; however, the Plan reflects the community's preferences to guide and plan for development and land use policy.

The Plan, particularly the land use element, plays a fundamental role as the substantive basis for regulations implementing the plan such as zoning, subdivision, and floodplain management. A clear land use element provides a vision for the future and helps prevent, or at least minimize, conflicts between different uses

of land.

It is essential for the land use element to reflect the wants and needs of Hastings' residents, businesses, and property owners, within the constraints of the landscape. This chapter addresses the statutory requirements of the land use element, describes existing land use, and presents the future land use plan. This chapter also discusses the community character of Hastings and action items for building on this unique character.

Land Use Element

This section is intended to meet the requirements in Nebraska Revised Statutes §19-903(1) that the Comprehensive Plan include: "A land-use element which designates the proposed general distributions, general location, and extent of the uses of land for agriculture, housing, commerce, industry, recreation, education, public buildings and lands, and other categories of public and

private use of land".

The land use element is based on an understanding of how Hastings' citizens have built their community. All of the other elements presented so far in this plan, from demographics to hazard mitigation, inform the analysis of existing land use to determine recommendations for future land use.

Existing Land Use

Land in Hastings and the surrounding area has been developed for many different purposes. Existing land use includes both the use of buildings and parcels of land. The use of land is constantly changing - this plan presents a snapshot in time of existing land use. It is essential to have a solid understanding of existing land use at a point in time to carefully consider future land use policy.

Existing Land Use Categories

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

- Residential Estates (RE);
- Single-Family Residential (SFR);
- Multi-Family Residential (MFR);
- Manufactured Housing (MHR);
- Commercial (C);
- Industrial (I);
- Quasi-Public/Public (Q-P/P);
- Parks & Recreation (P/R);
- Transportation/ROW (T/ROW);
- Lake/Water, and;
- Vacant/Agriculture (Vacant/Ag)

In Tables 12.1 and 12.2, the existing land uses in the city are split between inside city limits and in the extraterritorial jurisdiction.

Land Use Constraints

While certain areas are well situated for different types of growth and development, they may also be subject to constraints discussed throughout this plan. These constraints may direct development elsewhere, or they may simply be issues to be improved and resolved. Constraints may include:

- Limited opportunities for in-fill development;
- Neighborhood impacts of existing commercial and industrial uses, including visual blight;
- Cost to extend infrastructure including streets, electricity, water, and sewer service;
- Agricultural uses;

Table 12.1: Existing Land Uses - In City Limits

Use	Acres	Share of Developed Area	Share of Total Area
Residential	2,759.1	24.9%	7.2%
Residential Estates	202.0	1.8%	0.5%
Single-Family	2,336.1	21.1%	6.1%
Multi-Family	125.5	1.1%	0.3%
Manufactured Housing	95.4	0.9%	0.2%
Commercial	452.0	4.1%	1.2%
Industrial	1,460.4	13.2%	3.8%
Quasi-Public/Public	27,66.0	25.0%	7.2%
Parks/Recreation	859.5	7.8%	2.2%
Transportation/ROW	2,783.1	25.1%	7.2%
Total Developed Land	11,080.0	100.0%	28.9%
Lake/Water	96.2	0.9%	0.3%
Vacant/Agriculture	27,220.3	245.7%	70.9%
Total Area	38,396.5	-	100.0%

Source: Marvin Planning Consultants

Table 12.2: Existing Land Uses - Extraterritorial Jurisdiction

Use	Acres	Share of Developed Area	Share of Total Area
Residential	1,962.8	14.4%	4.5%
Residential Estates	823.2	6.0%	1.9%
Single-Family	1,100.1	8.1%	2.5%
Manufactured Housing	39.5	0.3%	0.1%
Commercial	85.8	0.6%	0.2%
Industrial	2,323.3	17.0%	5.3%
Quasi-Public/Public	4031.5	29.5%	9.2%
Parks/Recreation	516.6	3.8%	1.2%
Transportation/ROW	2,783.1	20.4%	6.4%
Total Developed Land	13,665.8	100.0%	31.2%
Lake/Water	0.0	0.0%	0.0%
Vacant/Agriculture	30,097.5	220.2%	68.8%
Total Area	43763.3	-	100.0%

Source: Marvin Planning Consultants

- Transportation such as highways and railroads;
- The reach of the gravity-fed sewer system, without adding lift stations, and;
- Willingness of adjacent property owners to sell land at prices which the market will support

Extraterritorial Jurisdiction

The City of Hastings has planning and zoning jurisdiction over the unincorporated area of Adams County generally within two-mile of the city limits, known as the (extraterritorial jurisdiction or ETJ). The Future Land Use Plan also applies to the ETJ, with or without annexation into the city limits.

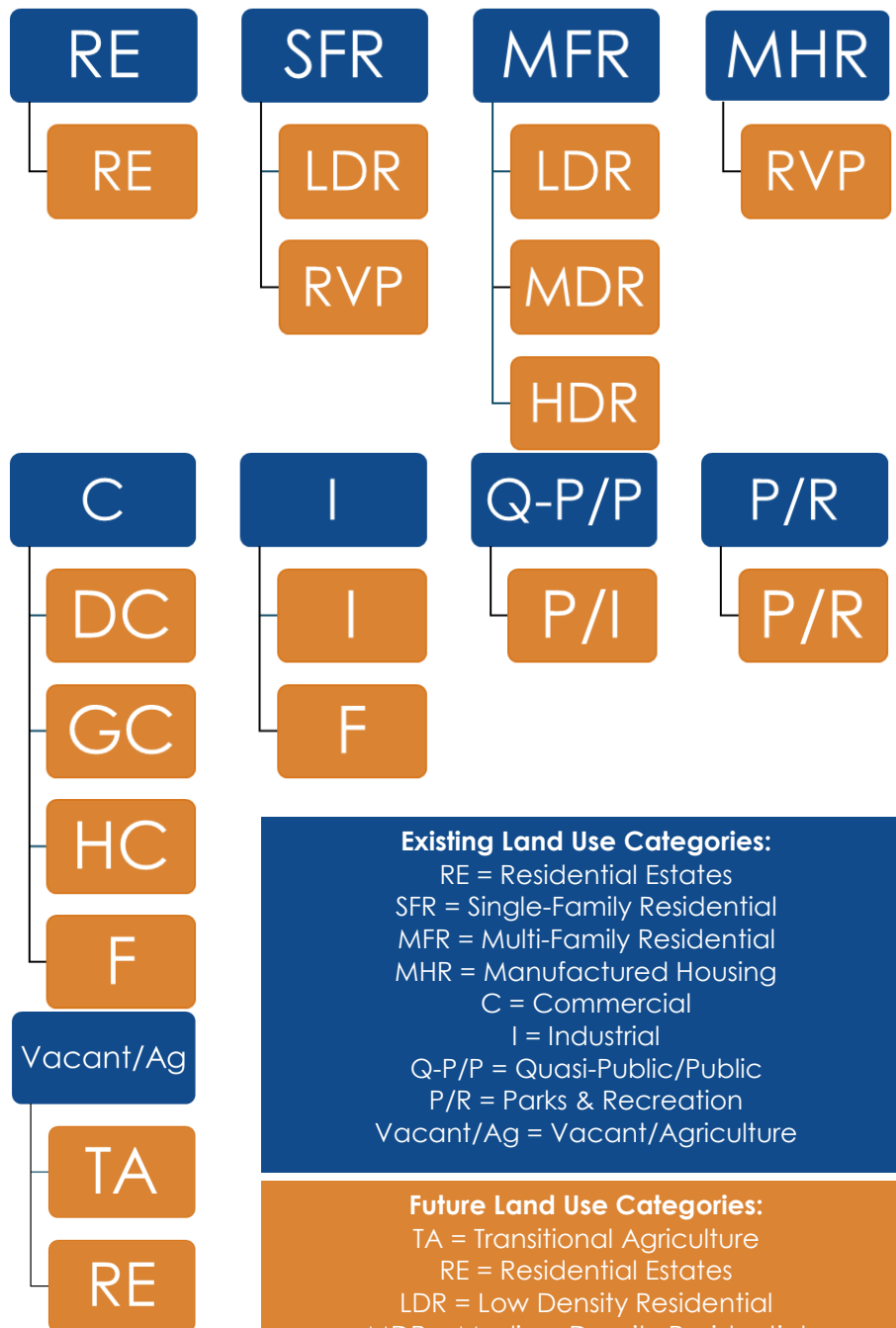
Ready to Build Land

Future development would logically occur on vacant or agricultural land with access to sewer and water lines. As shown in Figure 12.1, there are multiple parcels surrounding the entire city (and within the city limits) identified as vacant or agricultural during the existing land use inventory. These parcels also have access to both sewer and water lines. In total, there are 1,784.02 acres available as "ready to build" land.

Future Land Use

The Future Land Use Plan is intended to be a policy guide to future land uses balancing private sector development with the public interest, so the city can effectively and efficiently deliver public services. The future land use categories cover areas inside current city limits, future annexation areas, and the extraterritorial jurisdiction.

The flow charts to the right show how the existing land use categories fall into the future land use categories used in the Plan (note: the Hospital Environs does not fall into a new future land use category, as it is an overlay on top of future land uses). The blue box is the existing land use category, with the ensuing orange boxes being the future land use category in which it falls.



Existing Land Use Categories:

RE = Residential Estates
SFR = Single-Family Residential
MFR = Multi-Family Residential
MHR = Manufactured Housing
C = Commercial
I = Industrial
Q-P/P = Quasi-Public/Public
P/R = Parks & Recreation
Vacant/Ag = Vacant/Agriculture

Future Land Use Categories:

TA = Transitional Agriculture
RE = Residential Estates
LDR = Low Density Residential
MDR = Medium Density Residential
RVP = Residential Village Park
HDR = High Density Residential
DC = Downtown Commercial
GC = General Commercial
HC = Highway Commercial
HE = Hospital Environs Overlay
F = Flex
I = Industrial
P/I = Public/Institutional
P/R = Parks/Recreation

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TA - Transitional Agriculture

General Purpose

The Transitional Agriculture land use district encompasses the area where agriculture will likely continue; however, there may be urban scale development when city utilities can be extended.

Compatible Uses

1. Agricultural uses
2. Commercial uses related to agriculture (such as grain storage, implement sales and service, equestrian stables, etc.)
3. Agri-Tourism activities (such as farmstands, vineyards/wineries)
4. Outdoor recreation facilities (such as golf course)
5. Large-lot residential development
6. Public facilities (such as road maintenance storage, fire stations, public utility substations, community centers, etc.)
7. Religious and Educational uses and structures
8. Commercial sand and gravel mining
9. Renewable energy facilities, within performance standards

Incompatible Uses

1. Urban or suburban scale residential development
2. Larger livestock operations which cannot mitigate impacts
3. Urban or suburban commercial development

Issues

1. Groundwater / Municipal water availability
2. Suitability for onsite wastewater treatment systems ("OWTS")
3. Proximity to existing livestock confinements, mining, renewable energy facilities, etc.
4. Flood hazard areas
5. Natural amenities such as trees, and waterways
6. Sidewalks and multi-modal accessibility

Special Policies

1. Residential density should be average no more than four dwellings per quarter section
2. Minimum lot size based upon adequate space for domestic well and OWTS
3. Cluster development of residential developments should be considered whenever soils, topography, natural amenities warrant
4. Developments of one acre or more may be required to meet the standards of National Pollutant Discharge Elimination System ("NPDES") permitting
5. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff.

RE - Residential Estates

General Purpose

The Residential Estates land use district represents areas where large lot residential development may be appropriate outside of city limits. These areas are typically not yet served with city water and/or sewer but may be in the future. These areas could be designed as clustered developments to conserve agricultural land and open space.

Compatible Uses

1. Residential single-family dwellings
2. Agricultural uses (smaller scale)
3. Public facilities (such as fire stations, public utility substations, community centers, etc.)
4. Religious and educational uses and structures
5. On-Site renewable energy facilities, within performance standards

Incompatible Uses

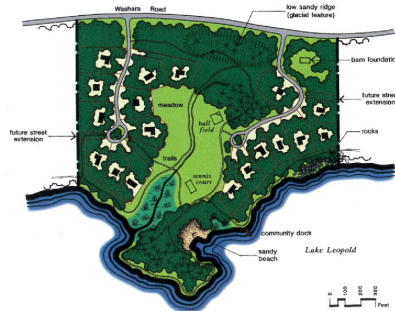
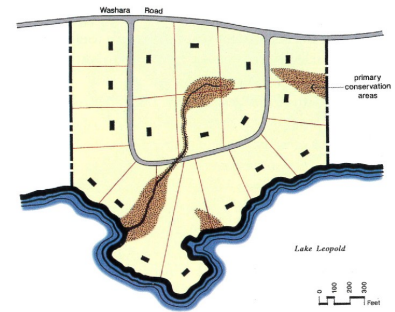
1. Major agricultural operations
2. Livestock operations
3. Urban or suburban scale commercial development
4. Industrial development

Issues

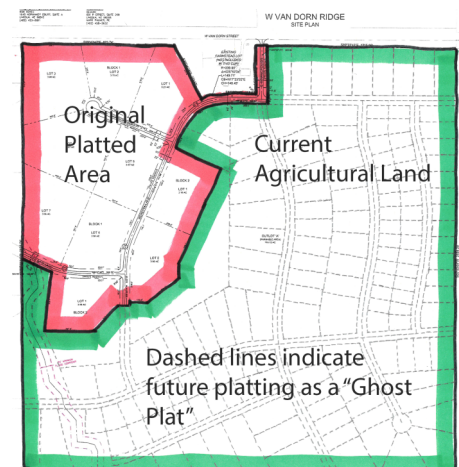
1. Groundwater/Municipal water availability
2. Suitability for onsite wastewater treatment systems ("OWTS")
3. Proximity to existing livestock facilities and/or industrial sites
4. Natural amenities such as trees, ponds, and streams
5. Conservation easements
6. Topography and drainage
7. Wetlands
8. Flood hazard areas
9. Natural amenities such as trees and waterways
10. Site access (public roads)

Special Policies

1. Residential density should be average approximately one dwelling per three acres
2. Density should range from two dwelling units to .33 dwelling units per acre depending upon the source of drinking water and OWTS/sewer service
3. Accommodate for future streets and easements through proper subdivision standards and policies
4. Cluster development should be considered whenever soils, topography, natural amenities warrant



Source: Envisioning Better Communities; 2010
by Randall Arendt



Graphic by MPC
Courtesy of the Lincoln/Lancaster
Planning Department
Original Plat by Olsson Associates



LDR - Low-Density Residential

General Purpose

Due to the mixture and blending of different residential uses and densities, the Hastings Future Land Use Plan recognizes this blending through a multi-level density approach. The Low Density Residential land use district includes both existing and new residential neighborhoods, including the Missing Middle concept.

