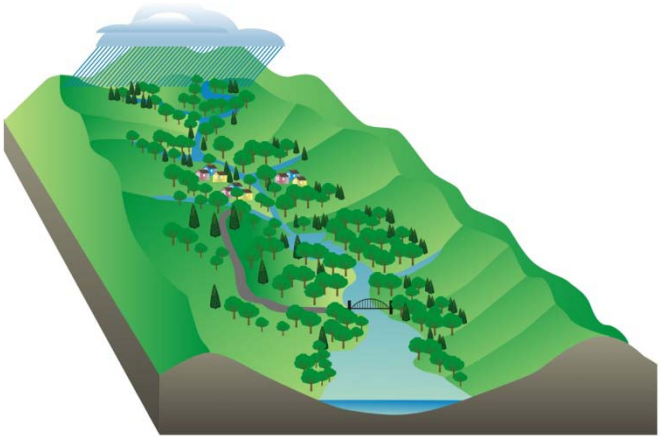
Recommended Changes to
July 8, 2011 Draft LPlan 2040 August 12, 2011

Item #	Page #	Recommended Change
Document-wide Changes		
		Label all maps, figures and tables in all chapters. (Does not include photos.)
Chapter 1. Vision & Plan		
1A	1.2	[Revise 3rd goal under **Lincoln and Lancaster County: One Community**] Policies of managing urban growth, maintaining an "edge" between urban and rural land uses, and preserving prime and other highly productive agricultural land form a distinctive and attractive built environment for Lincoln and Lancaster County.
1B	1.2	[Revise **Lincoln and Lancaster County: One Community** section] ~~LPlan 2040 commits us to proactively, but cooperatively, acknowledge the sometimes competing interests of neighborhoods, small towns and rural areas, our growing cultural diversity and regional economic forces as we address the future. This is the fundamental challenge of our Comprehensive Plan — to retain the characteristics of our individual parts while accommodating change within an increasingly interdependent world. As a decision-making tool, the Plan must accomplish both these tasks.~~ Lincoln and Lancaster County contain a rich mosaic of households, living in a variety of urban and rural settings. But we share a common bond and work cooperatively to promote future growth that offers new opportunities for living and working while conserving our local environmental and cultural resources for future generations.
1C	1.2	[Revise box with green text and 1st bullet under **Quality of Life Assets**] For a ~~true~~ "good quality of life," a community has more than jobs, shelter, utilities and roads – there are numerous services, education, historic, natural and cultural resources that are fundamental to enriching lives.
1D	1.3	[Revise **Downtown Lincoln -- the Heart of our Community** section] Downtown Lincoln is the heart of our community, a unique common ground for all Lincoln and Lancaster County residents. It is also emerging as an attractive place to live, becoming an increasingly vibrant mixed use neighborhood. At the same time, Downtown Lincoln belongs to all residents of Nebraska because "downtown" is synonymous with the University of Nebraska, state government, and the State Capitol building. This state-wide ownership has strong economic implications. ~~, and for that reason~~ LPlan 2040 will ensure that downtown remains a special place. *The following goals are based on this Downtown Lincoln statement:* • Downtown Lincoln continues to serve as the heart of our community and is an asset for all Nebraska residents. • Downtown Lincoln continues to serve its role as the central location for commerce, government, entertainment and the arts.

		• Views to the State Capitol are preserved, as they have been in the past, as part of our community form. • Downtown Lincoln is promoted as a vibrant mixed use neighborhood, offering choices for residential lifestyles and daily needs commerce in a walkable and bicycle-friendly environment.
1E	1.4	[Revise 1st goal in **Environmental Stewardship and Sustainability** section] ▪ Natural and environmentally sensitive areas are preserved and thrive. Wetlands, native prairies, endangered species, and stream (riparian) corridors are preserved to ensure the ecological health of the community.
1F	1.5	[Add new section] **Community Resiliency** A community should be prepared for the unforeseen. Natural or man-made disruptions to our way of life on a variety of scales are inevitable. Many of the greatest challenges facing Lincoln and Lancaster County will be due to widespread global/international pressures. The trend of global warming could lead to unfamiliar seasons with more severe weather and extremes from prolonged droughts to major flooding. Prices of fossil fuels will likely continue to be volatile based on increasing worldwide demand. Technological advances and urban policies should work together to prepare us to meet these challenges. *The following goals are based on this Vision for Community Resiliency:* • Raise public awareness of the impacts of global issues on the local environment and economy. • Identify points of vulnerability based on different impact scenarios. • Facilitate policies that support various means to make Lincoln and Lancaster County more resilient in the face of natural or man-made disruptions. • Utilize technology to efficiently adapt to change based on the situation.
1G	1.6	[Revise 4th bullet in **Summary of Comprehensive Plan Assumptions** section] 4. For transportation modeling purposes, an urban residential density factor of 3 dwelling units per gross acre was assumed for a majority of the designated future growth areas.
1H	1.7	[Revise **Lancaster County Future Land Use Plan**] Delete city limits from map.
1I	1.11	[Revise **Neighborhoods and Housing** paragraph] Discusses the desired pattern of development in ~~newer~~ existing and ~~older~~ developing neighborhoods and rural areas and describes strategies for meeting future housing demand.
Chapter 2. The Community		
2A	2.2	[Revise 2nd paragraph and add new text in **The Region** section] The commission began meeting in 2005 and finalized ~~a~~ the *Phase I Study NIZC* *Regional Comprehensive Plan* in 2008 and the *NIZC Model Design Standards* in 2009. The NIZC ~~P~~plan does not envision

		wall-to-wall urbanization of the I-80 corridor between Lincoln and Omaha; instead ~~the Plan~~ it emphasizes the reinforcement of existing urban areas and preservation of the rural landscape character. The Phase I Study included a regional inventory, the identification of opportunities, principles to guide the region, and recommended development patterns. The Model Design Standards were developed based upon the principles identified in Phase I. They were intended as best management practices in the form of model standards that local governments could use to promote quality design, preserve natural features, and promote economic development along the I-80 corridor. ~~To achieve~~ The Model Design Standards represented just one of a series of "next steps" envisioned by the Phase I study. As recognized by the NIZC, the achievement of the goals of ~~this~~ the NIZC ~~P~~plan will require thoughtful coordination. The NIZC plan is a good first step in this process. Planning and growth issues will need to be approached with care and respect individual jurisdictions. The communities involved need to reach a common understanding of the value to be placed on the region's natural, cultural, economic, and historic resources. Time will be needed to faithfully craft a long-term vision for regional planning and development along this corridor.
2B	2.5	[Add percentages to **Lancaster County Population** graph. The percentages can be found on a similar bar graph on Page 1.6.]
2C	2.5	[Revise 4th paragraph in **Population Density** section] A third trend which may have an impact, although probably smaller than the others already mentioned, is the increasingly diverse racial~~, socioeconomic~~ and ethnic mix experienced in the community. It is unclear what effect an increasing racial and ethnic diversity will have on the housing patterns of the community, but there may be new markets for housing products not currently familiar. Immigrants from all over the world may bring a desire for community form that more closely