Some areas within Hastings where this land use district is identified are ideal for infill development and redevelopment.

Compatible Uses

1. Residential single-family dwellings
2. Missing Middle residential development (such as cottage court, townhouses, duplex, tri-plex)
3. Accessory Dwelling Units (ADUs)
4. Residential care facilities
5. Public facilities (such as fire stations, public utility substations, community centers, etc.)
6. Religious and Educational uses and structures
7. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Industrial uses
2. Large scale commercial. Small scale commercial, such as corner stores or bodegas, may be compatible

Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access
3. Natural amenities such as trees and waterways
4. Topography and drainage
5. Municipal water and sewer availability
6. Sidewalks and multi-modal accessibility

Special Policies

1. Densities should be up to seven dwelling units per acre with city water and sewer services
2. Missing middle dwelling units need to be designed to match the architectural context of neighborhood

MDR - Medium Density Residential

General Purpose

The Medium Density Residential land use district includes both existing and new residential neighborhoods with a mix of single-family, two-family, and multi-family dwellings on small to moderately-sized lots with supporting community facilities. It is intended to encourage creative development patterns and adaptive reuse of existing structures. Streets are paved with sidewalks, curb, and gutter.

Compatible Uses

1. Residential single-family dwellings
2. Missing Middle residential development (such as cottage court, townhouses, duplex, fourplex)
3. Accessory Dwelling Units (ADUs)
4. Residential care facilities
5. Small-scale mixed-use development
6. Public facilities (such as fire stations, public utility substations, community centers, etc.)
7. Religious and Educational uses and structures
8. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Industrial uses
2. Commercial uses, except in small scale mixed use developments

Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access
3. Natural amenities such as trees and waterways
4. Topography and drainage
5. Municipal water and sewer availability
6. Sidewalks and multi-modal accessibility

Special Policies

1. Densities should range between seven and 15 dwelling units per acre
2. Density may be increased for small lot development





HDR - High Density Residential

General Purpose

The High Density Residential land use district includes both existing and new residential neighborhoods with multi-family residential development on moderate to large-sized lots with supporting community facilities. It is intended to encourage creative development patterns. Streets are paved with sidewalks, curb, and gutter. This land use type is ideally located near intersections of arterial streets to act as a buffer between more high intensity uses and lower density residential uses.

Compatible Uses

1. Missing Middle residential development (such as cottage court, townhouses, duplex, fourplex)
2. Multi-family residential development/apartment complexes
3. Residential care facilities
4. Large-scale mixed-use development
5. Public facilities (such as fire stations, public utility substations, community centers, etc.)
6. Religious and Educational uses and structures
7. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Industrial uses
2. Commercial uses, except in large-scale mixed use developments

Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access
3. Natural amenities such as trees and waterways
4. Topography and drainage
5. Municipal water and sewer availability
6. Sidewalks and multi-modal accessibility

Special Policies

1. Densities should start at 15 or above dwelling units per acre

RVP - Residential Village Park

General Purpose

The Residential Village Park ("RVP") land use district accommodates manufactured, modular, tiny homes, and mobile home parks. These are typically land-lease communities where residents rent a lot for owner-occupied homes. However, some areas may have fee simple legal lots of record. The RVP land use district is intended to protect this valuable source of affordable housing.

Compatible Uses

1. Manufactured Home Parks or communities
2. Individual HUD Code Manufactured Homes
3. Older mobile homes (pre-HUD Code) within parameters specified by the Legislature.
4. Tiny homes
5. Temporary parking of Recreational Vehicles
6. Uses accessory to a Manufactured Home Park including storm shelters and recreation facilities
7. Public facilities (such as fire stations, public utility substations, community centers, etc.)
8. Religious and Educational uses and structures
9. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Industrial uses
2. Commercial retail and services uses, other than accessory to a Manufacture Home Park or community

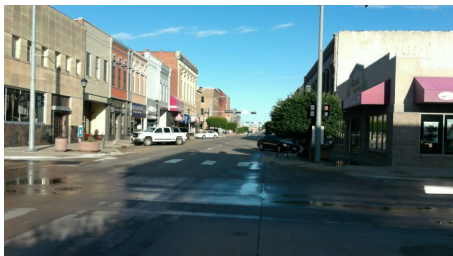
Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access, and parking
3. Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Sidewalks and multi-modal accessibility

Special Policies

1. Minimum lot size based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Off-street parking should be provided





DC - Downtown Commercial

General Purpose

The Downtown Commercial land use district is focused on the traditional building pattern of Downtown Hastings as the community's original center for trade, service, and civic life. Structures in this area are typically built with brick or stone at the sidewalk line, with parking and storage limited to alleys. In addition, upper-story residential units provides flexible and affordable housing choices for Hastings residents.

Compatible Uses

1. Commercial retail and services uses
2. Accommodations and food/beverage services
3. Arts, entertainment, and recreation
4. Public art
5. Cottage industries
6. Multi-family residential development (such as upper-floor apartments over retail/services)
7. Mixed-use development
8. Public facilities (such as city hall, county courthouse, fire station, public utility substations, community centers, etc.)
9. Religious and Educational uses and structures
10. On-Site Renewable Energy facilities, within performance standards

Incompatible Uses

1. Ground level single-family residential development is discouraged unless there are unique circumstances
2. Drive-thru facilities and multiple driveways creating conflicts with pedestrians and on-street parking - banks require special design

Issues

1. Continuing to maximizing development potential downtown
2. Site drainage
3. Sidewalks and multi-modal accessibility

Special Policies

1. No minimum lot size recommended
2. New buildings should be constructed of substantial materials (such as brick or stone)
3. Exterior finishes should be reflective of general area of downtown district.
4. On-site parking should be minimized to encourage greater utilization of downtown lots and on-street parking
5. Design standards for infill or redevelopment, including historic preservation and activation of the public realm

GC - General Commercial

General Purpose

The General Commercial land use district provides for a variety of commercial uses, typically located along arterial and collector streets and roads. This designation includes the Hastings Theater District redevelopment project.

Compatible Uses

1. Commercial retail and services uses
2. Accommodations and food/beverage services
3. Arts, entertainment, and recreation
4. Auto service uses (such as auto sales or repairs)
5. Multi-family residential development
6. Mixed-use development
7. Public facilities (such as fire stations, public utility substations, community centers, etc.)
8. Religious and Educational uses and structures
9. Wireless telecommunication facilities
10. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Single-family residential development, unless included in an overall mixed use concept

Issues

1. Off-site impacts—visual, noise odors, runoff
2. Traffic and site access, and parking
3. Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Natural amenities such as trees and waterways
7. Sidewalks and multi-modal accessibility

Special Policies

1. Effective minimum lot area should be based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Screening should be provided between residential and commercial/industrial property
5. Landscaping should be provided along arterial and collector streets and roads, and in parking lots
6. Limit new access along arterial and collector streets



Courtesy: Perry Reid Properties





HC - Highway Commercial

General Purpose

The Highway Commercial land use district provides for a variety of commercial uses serving the motoring public, typically located along arterials.

Compatible Uses

1. Commercial retail and services uses
2. Accommodations and food/beverage services
3. Truck stops
4. General services for the highway traveler such as hotels
5. Arts, entertainment, and recreation
6. Auto service uses (such as auto sales or repairs)
7. Multi-family residential development
8. Mixed-use development
9. Public facilities (such as fire stations, public utility substations, community centers, etc.)
10. Religious and Educational uses and structures
11. Wireless telecommunication facilities
12. On-Site Renewable Energy facilities, within performance standards

Incompatible Uses

1. Single-family residential development

Issues

1. Off-site impacts—visual, noise odors, runoff
2. Traffic and site access, and parking
3. Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Natural amenities such as trees and waterways
7. Sidewalks and multi-modal accessibility

Special Policies

1. Effective minimum lot area should be based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff.
4. Screening should be provided between residential and commercial/industrial property
5. Landscaping should be provided along arterial and collector streets and roads, and in parking lots
6. Limit new access along arterial streets and roads



HE - Hospital Environs Overlay

General Purpose

The HE - Hospital Environs land use district is intended to continue the promotion and expansion of Mary Lanning Hospital within Hastings.

Compatible Uses

1. Hospitals
2. Medical offices
3. Multi-family dwelling units
4. Commercial uses supporting the medical industry
5. Public facilities (such as road maintenance storage, fire stations, public utility substations, community centers, etc.)
6. Religious and educational uses and structures
7. Wireless telecommunication facilities
8. On-site renewable energy facilities, within performance standards

Issues

1. Off-site impacts—visual, noise odors, runoff
2. Traffic and site access, and parking
3. Groundwater / Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Natural amenities such as trees, and waterways

Special Policies

1. Effective minimum lot area should be based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Screening should be provided between residential property
5. Landscaping should be provided to limit impacts on surrounding neighborhood





F - Flex

General Purpose

The Flex land use district is intended to accommodate a flexible blend of commercial and industrial uses. These areas are typically located along arterial highway corridors such as US 6/34 or US 281 Bypass.

Compatible Uses

1. Commercial retail and services uses
2. Accommodations and food/beverage services
3. Light manufacturing and warehousing, inside a structure
4. Commercial grain storage and agricultural services, when off-site impacts and hazards are mitigated
5. Auto service uses (such as auto sales or repairs)
6. Public facilities (such as road maintenance storage, fire stations, public utility substations, community centers, etc.)
7. Wireless telecommunication facilities
8. Oil and gas production and services
9. On-site renewable energy facilities, within performance standards

Incompatible Uses

1. Residential development, other than caretaker/watchman quarters

Issues

1. Off-site impacts - visual, noise odors, runoff
2. Traffic and site access, and parking
3. Groundwater / Municipal water availability and connections
4. Sewer system connections
5. Flood hazard areas
6. Natural amenities such as trees, and waterways

Special Policies

1. Effective minimum lot area should be based upon adequate space for vehicular movement and parking
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Screening should be provided between residential and commercial/industrial property
5. Landscaping should be provided along arterial and collector streets and roads, and in parking lots
6. Limit new access along arterial streets and roads

I - Industrial

General Purpose

The Industrial land use district is intended to provide for manufacturing and warehousing uses. These uses typically require larger tracts of ground and have multiple buildings on a site. Location of industrial uses needs to be sensitive to other uses, in particular to residential areas, which may require screening and mitigation of impacts.

Compatible Uses

1. Manufacturing (indoors and outdoors)
2. Warehousing, outdoor storage, and self-storage
3. Data centers
4. Commercial grain storage and agricultural services
5. Farm machinery and vehicle sales and service
6. Auto and large vehicle service uses (such as auto sales or repairs)
7. Accessory retail use of products manufactured on-site
8. Off-site commercial advertising (billboards)
9. Public facilities (such as road maintenance storage, fire stations, public utility substations, community centers, etc.)
10. Wireless telecommunication facilities
11. Renewable energy facilities, within performance standards

Incompatible Uses

1. Residential development, other than caretaker/watchman quarters

Issues

1. Off-site impacts—visual, noise, odors, runoff
2. Traffic, especially truck traffic, and site access, and parking
3. Groundwater / Municipal water/wastewater system availability
4. Topography
5. Flood hazard areas
6. Off-site commercial advertising (billboards) may lead to blight conditions

Special Policies

1. Effective minimum lot sizes based upon adequate space for vehicular movement, parking, and drainage
2. Developments of one acre or more may be required to meet the standards of NPDES permitting
3. Developments which create more than a 5% increase in runoff may be required to construct a detention basin to control runoff
4. Outdoor storage should be protected by security fencing, and may require a solid visual buffer
5. Data centers need to be located near power supply





P/I - Public/Institutional

General Purpose

The Public/Institutional land use district provides for public and institutional facilities. These facilities are also located throughout the community in other land use districts.

Compatible Uses

1. City and County buildings and facilities
2. State and Federal buildings and facilities.
3. Non-profit buildings and facilities
4. Renewable Energy facilities, within performance standards

Incompatible Uses

1. Livestock operations

Issues

1. Traffic and site access, and parking
2. Flood hazard areas
3. Sidewalks and multi-modal accessibility

Special Policies

1. Public and non-profit land holdings may have long-term impacts on property tax revenues
2. Limit new access along arterial streets and roads



P/R - Parks and Recreation

General Purpose

The Parks and Recreation land use district provides for parks and recreation sites. Parks should also be provided in all areas with new residential neighborhoods.

Compatible Uses

1. Local and County parks and recreation areas
2. Golf courses and accessory uses
3. Non-profit conservation lands

Incompatible Uses

1. Industrial development
2. Livestock operations which cannot mitigate impacts

Issues

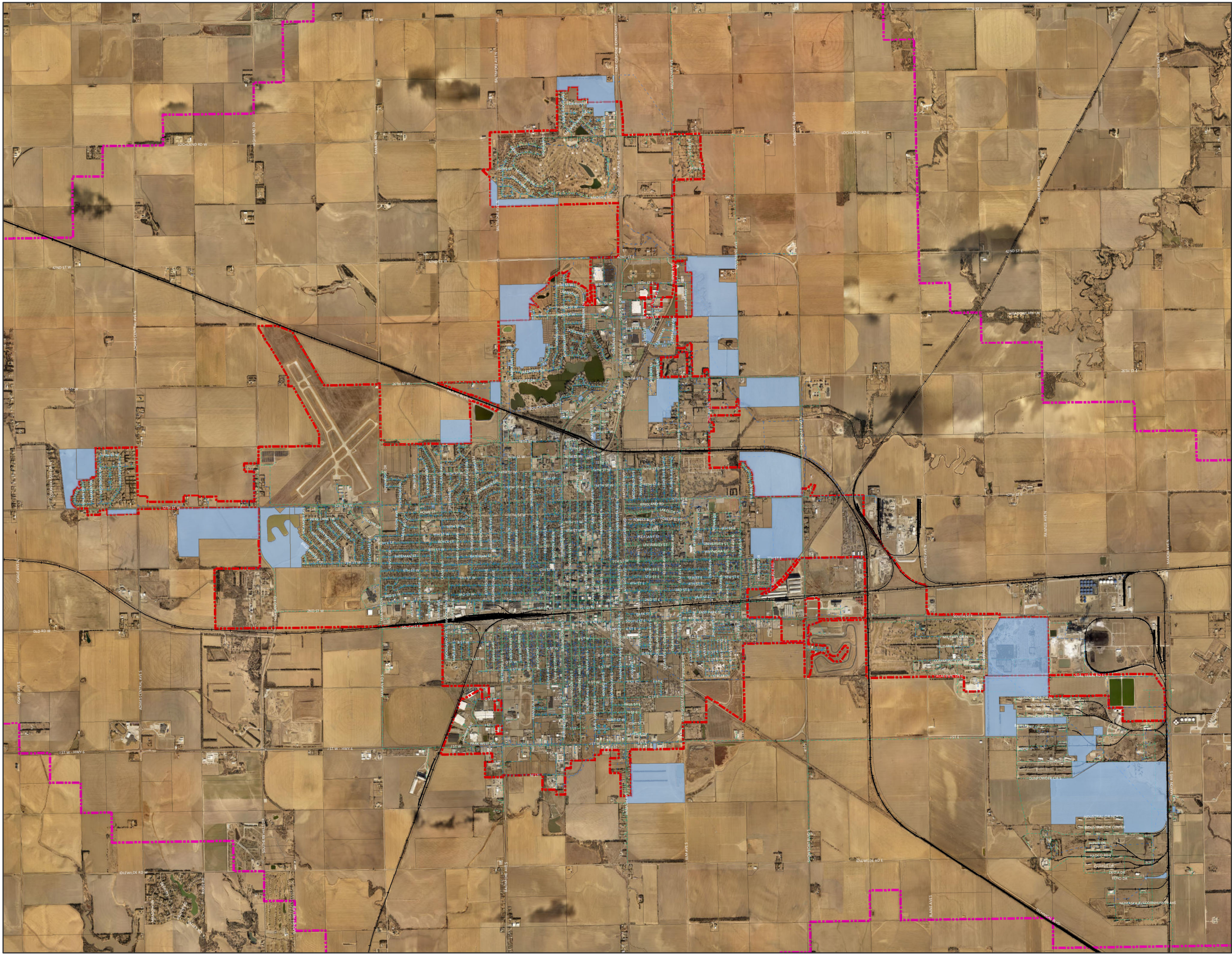
1. Natural amenities such as trees, and waterways
2. Sidewalks and multi-modal accessibility

Special Policies

1. For major regional recreation facilities, new access along arterial streets and roads should be limited

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HASTINGS, NEBRASKA
COMPREHENSIVE PLAN
**FIGURE 12.1: READY TO
BUILD PARCELS**
*VACANT LAND WITH SEWER AND
WATER LINE ACCESS*



LEGEND

Ready to Build Parcels

Sewer Line

Sewer Line

Water Line

Water Line

Parcels

Railroad

Hastings 2-Mile ETJ (Current)

City Limits

N

MPC
MARVIN PLANNING CONSULTANTS
Specializing in Municipal, County and Neighborhood Planning

PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 3.19.24

0 0.325 0.65 1.3
Miles

HASTINGS, NEBRASKA
COMPREHENSIVE PLAN

FIGURE 12.2: EXISTING LAND
USE

LEGEND

- +—+— Railroad
- ▭ Parcels
- ▭ Juniata 1-Mile ETJ
- ▭ Hastings 2-Mile ETJ (Current)
- ▭ City Limits

Use

- ▭ Residential Estates
- ▭ Single-Family Residential
- ▭ Multi-Family Residential
- ▭ Manufactured Housing
- ▭ Commercial
- ▭ Industrial
- ▭ Quasi-Public/Public
- ▭ Parks/Recreation
- ▭ Vacant/Agriculture
- ▭ Transportation/ROW
- ▭ Lake/Water



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 9.12.23

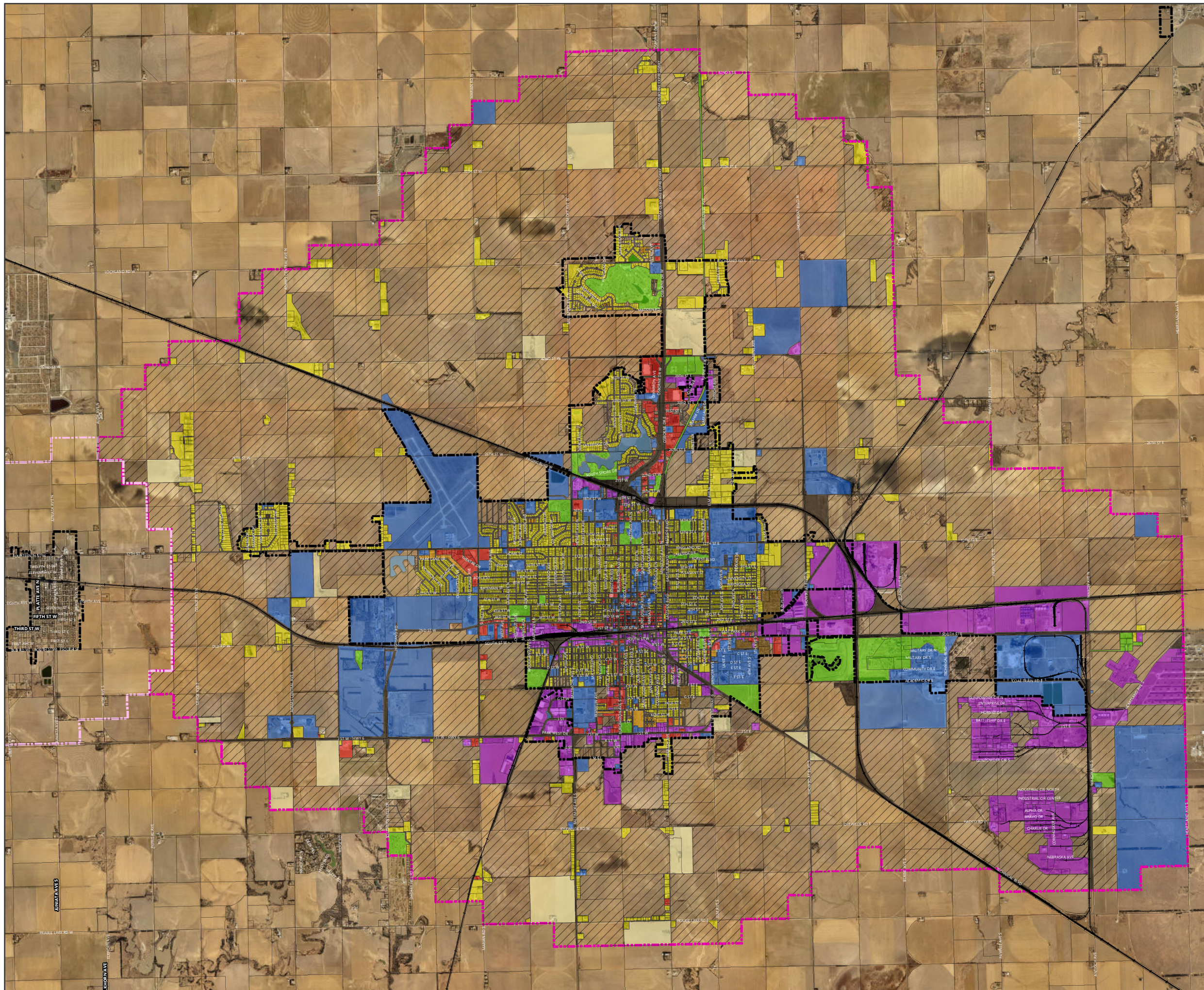
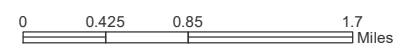
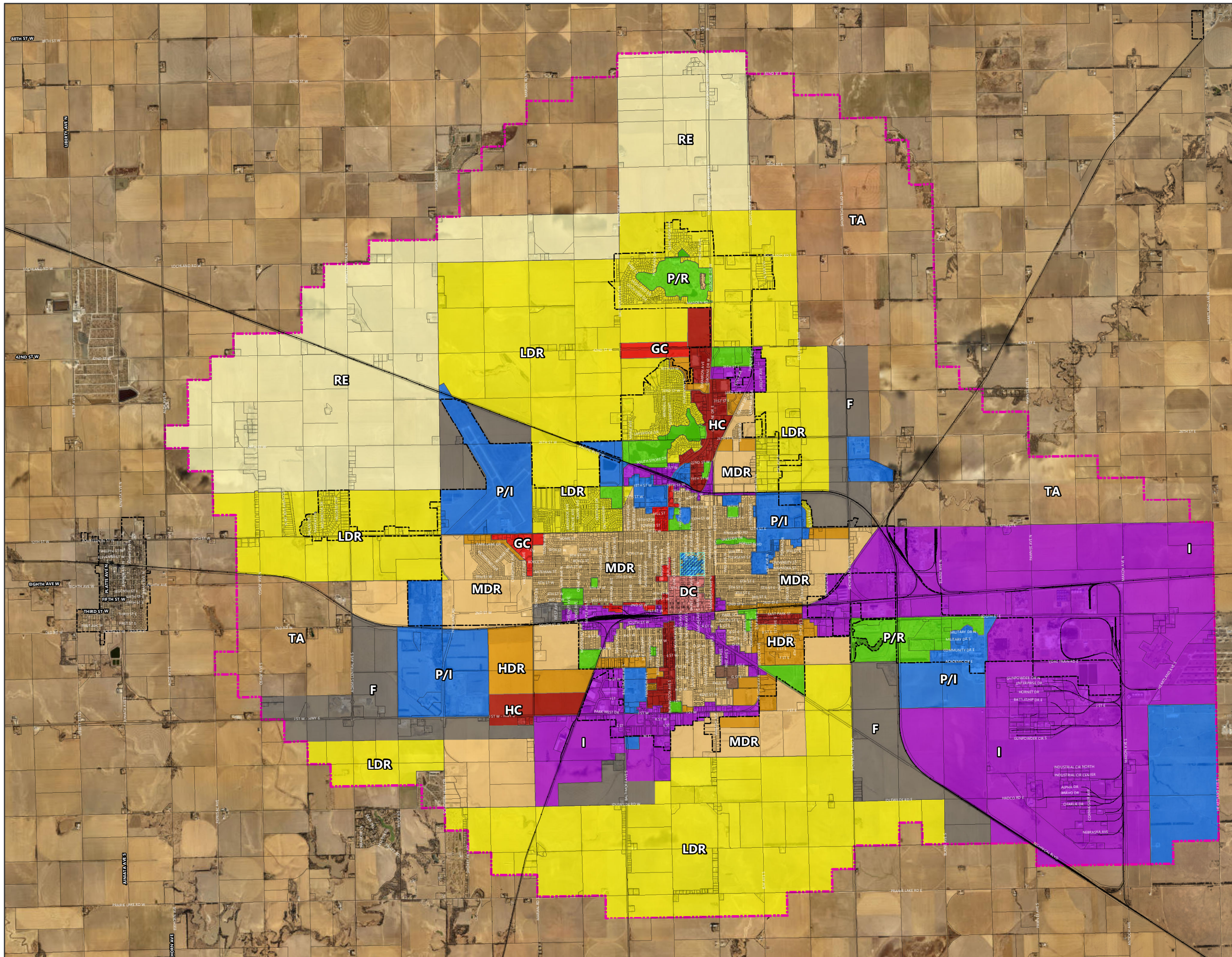


FIGURE 12.3: FUTURE LAND
USE



LEGEND

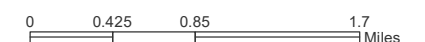
- Railroad
- Parcels
- Hastings 2-Mile ETJ (Current)
- City Limits
- Hospital Environs Overlay (HEO)
- Commercial Corridor (CC)

Land Use District

- Transitional Agriculture (TA)
- Residential Estates (RE)
- Low Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Residential Village Park (RVP)
- Downtown Commercial (DC)
- General Commercial (GC)
- Highway Commercial (HC)
- Industrial (I)
- Flex (F)
- Public/Institutional (P/I)
- Parks/Recreation (P/R)



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 7.11.24



Community Character

Every community has a unique character distinguishing a specific place from every other place. Character encompasses many aspects of the community, from the street grid, lots and blocks, to the brick storefronts downtown and homes in tree-lined neighborhoods, to the extensive prairie stretching from the city into the countryside.

Community character includes a combination of physical and psychological experiences. Residents and visitors learn to "read" a place based on formal and informal clues.

Community Entrances

There is only one chance to make a first impression on visitors, and potential new residents and employers. Community entrances are a statement welcoming new and returning people to town. A well-designed monument sign conveys a message more than mere words. Entrance signs should reinforce the community brand with curbside appeal. Landscaping improves this appeal.

Wayfinding

Wayfinding refers to how people find their way around the community. Appropriate signage helps people walk and/or drive to specific locations in the community. Wayfinding would more easily direct visitors to downtown, public facilities, and city parks.

A unified wayfinding system does not need to be elaborate, but it does need to easily convey a message as well as be legible to drivers as well as pedestrians.

Signage

Signs are an important form of communication. Sign control - or the lack of sign control - can have a significant impact on the community's appearance and economic competitiveness.

The image of a community is fundamentally important to its economic vitality and the signs along a community's streets can greatly affect the image of a place. Sign clutter is ugly, costly, and ineffective; "When everyone shouts, no one can be heard."

Commercial signage on the street and building front helps people get where they need to go. A good sign code is pro-business because an attractive business district will always attract more customers than an ugly one. Signs can be well designed at a human scale, or they can create visual clutter and distracted driving as pedestrians and motorists search for their

destination.

On city streets, ground-mounted monument signs are an effective form of commercial signage. They can also be designed to fit into the overall architectural character of a specific building or development.

Landscaping

Landscaping is critical to creating a positive community character. It also filters drainages (such as bio-swales) and provides buffers; Landscaping makes a particular impression in areas such as:

- Along streets, especially major thoroughfares;
- Along parking barriers;
- Near commercial and public buildings, and;
- In public spaces

Landscaping should include a variety of organic and hardscape materials, appropriate to Hastings'



Photo 12.1: Landscaping and signage in Downtown Hastings
Source: Marvin Planning Consultants

environment. These may include:

- Xeriscaping
- Grass and ground cover;
- Shrubs and trees, and;
- Street furniture

Street trees, for example, not only improve the appearance of the community, but also provide erosion control and drainage as well as breaking up large expanses of concrete and asphalt.

As new development and re-development occurs in Hastings, the City should work closely with developers and property owners to ensure there is appropriate landscaping installed and maintained to improve the appearance of the community.



Photo 12.2: Street tree in Downtown Hastings
Source: Marvin Planning Consultants



Photo 12.3: Landscaping in Downtown Hastings
Source: Marvin Planning Consultants

Goals and Actions

Goal 12.1: Future growth and development has adequate land available while avoiding land use conflicts.

Actions

12.1.1: Regularly review and update land use regulations (zoning and subdivision ordinances).

12.1.2: Developers are prepared to pay the cost of necessary and required on-site and off-site improvement.

12.1.3: Continue to post planning and zoning requirements and other development information on the City of Hastings website.

Goal 12.2: The City promotes responsible development.

Actions

12.2.1: Work with developers and property owners to identify areas with infrastructure capacity, including electricity, gas, water and sewer, and streets.

12.2.2: Aid development or redevelopment through Tax Increment Financing ("TIF") where appropriate.

12.2.3: New development should be contiguous to existing developed areas and avoid "leapfrog" patterns inefficient for public services.

Goal 12.3: There is adequate and available land for a variety of new residential building types.

Actions

12.3.1: Revise zoning code to accommodate mixed-use development.

12.3.2: Encourage development of "Missing Middle" housing types across the community.

12.3.3: Continue to encourage upper-level residential units downtown.

12.3.4: Encourage mixed-use projects, where appropriate, citywide by creating practical, appropriate zoning district regulations.

12.3.4: Work toward higher density development within the established parts of the city and along major transportation corridors.

Goal 12.4: Residential development is protected from conflicting land uses.

Actions

12.4.1: Ensure residential development is separated from more intensive uses by appropriate siting of uses, adequate setbacks, visual and landscape buffers, or impact easements.

12.4.2: Work with property owners to clean up deteriorated and dilapidated properties.

Goal 12.5: Employers have adequate land available for new development.

Actions

12.5.1 Facilitate the construction of infrastructure for commercial and industrial development.

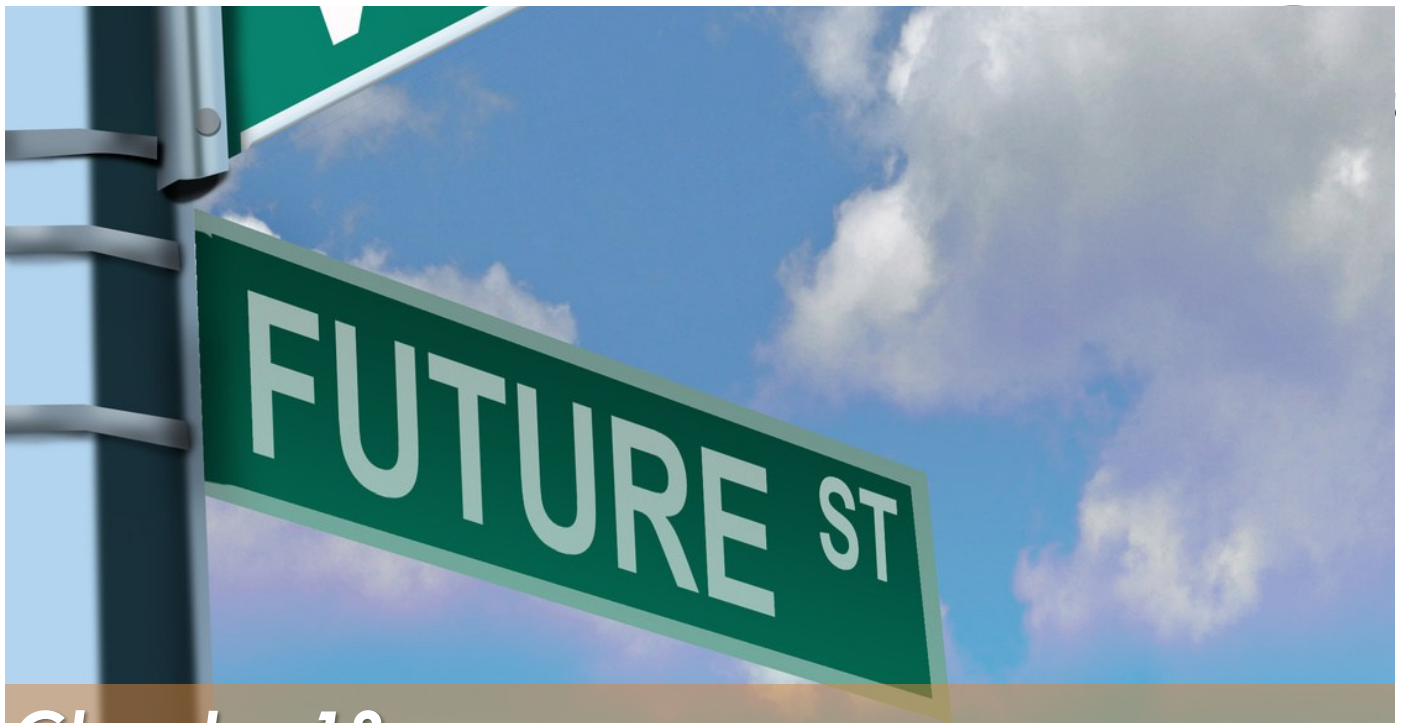
12.5.2: Work with the Hastings Economic Development Corporation to plan for future industrial parks and commercial development areas, as needed.

Goal 12.6: Hastings is a visually appealing community.

Actions

12.6.1: Facilitate continued improvements in signage and wayfinding, including landscaping of commercial property.

12.6.2: Improve Hastings's entryways to make the best impression of the community.



Chapter 13 Annexation

Annexation

As cities grow in population, employment, and services, the municipal limits will need to expand to provide infrastructure to new development.

Annexation Element

This section is intended to meet the requirements in Neb. Rev. Stat. §19-903(5)(a) that the Comprehensive Plan include: "an identification of sanitary and improvement districts, subdivisions, industrial tracts, commercial tracts, and other discrete developed areas which are or in the future may be appropriate subjects for annexation and (b) a general review of the standards and qualifications that should be met to enable the municipality to undertake annexation of such areas."

Annexation Process

The State of Nebraska has established a process for municipalities to extend their

corporate limits into contiguous areas, provided the criteria for such action is justified. An important consideration of annexation is the property in question may not be further than 500 feet from the corporate limits of the municipality in order to be considered adjacent and contiguous.

There are two methods for annexing land into the corporate limits:

- Voluntary - Land requested to be annexed by the property owner(s), or;
- Involuntary - Any contiguous or adjacent lands, lots, tracts, streets, or highways which are urban or suburban in character and annexation is initiated by the municipality

To ensure that annexation of land into the City of Hastings is done consistently to promote appropriate community and economic development growth, the following Annexation Policy has been created.

City of Hastings Annexation Policy

Annexation of land adjacent to the City limits is important and necessary to the future growth and health of Hastings. Developers and landowners routinely ask to be voluntarily annexed into the City as part of the regular development process. This allows these properties to be supplied with City services as they are needed, and the City benefits from property taxes, utilities, and other fees that City residents and businesses pay, as well as the overall comprehensive growth of the community.

Policy: The City will encourage annexation of land adjacent to the City limits, as it prepares to be developed.

Some property owners at the edge of the City may not want to develop in the foreseeable future, nor want to be within Hastings City limits. However, in certain circumstances, it makes sense for the City to initiate annexation of adjacent land that is already developed and requires minimal public investment to provide public infrastructure and services.

Policy: The City may initiate annexation of adjacent land for the following reasons:

- Equity for taxpayers. Properties at the edge of the City limits benefit from many of the City's services, including streets, parks, trails,

the library, snow removal on nearby streets, some or all public utilities, and in some cases emergency services, without paying City taxes and fees. Annexation balances providing appropriate and reliable services with the "fair share" payment for those services.

- Clarity of service areas for maintenance of roads and providing emergency services.
- Allowing Hastings to continually grow in an efficient and orderly manner.
- The City of Hastings will require that properties receiving public infrastructure be located within the City limits, as allowed for by State Statute. Annexation should occur before any property is provided with water or sanitary sewer.
- Annexation must occur before a property receives an urban zoning designation or is prepared for development.

The character of existing residential areas should be respected as much as possible during the annexation process. When low-density residential areas are proposed for annexation due to the City's annexation policy, additional steps should be taken to ease the transition as much as possible. In general, many aspects of the low-density residential areas may remain unchanged, such as zoning or covenants. However, any annexation of existing land will result in some costs to the property owners.

Additionally, the City-initiated annexation process should take

additional steps to inform those proposed to be annexed, including City-hosted public meetings, advanced notice, and written explanations of potential changes as a result of the annexation.



Chapter 14

Transportation

Transportation

Transportation is a prime determinant of land use. The City, County, and State transportation network, combined with railroads, defines access to land and much of its potential for development. Land Use and transportation create the pattern for future development.

This section is intended to meet the requirements for a transportation element in Neb. Rev. Stat. §19-903(2): "The general location, character, and extent of existing and proposed major roads, streets, and highways, and air and other transportation routes and facilities".

Streets and Roads

The city's primary road network includes State highways, county roads, city streets, and adjacent county roads. Maintenance and construction of the road network is a cooperative effort.

Functional Classification

The street and road network is classified by function:

- Expressway - major roadway for state or regional access
- Arterial - major road with high volumes of traffic, primarily connecting places to each other
- Collector - street with less traffic, connecting local traffic to arterial roads
- Local - street with low traffic volumes and slow design speeds, primarily uses for direct access to property

These streets can be seen in Figure 14.1, courtesy of the Nebraska Department of Transportation.

One and Six Year Plans

The City Street Superintendent develops the One and Six-Year Road Plan for the city, which is adopted by the City Council. The current plan, as of 2025, listed six projects in progress or having been completed in 2024.

These projects were as follows:

- M Street Paving District - Baltimore Avenue to 815 feet east, and;
- Resurfacing/repair projects

These activities represented City expenditures for the 2023-2024 fiscal year, totaling \$1,264,899.

Activities planned for 2025-2030 include arterial and residential street improvements, pursuit of grant funding for pedestrian improvements, and moving forward with the Quiet Zone projects. Construction for all seven Quiet Zone crossings is expected in 2026.

Source: cityofhastings.org

NDOT

Hastings is located in the Nebraska Department of Transportation ("NDOT") District Four, headquartered in Kenesaw. NDOT's Surface Transportation Program Book for 2024-2029 (the "five-year plan") includes six projects in the Hastings region, to

be completed between 2024 and 2029. These include:

- Resurfacing and bridge maintenance from Kearney/Adams County line east (\$14,075,000);
- Bridge maintenance on the Hastings Regional Center Spur Bridge (\$7,468,000);
- Resurfacing and bridge maintenance on the Kenesaw Spur east and west (\$6,974,000);
- Resurfacing and bridge maintenance in west Hastings (\$8,209,000);
- Resurfacing in east Hastings (\$1,872,000);
- Resurfacing US Highway 34 in Hastings (\$1,808,000)

The Program Book includes a capital improvement project for Southeast Hastings, a 3-Lane Urban project, which will cost an estimated \$35,902.

Source: Nebraska Department of Transportation

Transit

RYDE Transit

Reach Your Destination Easily, or RYDE, Transit operates buses in Buffalo, Adams, Dawson, Franklin, Hamilton, Kearney, and Gosper counties and in the City of Ravenna. RYDE provides public transportation to medical appointments, shopping areas, congregate dinners, and social activities. All 12-passenger buses are lift equipped.

RYDE is operated by the Community Action Partnership of Mid-Nebraska based out of Kearney.

(Note: text modified from website.)

Source: communityactionmidne.com

Multi-Modal

Multi-modal transportation planning creates communities where it is possible to get around by walking, bicycling, and public transportation. Many State and county highways are designed to favor high-speed motorized traffic, without consideration of those on foot or on a bicycle.

For young people and older residents, building streets for multiple modes of transportation becomes all the more important. Young people need to be able to go places without relying on drivers. As well, many older people may prefer not to drive, or may become unable to drive. Trail development is also becoming an economic development attraction as young families consider options for where to live. The National Association of Realtors has reported on recent studies which show living near trails and greenways will likely raise property value an average of 3-5% and sometimes even as high as 15%.

Community Trails

Multi-user trails are becoming a popular piece of infrastructure for everyday transportation as well as exercise and recreation. As noted in Chapter Six, the Pioneer Spirit Hike/Bike Trail is the city's only community-wide trail. The trail provides a route between Libs Park, Heartwell Park, Lake Hastings, Hastings College, and the Downtown Central Business District. Expansion of the trail was identified in the Hastings Walkability and Connectivity Study, completed in 2022. Trail expansion will be funded by Federal Funds and local match.

Source: cityofhastings.org

Accessibility

The Americans with Disabilities Act ("ADA") was signed by President George H.W. Bush in 1990. The ADA is intended to make sure people with disabilities have the same rights and opportunities as everyone else.

The NDOT Roadway Design Manual (May 2022) provides guidance for design of pedestrian and bicycle facilities in conformance with ADA. This includes having a transition plan when structural modifications are required to provide accessibility, including curb ramps.

Sidewalks on rights-of-way and bridges must be at least four-feet wide, provided there are larger passing spaces every 200 feet (driveways may be considered as passing spaces). A shared-use path must be a minimum 10 feet wide, with 11-14 feet preferred in certain situations.

Walkability and Connectivity Study

Written to examine the current state of pedestrian access in the city, this study provided Hastings with a four part plan for addressing walkability and connectivity issues. The study provided the city with:

- A profile of current walkability issues;
- Community input on issues;
- An identification of where the city can improve, and;
- How to implement said improvements

The proposed projects which emerged from this study were trail expansions, improved connections between amenities and schools, and improved ADA access across the city.

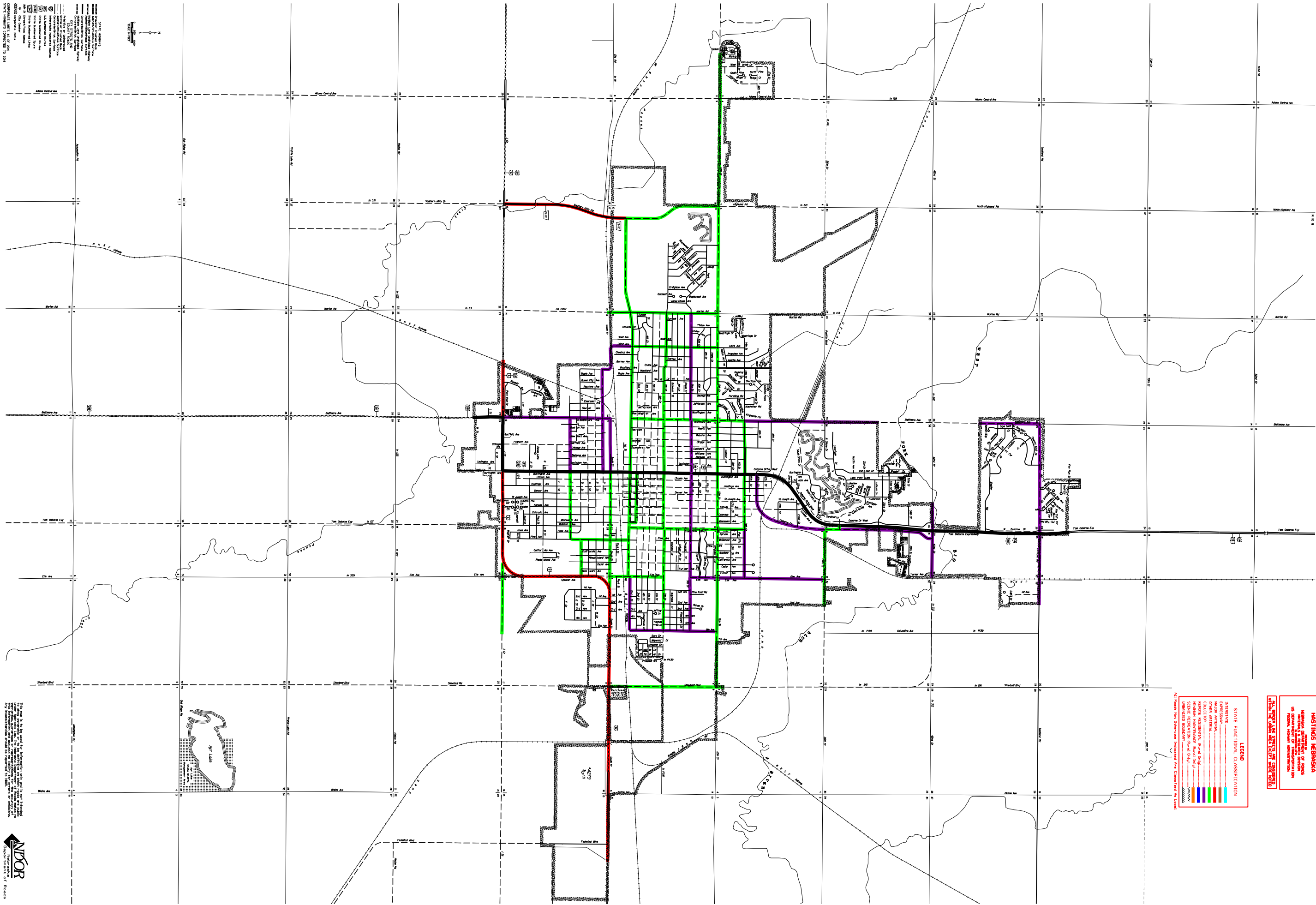
Source: Hastings Walkability and Connectivity Study

HASTINGS
ADAMS COUNTY
NEBRASKA
POPULATION 25,224
2015

Legend
HASTINGS, NEBRASKA
NEBRASKA
ADAMS COUNTY
POPULATION 25,224
2015

STATE FUNCTIONAL CLASSIFICATION
INTERSTATE
HIGHWAY
COLLECTOR
MAINTENANCE ROAD ONLY
SCenic RECREATION ROAD ONLY
UNCLASSIFIED ROADWAY

All Roads Not Shown are Listed on the Local



STATE OF NEBRASKA
ADAMS COUNTY
HASTINGS
POPULATION 25,224
2015



Railroads

Hastings was founded because of the railroad, and still benefits from its presence today. The Burlington Northern Santa Fe ("BNSF") line runs through the central portion of the city, with the historic train station still being used today as an Amtrak station. The Union Pacific line runs west to east through the northern portion of the city.

The City of Hastings has worked to complete "quiet zone" projects along the BNSF railroad. Quiet zones reduce the frequency of the horns coming from the railroad, improving the quality of life for the residents and those conducting business near the at-grade crossings. Quiet zones are a series of at-grade crossings where improvements have been made to the roadway, crossing gates or other options making it possible for the train to pass without sounding its horn. The Hastings Ave and Pine Ave crossings were completed in November of 2023. Five other crossings at Lincoln, Denver, California, Elm, and Colorado avenues will be completed in the future.

(Note: Text modified slightly from website.)

Sources: ksnblocal4.com/2023/11/18/quiet-crossings-project-hits-milestone-hastings/; cityofhastings.org;

also features a pilot lounge and meeting room.

(Note: modified slightly from website.)

Source: cityofhastings.org

Regional Air Travel

The Central Nebraska Regional Airport ("KGRI") is a major aviation facility located in Grand Island. This facility is owned by the Hall County Airport Authority and maintains four runways that service an average of 69 aircraft per day.

Air Travel

Hastings Municipal Airport

The Hastings Municipal Airport ("KHSI") is located at 3300 W 12th St within the city limits of Hastings. The site is owned and operated by the City with fixed base operator ("FBO") services provided by Hastings Air. The FBO building offers a renovated pilot lounge, conference room, and crew car. The Terminal Building



Photo 14.1: BNSF Railroad, downtown Hastings
Source: Marvin Planning Consultants

Goals and Actions

Goal 14.1: The city's street network continues to meet the needs of local users and those passing through the city.

Actions

14.1.1: Annually review the City's One- and Six-Year Plan for conformance with the Comprehensive Plan.

14.1.4: Continue to work with Nebraska DOT on improving State roads and highways.

14.1.5: As the industry evolves, review zoning requirements for EV charging stations.

Goal 14.1: The city's street network continues to meet the needs of local users and those passing through the city.

Actions

14.2.1: Support recommendations identified in the Transportation and Parking Master Plan.

14.2.2: Support proposed projects identified in the Walkability and Connectivity Study.

14.2.3: Support Reach Your Destination Easily ("RYDE").

14.2.4: Develop strategies or programs to maintain, replace, and install sidewalks throughout the city.

14.2.5: Complete ADA improvements to sidewalks throughout the city.

Goal 14.3: Land use conflicts are avoided along the railroad corridor.

Actions

14.3.1: Buffer residential development along all railroad rights-of-way.

14.3.2: Work with Adams County and BNSF/UPRR to improve crossing safety in the city and ETJ.

Goal 14.4: The City's airport is maintained and improved to meet current and future needs.

Actions

14.4.1: Coordinate development review in the vicinity of the Airport with Adams County and the Airport Advisory Board.



Chapter 15 Implementation

Implementation

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

There are numerous goals and action items in this plan. These items should inform annual workplans and budget-setting to assure progress continues to bring the plan to life.

Action Plan

The Comprehensive Plan is not intended to sit on a shelf. The plan is intended to be put into action. Goals and action items specific to each plan element are included in the relevant chapter.

Evaluation of Development Proposals

Development proposal applications should be carefully reviewed against the goals and policies of the Comprehensive Plan as well as the specific requirements of the development regulations. This plan is not regulatory; however, the underlying regulations are based on compatibility with this plan. Each development application should address how the specific proposal meets the goals of the comprehensive plan.

In cases in which a proposal is not clearly supported by the plan, the developer should be encouraged to improve the project to meet the community's goals. On the other hand, approval of a proposal not in conformance with the comprehensive plan would point to the need to review and update the plan to better serve the citizens of Hastings.

Implementation Action Items

This plan recommends several implementable action items which can be undertaken immediately. These include:

- Zoning Regulations;
- Subdivision Regulations;
- Floodplain Regulations & Mapping;
- Capital Improvement Program, and;
- Plan Maintenance

The City Council will have a critical role in implementation of this plan through the annual budgeting process. Elected officials, staff, and volunteers take the primary role in implementation of the comprehensive plan.

Other action items are referenced in support of activities by other entities which support implementation of this plan.

Future Planning Efforts

Two studies completed recently, the Transportation and Parking Master Plan ("TPMP") and Walkability and Connectivity Study, identified future planning efforts the City should consider alongside implementation of the Comprehensive Plan.

Transportation and Parking Master Plan

TPMP is a strategic plan written to guide city-wide transportation and parking policy and investments. The TPMP defined the City's transportation vision and addressed mobility challenges. The TPMP also identified future planning studies the city should undertake, including:

- A Downtown Pedestrian Mall Study;
- A Railroad Viaduct Study;
- A Hastings Local Transit Feasibility Study, and;
- A Network Connectivity Study

See the TPMP for further information on conducting these studies.

Universal Mobility Study

The Universal Mobility Study was written to identify existing barriers to mobility in Hastings. Barriers to universal mobility are defined as physical impediments that prevent individuals from accessing public places and hinder the ability to move from place to place within the City. The Study was written to augment the Walkability and Connectivity Study also completed in 2019. The Study identified future planning studies the city should undertake, including:

- A Central Hastings Core Street Plan;

- A Public Buildings and Spaces Transition Plan;
- Design Standard Development;
- Sidewalk and Parking Enforcement, and;
- ADA/Van Accessible Parking

See the Universal Mobility Study for more information on these studies.

Funding Sources for Future Planning Efforts

Funding sources for the projects outlined above, the Housing Affordability Plan, and the Comprehensive Plan, include the following:

- America Rescue Plan;
- Rural Workforce Housing Fund;
- Community Development Assistance Act;
- General Obligation Bond;
- Land and Water Conservation Fund;
- Transportation Alternatives Program;
- Charitable foundations such as the Hastings Community Foundation;
- Recreational Trails Program;
- Special Assessment Districts;
- Little Blue Natural Resources District's Urban Conservation Program
- Local Option Sales Tax;
- Tax Increment Financing;
- Community Development Block Grant;
- Civic and Community Center Financing Fund, and;
- The USDA Rural Development grants

Comprehensive Plan Maintenance

Annual Review of the Plan

A relevant, up to date plan is critical to the on-going planning success. To maintain both public

and private sector confidence; evaluate the effectiveness of planning activities; and, most importantly, make mid-plan corrections on the use of city resources, the plan must remain current. The annual review should be performed each January to begin the calendar year. This review should result in a report from the Planning Commission and Staff to the City Council and the citizens of Hastings.

Unanticipated Opportunities

If any innovative development and/or redevelopment opportunities arise which impact any elements of the plan and which are determined to be of importance, a plan amendment may be proposed and considered separate from the Annual Review and other proposed Comprehensive Plan amendments.

The Comprehensive Plan amendment process should adhere to the adoption process specified by Nebraska law and provide for the organized participation and involvement of citizens.

Five Year Review

As discussed in the Introduction, the comprehensive plan is a 20-year plan. However, the Planning Commission should review the plan annually and update the document at least every five years (2030), or when major, unanticipated opportunity arises. Completing updates every five years or so will allow the City to incorporate ideas and developments not known at the time of this planning process.

Appendix A - Survey Results

Survey Results

#1: How long have you lived in Hastings?

- Less than 1 year: 1.40%
- 1 to 5 years: 4.20%
- 6 to 10 years: 7.88%
- 11 to 15 years: 7.53%
- 16 to 20 years: 11.03%
- 21 to 30 years: 16.99%
- 31 years to 40 years: 15.94%
- 41 years to 50 years: 10.86%
- 50+ years: 19.96%
- I don't live in Hastings: 4.20%

#2: Please tell us your age range.

- Under 18 years: 0.00%
- 18 to 19 years: 0.35%
- 20 to 24 years: 1.58%
- 25 to 29 years: 4.38%
- 30 to 34 years: 8.41%
- 35 to 39 years: 11.91%
- 40 to 44 years: 8.93%
- 45 to 54 years: 18.91%
- 55 to 64 years: 22.24%
- 65 to 74 years: 16.64%
- 75 to 84 years: 6.65%
- 85 and over: 0.00%

#3: Please tell us how many children you have.

- 0: 14.71%
- 1: 14.36%
- 2: 34.15%
- 3: 23.29%
- 4: 9.81%
- 5+: 3.68%

#4: What age/grade level are your children?

- Daycare/Preschool: 9.62%
- K-5: 14.23%
- 6-8: 5.96%
- 9-12: 8.08%
- College: 6.92%
- Grown (adult): 55.19%

#5: My children live:

- At home: 41.01%
- At school/College: 4.45%
- Grown - Living in Hastings: 14.51%
- Grown - Living in Nebraska: 26.89%
- Grown - Living out-of-state: 13.15%

#6: Education choice for my children:

- Public: 73.21%
- Private: 14.15%
- At home: 1.70%
- N/A: 8.11%
- Other (please specify): 2.83%; comments below
- Some of each
- Went to private but support public as retired public school teacher
- Christian
- Public but going private next year
- Highs [sic] school public [sic]
- AC only! HPS sucks [sic]!
- Adams Central (HPS is awful)
- No Children
- They were homeschooled and public schooled
- Parochial grade school and public after."
- 2 graduated private and 1 graduated public
- private school through 6th grade/ 7th + at HPS
- 1st 12 years for them were public. 1 attended Hastings College, 1 attended UNL, 1 attended a Fla college
- If I had children, parochial Lutheran school
- Both private & public

#7: Employment:

- Employed Full-Time: 61.05%
- Employed Part-Time: 6.49%
- Self-Employed: 10.88%
- Home Maker: 2.63%
- Unemployed: 0.70%
- Retired: 23.68%

#8: Which of the following industries is your primary income? The following are based upon US Census categories.

- Agriculture, forestry, fishing, hunting, and mining: 4.56%
- Construction: 3.68%
- Manufacturing: 4.74%
- Wholesale trade: 1.05%
- Retail trade: 5.09%
- Transportation and warehousing and utilities: 4.91%
- Information: 1.23%
- Finance, insurance, real estate, and rental and leasing: 5.09%
- Professional, scientific, management, administrative, and waste management: 7.54%
- Educational, health, and social services: 22.46%
- Arts, entertainment, recreation, accommodation and food services: 3.86%
- Other services (except public administration): 3.68%
- Public administration: 4.56%
- Retired: 19.30%
- Disabled: 1.75%
- Other (please specify): 6.49%; comments below
- Retired and finance
- Manage and own real estate in my retirement
- Goodwill day site
- It [sic]
- Retired teacher & disabled
- Engineer and Teacher
- Hair Dresser
- Custom fabrication
- Law enforcement
- Biz Consultant
- Hairdresser
- Sales
- Trucker
- Non-profit
- Medical
- Legal

- Corrections
- Homemaker (husband works)
- State of Nebraska
- Medical
- Licensed daycare
- Mlmh [sic]
- Energy production
- Security
- Petroleum
- Legal
- Radio
- Auctioneer/Re Broker
- Retired orthodontist
- Government
- Childcare Center Owner/Director
- Good sales and distribution
- Custodial
- Public works
- Hastings Utilities
- Marketing
- Public Utilities and City Services

#9: How far is your commute to work:

- Work from home (telecommute): 2.46%
- Work at home: 5.09%
- Less than 10 minutes: 43.33%
- 10 to 14 minutes: 11.58%
- 15 to 19 minutes: 3.51%
- 20 to 29 minutes: 4.56%
- 30 to 44 minutes: 2.46%
- 45 to 59 minutes: 1.05%
- 60 minutes or more: 1.05%
- Retired: 22.46%
- Other (please specify): 2.46% comments below
- Retired and work from home
- I don't know [sic]
- at customers current place of services needed.
- Two miles to one job, 100 to the other.
- Disability
- Homemaker
- Homemaker
- Homemaker
- One of us is 4 min from work and the other is 50 min from work
- Service Area within 65 miles

- Not working
- Currently unemployed due to disability; would be working if employers could be more accommodating
- Not employed
- Disabled

#10: Highest level of education completed?

- Grade/Middle School: 0.18%
- High School: 21.09%
- GED: 2.11%
- Community/Technical/Vocational: 30.93%
- 4-year College/University: 28.47%
- Graduate/Advanced Degree: 19.51%

#11: What brought you to Hastings?

- Family: 25.17%
- Work: 27.80%
- Retirement: 0.35%
- Retirement and family: 0.70%
- Always lived here: 35.14%
- Other (please specify): 10.84%; comments below
- Married
- I lived Hear [sic] all my Life
- College
- School
- love this town
- Returned after leaving for Air Force October 1971
- College
- College
- Education CCC
- College
- school
- Lower cost of living & small town living (from AZ)
- Bigger city
- Work
- College
- CCC and never left
- College (CCC Hastings)
- Grow up there
- School
- Moved away for 20 years returned when our kids were

- in high school
- Left large city due to crime & violence
- Married someone from here
- Born in Hastings. Come and go a bit. Presently here. Own a home in Hastings.
- Fiancé
- College
- Hastings College
- Quality of life
- College
- My husband lived here-I moved here after we got married.
- Born here
- School for self
- Had to move in with grandparents
- Moved to Hastings in 1060 [sic] with family, left in 2015
- Friend was sick and needed help
- Death of husband
- Husband
- Cost of living
- College
- Stayed after college
- Lived here my entire life
- School
- College
- College
- College
- Small town values. Small town life
- family and work
- Wife's work
- College
- Was born and raised here. After marriage moved to Trumbull for 42 years. Husband farmed
- College
- College
- Was raised here. Moved back approx [sic] 30 yes ago from a metro area to raise family in smaller community w family values
- Lived in area
- Work but I could have chosen other places
- I came here for college and

- stayed after graduating.
- College
- Got married and moved here for work
- Family and work
- College
- We attended college here and loved the community so found work in the area.
- College
- Group home

#12: All of us have different experiences with where we live. We want to know how YOU feel about Hastings. Is Hastings a quality place to live?

- Very high quality: 5.59%
- High quality: 37.41%
- Neither high nor low quality: 41.26%
- Low quality: 9.79%
- Very low quality: 3.15%
- Other (please specify): 2.80%; comments below
- corthouse [sic] and city hall is a Eye Shore [sic] and no brick roads and side works [sic] must come back
- City/County/Utility officials ruined our chance to grow for 50 yearars [sic].
- Not able to get housing for low to middle income or first time home buyer
- Quality in spite of high taxes. 25% increase on property tax in one year is insane.
- Improving quality
- While there are aspects of Hastings that make it a high quality place to live, such as the parks and outdoor space, there are other aspects that are poor quality. The difference between the "haves" and "have nots" is vast.
- I love this community, however I wish we could successfully keep new

- businesses here.
- Dropping more and more everyday
- Slightly high with great potential never taken advantage of
- Wonderful place to grow up, work and serve the community, but the town has experienced a serious decline in quality in the last few years. We moved in 2015, as have many others
- I used to say high quality but I don't love the direction hastings [sic] seems to be going
- unfortunately its stale there is no growth or desire to grow hopfully [sic] the theatre district helps this
- Was good - trending bad with new citizen chat stuff
- If you live south of 1st Street, it is as if we do not exist or even count anymore to our government. Out [sic] voices and lives mean nothing to Hastings anymore.
- It's OK but lots of problems living under surface not addressed
- Quiet but no places to eat or live especially for handicapped people plus not putting elevator in 55 plus apartments

#13: I plan to retire in Hastings.

- Yes: 65.60%
- No: 34.40%

#14: I am confident in Hastings' future.

- Yes: 32.11%
- No: 49.12%
- None of the Above: 18.77%

#16: Please tell us where the majority of the following activities take place.

Activity	Hastings	Omaha	Lincoln	Grand Island	Kearney	Aurora	Online/Internet
Entertainment (such as movies, miniature golf, etc.)	51.72%	6.49%	7.63%	23.09%	3.24%	0.19%	7.63%
Outdoor recreation (such as hunting, hiking, boating, etc.)	43.29%	10.13%	8.10%	10.13%	21.01%	1.77%	5.57%
Outdoor exercise (such as walking, running, biking, etc.)	90.46%	1.39%	0.60%	2.78%	2.58%	0.00%	2.19%
To play sports (such as basketball, tennis, golf, etc.)	76.75%	4.25%	4.50%	7.50%	2.00%	0.75%	4.25%
Indoor exercise (such as walking, aerobics, weights, etc.)	89.38%	1.15%	0.69%	2.08%	1.39%	0.00%	5.31%
Swimming (outdoor or indoor)	82.60%	2.60%	2.08%	6.23%	3.12%	0.52%	2.86%
Cultural events (such as theater, concerts, museums, etc.)	29.65%	34.97%	23.93%	6.75%	2.66%	0.20%	1.84%
Festivals and fairs	46.57%	12.47%	9.15%	27.44%	2.49%	0.62%	1.25%
Grocery shopping	81.50%	0.75%	1.50%	15.14%	0.56%	0.00%	0.56%
Furniture shopping	33.01%	27.54%	4.69%	25.39%	1.17%	0.20%	8.01%
Clothes shopping	12.08%	9.81%	9.43%	37.92%	2.26%	0.19%	28.30%
Vehicle shopping	37.65%	14.78%	14.17%	17.41%	1.82%	1.82%	12.35%
Farm equipment shopping	40.50%	4.00%	1.00%	12.00%	5.00%	2.00%	35.50%
Antiques shopping	35.28%	8.74%	7.44%	22.98%	2.91%	0.32%	22.33%
Gas/Convenience items shopping	96.76%	0.19%	0.00%	2.48%	0.19%	0.19%	0.19%
Hardware/Lumber shopping	89.00%	0.39%	0.20%	8.84%	0.98%	0.00%	0.59%
Other shopping	21.14%	9.09%	9.09%	29.81%	3.17%	0.00%	27.70%
Dining out (fast food)	79.65%	0.59%	0.59%	18.40%	0.59%	0.00%	0.20%
Dining out (with sit-down service)	33.59%	4.69%	4.69%	54.30%	2.73%	0.00%	0.00%
Community clubs or groups	76.06%	1.33%	0.53%	9.04%	2.66%	0.00%	10.37%

#17: Which of the following services and/or businesses should be the focus of economic development activities in the future?

Question	Very Important	Important	Neutral	Less Important	Not Important
Daycare - children	44.54%	26.68%	20.59%	3.15%	5.04%
Daycare - adults	23.45%	36.46%	30.06%	4.90%	5.12%
Grocery store	45.29%	29.30%	16.60%	6.56%	2.25%
Banking	19.20%	17.30%	33.76%	17.09%	12.66%
Tech support - computers	17.50%	33.96%	37.50%	7.71%	3.33%
Tourism	27.77%	35.91%	24.22%	8.35%	3.76%
Arts and culture	26.25%	38.54%	24.17%	5.42%	5.63%
Main street retail	43.76%	37.63%	12.47%	3.89%	2.25%
Restaurants	66.94%	26.21%	4.44%	1.01%	1.41%
Recreational facilities	46.39%	35.46%	13.61%	2.89%	1.65%
More jobs	61.19%	24.64%	11.09%	1.64%	1.44%
Youth retention	55.74%	31.97%	9.63%	1.23%	1.43%
Senior housing - including assisted living	35.93%	36.96%	20.74%	4.93%	1.44%
Healthcare	57.79%	25.82%	12.50%	2.66%	1.23%
Better broadband	35.42%	33.33%	25.21%	4.17%	1.88%

#18: Access to quality goods and services is important. How available are these to you?

Question	Very Available	Available	Neutral	Less Available	Not Available	N/A
Daycare - children	4.45%	16.74%	15.47%	12.50%	2.54%	48.31%
Daycare - adult	3.38%	9.70%	19.20%	11.18%	4.43%	52.11%
Grocery store	36.33%	46.33%	8.37%	7.96%	0.41%	0.61%
Banking	56.03%	34.36%	7.16%	0.61%	0.20%	1.64%
Tech support - computers	9.96%	37.34%	31.54%	12.45%	2.07%	6.64%
Tourism	4.83%	16.39%	34.24%	20.80%	9.03%	14.71%
Arts and crafts	7.72%	23.80%	34.03%	21.50%	4.18%	8.77%
Nursing home facilities	6.68%	27.77%	20.67%	15.87%	2.09%	26.93%
Assisted living facilities	6.46%	28.75%	20.42%	14.37%	1.67%	28.33%
Meals on wheels	8.16%	30.54%	18.20%	5.02%	1.05%	37.03%
Senior services	6.40%	25.41%	19.63%	11.98%	2.27%	34.30%
Main street retail	11.09%	33.88%	20.12%	25.67%	6.57%	2.67%
Restaurants	10.17%	25.52%	14.73%	40.66%	8.51%	0.41%
Healthcare facilities	19.79%	48.54%	17.71%	8.96%	1.88%	3.13%
Recreational facilities	6.24%	30.77%	27.86%	25.36%	6.03%	3.74%
Agricultural support (such as dealerships, parts, and repair)	4.75%	23.33%	20.52%	6.70%	1.51%	43.20%

#19: What is/will be your plan for retirement?

- None of the above: 4.37%
- Stay in Hastings: 45.32%
- Seek a nearby location: 2.91%
- Stay in Nebraska: 14.55%
- Move to another state: 5.56%
- Other: 18.71%; comments below
- Kearney, Ne
- I don't know.
- Due to family I'm committed to stay in Hastings, otherwise.
- Moved to Hastings for continuing retirement.
- Hastings and west coast
- Travel for warm weather
- Absolutely no ideas!
- May move to where ever [sic] state my daughter moves
- Stay until the property taxes prohibit my living here. Then move to another state!!!
- I'm 30 years old. I don't think I can afford to retire here. This town and survey is too focused on retirement. You need youth to grow and take care of the elderly. WE NEED AFFORDABLE HOUSING
- Undecided, but not Hastings

- Iowa
- Unsure
- Split time with another state when cold here
- Not sure at this time
- At this point, I have no specific place picked out to live in retirement. I do not desire to continue living in Hastings.
- Hastings does not have enough to offer. Property tax is high.
- Undecided
- Taxes are too high to stay in Nebraska
- Undecided
- Too far off to contemplate
- Unsure. Depends where my kids are
- Move back to Hastings
- Undecided
- Where my kids go
- Possibly winter in the south
- Move to a tax friendly, conservative area within equal distance of children and near relevant healthcare
- Not sure
- Travel in our rv [sic]
- I would prefer somewhere with some options to not have to leave town as I age.
- I guess I stay in Adams

- County...until I can't afford the taxation anymore!
- Teavel [sic]
- Move where not everything is taxed hard
- Likely leave NE. Taxes are too high from local to state
- Depends on where kids settle
- Not sure
- Ocean Living
- Likely stay close to family
- Move to Lincoln or another state - especially now with a Racino comin [sic] to town.
- Depends what my kids do
- part of the year elsewhere
- I was planning on staying in Hastings, in my house till I was old. But the City wants to put a Casino in my backyard. Now considering moving even as far as Grand Island.
- Undecided
- unknown
- We do not yet know
- With second home in CO mountains
- Move to a cheaper tax state
- School year in Kearney, Summer in South Dakota
- Undecided. Taxes will be a factor
- Depends on where children live

- Hope to stay in Hastings but if crime rising and property values crash with new casino may have to leave
- Winter in the south - summer in Hastings
- Part time in Hastings. Part time out of state.
- There is not a plan at this point.
- Stay in Hastings & Travel out of state
- Snowbird in Texas or AZ.
- Unknown at this time
- Possibly move out of state
- Unsure
- Not totally sure yet
- Would love to move to the country away from higher taxes or maybe even out of state where Social Security isn't taxed
- I do think I want to stay and "retire" here, but it will become more and more difficult, as there isn't enough housing (apartments) for a disabled person like me (as I live on an extremely fixed income). I can't even afford to move out of my current situation, which I'll likely need to in the very near future.
- Not sure at this time

Appendix B - Community Engagement

Town Hall Meetings

Community Facilities

Strengths

- Pickleball courts
- Renovation of YMCA, Accessible YWCA, Museum and Library adding outside classrooms
- Hastings Lake - Community, family, church activities
- Community will rally around fundraising
- Good parks and recreation for the young people and trails available for joggers and bikers
- Public schools have all been renovated and are good for the youth of the community

Weaknesses

- Lack of Activities to keep younger population around.
- No community center
- Library parking is not convenient especially for disabled and elderly. Not enough accessible parking.
- Hastings Lake - maintenance
- Have aging buildings owned by city
- We have no place for homeless in the daytime hours (aside from the library)
- Need facilities for the homeless
- City building is old. Council always wants new facilities instead of renovating what we have. Other facilities face same challenge.

Opportunities

- Multicultural center
- Improvement to the current senior center
- Ready to expand our sports venues
- Community childcare center
- More child care facilities/golf simulation, axe throwing
- Add a community center
- Green Space, Parks (neighborhood) in new

subdivisions

- Hastings Lake - public entertainment for families and water sports (fishing, boating, swimming)

Threats

- Lack of revenue
- Physical deterioration
- How to afford repairs on city buildings

Communications and Utilities

Strengths

- Allo is fantastic
- Strong city owned utility system
- Recent addition of public information officer to city
- City owned
- Ok in the communication reception area, Utilities don't fail often. No flooding!
- Publicly owned utilities
- Utilities are good, they fix problems (outages, etc.) quickly and the price is reasonable and affordable. Also its public-owned! Good.

Weaknesses

- Lack of communications with city
- Lack of public transparency
- Streets are terrible
- Need affordable internet access for those on fixed incomes. I cant receive local channel 4 or any or any other the networks on my digital TV.
- Difficult for residents to comment on public items. 10-day notice or min. comment period. Electricity is generated with coal. CO₂ emissions are bad, cause climate change!
- Declining days coverage, decline in subscriptions
- Lack of High-Speed internet outside city limits
- Response on utilities could be better. A lot of un-safe power poles in town.

- Providing info to people in a variety of ways; now the computer illiterate (or poor) do not need equal access; languages need attention also
- Lack of communication and transparency for citizens
- Often other towns know more about us than we do
- Concerned about water quality and quantity
- Impact from nitrates and pesticides

Opportunities

- High paying public jobs – utilities
- I want solar panels on every home and conical windmills on each roof so I'd want excess energy to be sold or funneled to the utilities as a credit. Also, we need more SOLAR AND WIND here.
- More from Harvest Free Press
- More options for High Speed internet outside city limits...
- New city administrator
- Our city should be divided between to [sic] NRD Natural Resource Districts
- Need solar panels on each house rooftop, better batteries for storage, also small conical wind - catchers (that I read about - not noisy like small windmills)
- Solar panels would at least power the refrigerator, the one thing we need all year. Also each resident would be part of their own energy production. Helps climate change.

Threats

- Rates keep going up
- Utilities should be as independent as can be. So far no threat from hacking that I'd heard of but it could be happen [sic]. More home generation from solar panels might be good insurance.

Economic Development

Strengths

- Pretty Good Networking with other Community Groups. CRA, etc. Developers
- Workforce development through CCC
- Downtown is lovely and thriving with a variety of businesses
- Starting to see business development North. Business development downtown.
- Some new developers doing innovative things.
- Continuous development of downtown area as retail and living spaces
- Retention of our youth

Weaknesses

- Not bringing enough JOBS to the area
- Variety of grocery stores - and their geographic locations make access challenging to non-drivers
- Lack of restaurants (not bars)
- Lack of activities for young individuals
- Hastings has been historically reluctant to encourage new businesses. Fearful of competition for current businesses, fearful of stepping on toes of the rich and "good old boys club". Consequently minimal growth in the 40 yrs I have been here.
- College grads leave town
- Return something like Herbergers [sic], Penneys [sic], Sears

Opportunities

- Recruiting Business to Hastings
- Population growth
- More restaurants
- More activities/businesses that are geared to attract younger population.
- Transportation of people as well as goods on the railroads (especially with regional travel) would be helpful.

- Getting more people to have gardens, not depend on food shipped in, be more independent and aware of nature. Give them something to do and share with children. Would do better if there were more local gardeners.
- A bike culture in Hastings - growth of. Currently we don't have anyone in town to make repairs. None currently. Need financing.

Threats

- Climate change
- We haven't allowed national chains/other businesses to come to Hastings

Education

Strengths

- Hastings College
- Community College
- Public School System
- Private Schools

Energy

Strengths

- We do have the opportunity to buy into the solar grid
- Variety of sources
- 2 ethanol plants, no chance of lacking a supply of it.
- Utility employees working to develop alternative energy sources. Working to be innovative and still keeping environment concerns in front.
- Interest and commitment to using solar, wind, etc., make it affordable
- Better trained employees

Weaknesses

- Not much easy access to information about accessing/ installing residential solar
- Overdependence on fossil fuels
- Too bright at night - light pollution. Also adds CO₂ emissions to the atmosphere

= more climate change. Also they have farmers growing corn for them instead of properly growing FOOD for us.

- Need more solar and wind energy
- Place to have more utilities underground
- Strong reliability on coal (which has recently been a strength)
- Geo-thermal focus for facilities large enough to use it
- 120 employees lost last 2 years
- Cost. Cloudy and or not windy days. Not reliable due to weather (in regards to wind and solar).

Opportunities

- City leaders have a last chance to present many solutions that affect whole population and should do it. Need to convince us to stop using fossil fuel and change how we live. Federal govt. won't do enough. Must be on local level, every US town and city.
- Larger solar grid
- More solar and wind power
- New mfg/industry
- Rebates on solar
- Solar panels and conical wind-catchers on rooftops.
- Additional focus on solar fields
- Highlight expand, share use of clean coal
- We own our own utilities. Can position ourselves an energy and environmental leader and make Hastings a hub for new energy sources to market across the country.
- Good Pay
- Would like to see opportunities for solar on individual homes as well as solar fields

- Make more power for households without using fossil fuel

Threats

- Environment
- Threat to environment with CO₂ emissions
- Weird opposition to anything that has "environmental" attached to it. Denial of global warming and man-made destruction of environment.
- Better management
- People who don't believe in climate change

Hazards

Strengths

- Climate change - the fact that we recognize it and have addressed it here in the past (not comprehensively)
- Think the community is very well set in this area!
- Amount of agro-chemicals in air, water, soil

Weaknesses

- Air quality monitoring needs to be communicated regularly

Opportunities

- Not enough

Threats

- Re: Air quality - concerns relating to air-quality threats with new bio-diesel plant being built next to the energy center and CCC

Housing

Strengths

- Downtown Renovations
- North Park Commons
- Theater District
- Great variety of housing reflecting the History of Hastings
- Land is available to develop
- Some developers working on affordable housing
- Quality rental property
- Massive energy census of all

Hastings homes to determine energy efficiency, and starting with least efficient homes, make improvements in homes - fix holes in foundation, put insulation in roofs, plant tree on southern exposure, etc. etc.

Weaknesses

- Need more affordable housing for young working families and older fixed income people
- Too often is said we don't have enough housing... impossible to believe... maybe not enough affordable housing... taxes are too high - insurance too high maybe - supply and demand - as a landowner I don't see rental space in that high of a demand
- Predatory and slum land lords and absent property owners
- City regulations not flexible
- Trailer parks need cleaned up and made safe for the occupants.
- Need subdivision retention and detention cells where needed.
- Maintenance of private homes in old areas
- Clean, safe, rentals - lack of
- Lack of housing to support workforce
- Lack of affordable housing to get a strong # available
- Very badly designed previous plan dealing with housing! No contact with landlords which blows the valid [sic] and presents slanted information. Makes me question the validity of this survey and its impact on the comp plan
- Neglected
- We need an option for homeless people who are not able to go to crossroads. (short and long term). Also need housing opportunities

for median and low income people and family [sic]

- Plans for homeless that are mentally ill or substance abuses issues does not exist.

- Expense

Opportunities

- Need more affordable housing
- Intentional senior communities with amenities
- More opportunities to age in place
- Education of residents to benefits of being in hist. dist. City would provide incentives for appropriate repairs
- More single family houses
- Funding to improve blighted properties
- More multi purpose areas like downtown apartments above retail space
- Build more housing; can provide others (renters) to purchase/renovate older homes
- Mixed housing in precincts to avoid high/low property gaps
- Grant funding through fed and state for affordable housing. Partnerships between private developers and government
- Energy efficiency helps climate change problem, owners need less electricity with heat and coal - cheaper

Threats

- Neglected houses affect neighbors, diminish tax base. Complaints of lack of houses could be better addressed. (For example there are 2 houses vacant in 1000 blocks of N. Denver and have been for years)
- Difficult to build housing that is affordable. Difficult for developers to make a profit on affordable housing
- Land owners don't check properties

- Housing shortages
- Competition in available and affordable housing in surrounding communities.

Land Uses

Strengths

- # of parks, green space, lake
- Greenspace downtown, parks
- Zoning is stable
- Old mall redevelopment
- Development in city of series of tiny homes for 1-2 homeless people in each, with small yard for garden.
- Community gardens - several, organized and funded by city provide food.

Weaknesses

- Creates large amount of CO₂ and methane emissions, very bad for climate change problem. Also noise pollution that most of east and south Hastings can hear. (in regards to industrial uses on Highway 6)
- Takes money for seed, tools, and time to donate to planting, seeding, etc. (in regards to home gardens)
- Factories nighttime cooling fans cause problems for surrounding properties - noise pollution
- Negligent plan south of the tracks, plan community facilities and infrastructure
- Adopt industrial noise ordinance again - to alleviate issues.
- City owns too much property maybe as much as 1,000? Or they have too much interest in property. Much of downtown property is controlled by say CRA, BID, Downtown Association.
- 11 years ago, Kearney owned 6 properties, Hastings owned 600. This is a tax issue.
- Not enough maintenance on

- our "old" properties.
- Harassment to owner of old Junior High School
- Casino
- Polluted, silted
- Lack of natural/wild spaces and native plantings
- City/planning and zoning/permits make it difficult to make changes. Re-zoning is very difficult
- Develop spots for industry and jobs
- Took to [sic] long
- City would have to underwrite costs (in regards to tiny homes)
- Cost. Security from theft. City would have to fence it, provide water source, tools, shed for tools, apportion out plots (in regards to community gardens).

Opportunities

- Prepare more land to be ready for Developers Vision and Action
- More food at less cost. No need for all our produce to be shipped in. Way to interest the kids in biology. Food that hasn't been sprayed with pesticide, herbicide. Interest in home gardens night encourage more farmers to grow veggies!
- Hastings yards are large enough for home gardens. This should be encouraged!
- Native plant plantings
- Dredge, clean/filter inflow, stock fish (in regards to lake)
- Not just beautify/manicure spaces but rewild for local species of plants, birds, insects
- Improve safety of dog parks - so that leaching doesn't happen
- More business to open
- Get homeless off streets with own small home and neighbors (in regards to tiny

homes).

- Way to provide food to poor, teach gardening, give hope (in regards community garden).
- Close this and instantly help air be cleaner. (in regards to industrial uses on Highway 6)

Threats

- What is the land use proposal for the tract of land north of Walmart and east of Baltimore Ave. Proposed casino - is this in keeping with comprehensive plan?
- Only threat would be to grocery stores, but not everyone would be gardening, so they'd still sell produce (in regards to home gardens)
- Lack of development/lack of bringing in business will stunt growth
- Contribute to Climate Change. Should be closed down. (in regards to industrial uses on Highway 6)

Natural Resources

Weaknesses

- Using too much water on lawns

Opportunities

- More native plants less water use

Threats

- We have about 5 years to make a difference before climate change becomes self-sustaining and unstoppable

Parks and Recreation

Strengths

- Crosier Park - new facility - great
- Splash pad - great
- Many great parks
- Bike path
- Current parks and playground equipment
- Bike path/pickleball courts

- We have Lake Hastings which provides a smallish opportunity for water sports.
- The parks are wonderful. The new playground equipment paid with the 1/2% sales tax are great especially the handicap accessible. The trail is great and growing
- The Car Race Track on Hwy 6 - very popular with some
- Parks are well maintained
- Park playgrounds are being updated and attractive to all children
- Parks look great - Parks and Rec department works hard to provide activities for wide variety of citizens
- Softball complex - looks great and brings lots of visitors to community
- Great trail system
- Beautiful parks showcase our city. Out-of-town visitors are always impressed
- We have beautiful parks and playgrounds that are well maintained.

Weaknesses

- Lack of staff at water park during summer
- More events promoted at Brickyard Park
- Lack of sport leagues. YMCA is too crowded.
- Hastings Lake is very dirty.
- Bike path is mainly recreational but not for actual transportation through Hastings
- Poor judgement in management
- Tearing down warming house, ugly new bathrooms, ugly playground equipment should have been made to blend in to its environment - spending money we don't have - should be spent on streets
- Boats might be too expensive. (in regards to

- water sports)
- Highland Park needs improvements.
- Dealing with problems in slow fashion - need to be proactive
- Need to assertive [sic] with summer employment opportunities - pool guards - staff
- Main improvement to parks and trails have been funded through grants and 1/2 cent sales tax. Not a budget priority for parks maintenance.
- Trails non-existent on south side

Opportunities

- Encourage More Community and Area Use
- Indoor Football/Soccer facility.
- Clean up Hastings Lake.
- More facilities outside YMCA
- Connect the college and the Middle School to other parts of town
- We need walking bike path to connect area north of 26th east of Spady for new residents to connect with the walking trail. Without walking on 26th Str.
- The City could provide a energy-free recreation if they bought 6-8 small 8-foot sail boats, hired a sailor, who could give sailing lessons to kids in the summer, maintain the boats, rent boats to new sailor kids. This is a quiet type of fun (unlike motorized craft) and a good skill to have.
- The nice parks are attractive to new families and people who enjoy the outdoors
- Offer training with guaranteed employment
- Expand tree nursery
- Expand trail to south side and west side to connect schools/ shopping neighborhoods.

Increase walkability and community well-being.

- Trail expansion is needed.

Threats

- Children drowning. (in regards to water sports)
- Elm Tree Borer - Dealing with Activate Plan - Over 100 elm trees in Heartwell Park
- Plan for using diseased elm trees besides landscape bark
- Lack of funding for trail expansion. Apathy among citizens to walk or bike places. Difficulty with trail on south west sides because of older neighborhoods - difficult to implement trails

Public Health

Strengths

- Community Covid Response with multiple specialty providers
- Walking/bike path and for public health
- Quality health care providers
- MLMH
- South Heartland District Health Department
- SHDHD, great job thru COVID
- Mary Lanning Hospital
- More than one clinic
- So. Heartland District Health Dept - well run, excellent resource
- SHDHD - Partnerships with local Healthcare and non-profits
- South Heartland is effective and necessary
- SHDHD - good resource for community

Weaknesses

- Comprehensive mental health access to service
- Need to strongly consider Direct Provider Agreements. Reduce to Cost of Total Care
- Lack of mental healthcare providers in general and specifically for low income/ sliding scale

- Food security for low income families
- No free dental for emergencies
- Understaffed - sadly
- Communication between agencies (is there duplication of services)
- Need quicker responses
- Understaffed.
- Need more mental health providers for adults and children

Opportunities

- More community-based mental health care
- Strong partnerships between "healthcare" agencies
- Retention of young people
- Need more volunteers

Threats

- Resistance to adhere to public health standards. "Me" mentally rather than "We"

Public Safety

Strengths

- Well lit streets/bike trails
- Low crime rate
- Generally a safe community. I feel safe here.

Weaknesses

- To [sic] much Drug use and Sex Traffic. Just now learning of this.
- Uncontrolled intersection near grade school (i.e. - 2 intersections north of Longfellow on N. Denver. Drivers speed between 9th and 12th St and seem not to know to yield to driver on the right)
- Need more police officers
- Need more or better drug enforcement
- I see frequent disregard for stop signs.
- We have lots of homeless people
- Lots of young people on motorcycle skate boards and

people in motorized wheelchairs riding the streets instead of sidewalks - not carrier free

- Inconsistent walking pathways in neighborhoods
- Some neighborhoods have sidewalks next to the street
- Are the police department and fire department at full staff - non-voluntary overtime
- Neighborhood policing
- Risky drivers going through yellow lights
- Many drivers may not legally insured
- CDL license are not required of all truck driver especially farm vehicles
- Drivers ignoring crosswalks and the children standing in them.
- In town speeding. Speed limits not enforced.
- We have people who need a safe place to go during the day besides the library.

Opportunities

- More defensive driver training for all drivers
- Increase public safety officers
- Install yield or STOP Signs on E/W Streets

Threats

- Police Department staffing
- Burglaries
- Decrease in people wanting to be in law enforcement/ fire/EMT
- Burnout among out public safety officers because of lack of staff

Transportation

Strengths

- Walk/bike paths
- Good traffic flow, increasing bike paths
- Roads repairs are fairly good
- Ryde is great
- Some bike paths in north Hastings. Need more.
- Some good cement (smooth)

streets

- Many old durable brick streets, but covered up.
- Flat terrain - good for bikes, trail takers, trolley system.
- Bicycles - cheaper than cars.

Weaknesses

- Potholes
- Need turn lanes with turn signals at 7th and 9th
- Train spur from Highway 6 often blocks crossings South of A Street
- Huge threat, requiring entire population to respond.
- Clearing of snow on roadways is extremely sub-par compared to other cities. Don't get close enough to the ground.
- Public transportation
- No Lyft, Uber, Ride bus not useful for immediate needs
- Speed limits are too slow. (way slower than other cities). Flow of traffic in this town is poor considering population.
- Could use another 2nd option for people to go to doctors appts shopping etc [sic]
- South Baltimore: 281 and Highway 6 needs signage to direct through truck traffic on Hwy 6/281 - not through personal area. Enforce truck routes, keep out of residential areas, loud traffic. Need to enforce speed limits on South Baltimore.
- Closed South Street
- State of Nebraska - working with City
- Need to complete walking trails
- Need transportation from South to North parts of town for families or persons without transportation
- Railroads need to be cooperative
- Properties don't have sidewalks that should have

them. Snow removable from sidewalks is not enforced making it very hard to walk in the winter.

- School crossings are not protected for students in some high traffic areas.
- Improper maintenance
- Narrow streets, bike lanes don't fit in well.
- No bike lanes along streets. Need some everywhere.
- Bike paths don't exist in south Hastings.
- Trolley system very expensive. Hard to sell to residents. People are so accustomed to instant gratification, getting into car and driving somewhere quickly.
- Bicycles - no bike stores. Not good in winter.
- Snow and rain and wind hinder biking.
- Runs on fossil fuel.
- Getting the RR to build it. Having to wait for trains to pass.
- Trail system doesn't run through whole community and doesn't connect to many things
- Many sidewalks in poor condition
- Lack of transportation for people needing rides to doctors appointments groceries errands etc.
- Not much in public transportation - taxi, uber, etc.

Opportunities

- Build out more trails to connect other areas (Westbrook, Lochland)
- Improve South side infrastructure - sidewalks, biking paths
- Could use bridge/overpass over train tracks on Baltimore. Could use more turn signal lights
- If there is no better and

affordable public transportation for those without there [sic] own vehicle they can get to the hospital, shopping, and schools.

- Federal infrastructure money
- Trolleys running on electricity might soon be powered by solar or wind. Good for those without bikes, the elderly, infirmed, handicapped.
- Children biking to school would enable less CO₂ production by their parents' cars.
- A bus system would provide transportation for many at once.
- Railroad (RR) crossing where old viaduct used to be - would allow cars, bikes, pedestrians to cross easier and faster. Direct route for northeast quadrant of town.
- Bike paths provide fast direct travel without worry about vehicles hitting cyclist.
- Comprehensive change to bikes would help us reduce climate change in small way.
- Trolleys on railroad tracks around town and running on electric wires would provide instant transportation
- Bikes don't run on fossil fuels. Cleaner air. Roads last longer. Good exercise.
- Good exercise. Great way to lessen climate change.
- Getting a population to accept slower means of travel
- Avoiding the 2 bridges over the railroad which are far from most of northeast Hastings, slope hard to pedal up. Advantage to residents of area near Menards who want to get south faster (bike to hospital).

Threats

- Farmers driving semis without

proper training - both in and around community.

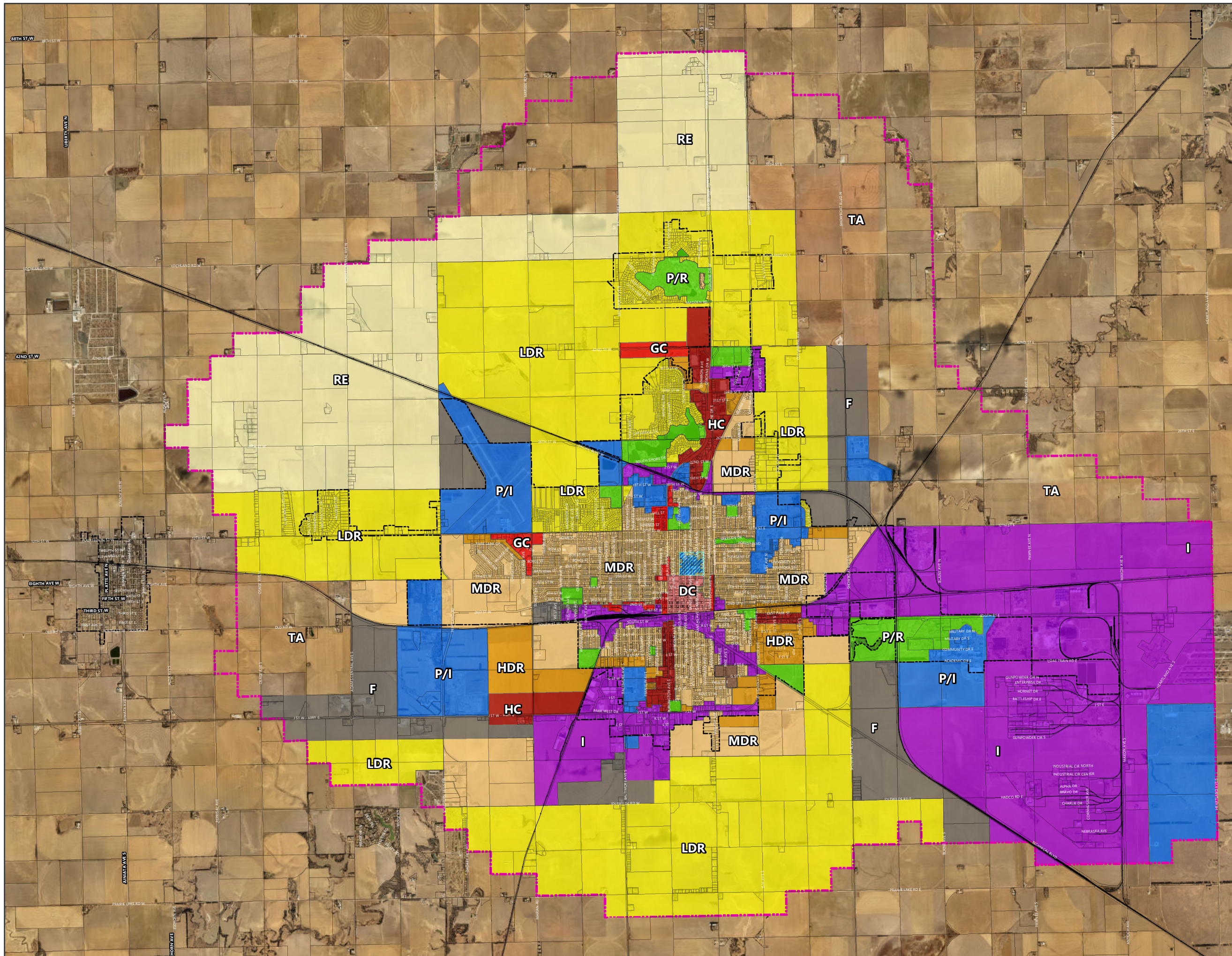
- Lack of updating infrastructures.
- All that cement is bad for environment (CO₂ emission).
- Trolleys would take over half every street they're on. Prevent parking cars there.
- Cars are big threat to bikes.
- People who love fast cards [sic] wouldn't like hoards of bikes,
- Pollution. Doesn't help stop climate change.
- People get hit by train?
- Highway 281 - Burlington handles turbine traffic and which impacts traffic safety through the city.
- Combine caravans

Miscellaneous Comments

- I would like to see more recreational activities such as Top Golf, golfing, pickle ball courts, or axe throwing.
- There is no place for men to shop aside from Gary Michaels
- Recycling is limited
- Speed limits should be raised both inside and outside of city limits, especially under the Burlington overpass
- We need a community center such as the City Block project
- A bar with outside space would be a great amenity for downtown. Event space is lacking downtown
- This survey and your whole effort seems to be focused mainly on economics and the assumption that life will continue much as it has done. It soon won't. You're ignoring the proverbial "elephant in the room", namely climate change. Your efforts must include the effect of climate change on social,

cultural, educational, healthful, and economic life. Otherwise it will soon be immaterial. You should be asking some different questions. This town and everyone of its citizens on families needs to be thinking how to respond individually to climate change in order to lessen its looming impact. Every community should be doing this across the USA! How willing are we to stop burning fossil fuel - that's the overriding question—and how can Hastings city govt help us do it? What are the ways individuals and businesses can accomplish this? What changes should the city impose? How willing are we to begin living lives of less convenience, less reliance on energy (electricity generate by coal, gasoline, diesel, propane, etc.). Federal policies and regulations help, but slowing down climate change now (we don't have 20 years, or even 10) is truly up to us, the people, and their local governments and leaders.

FIGURE 12.3: FUTURE LAND
USE



LEGEND

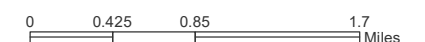
- Railroad
- Parcels
- Hastings 2-Mile ETJ (Current)
- City Limits
- Hospital Environs Overlay (HEO)
- Commercial Corridor (CC)

Land Use District

- Transitional Agriculture (TA)
- Residential Estates (RE)
- Low Residential (LDR)
- Medium Density Residential (MDR)
- High Density Residential (HDR)
- Residential Village Park (RVP)
- Downtown Commercial (DC)
- General Commercial (GC)
- Highway Commercial (HC)
- Industrial (I)
- Flex (F)
- Public/Institutional (P/I)
- Parks/Recreation (P/R)



PROJECTION: NE State Plane (Ft.)
DATUM: NAD 83
DATE: 7.11.24



Department: Development Services
Staff Contact: Chad Bunger
Planning Commission Meeting Date: 3/4/2025
File No: 2025-12
Prepared By: Chad Bunger, Director of Development Services

AGENDA ITEM SUMMARY SHEET

Description of Item:

Names of People/Business affected by this action:

Why Planning Commission action is required:

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

Department head comments:

Recommendation:

Department: Development Services
Staff Contact: Chad Bunger
Planning Commission Meeting Date: 3/4/2025
File No: 2025-13
Prepared By: Chad Bunger, Director of Development Services

AGENDA ITEM SUMMARY SHEET

Description of Item:

Names of People/Business affected by this action:

Why Planning Commission action is required:

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

Department head comments:

Recommendation:

Department: Development Services
Staff Contact: Chad Bunger
Planning Commission Meeting Date: 3/4/2025
File No: 2025-16
Prepared By: Chad Bunger, Director of Development Services

AGENDA ITEM SUMMARY SHEET

Description of Item:

Names of People/Business affected by this action:

Why Planning Commission action is required:

Type of action requested:

Motion

Suggested motion:

Deadlines associated with action:

Department head comments:

Recommendation: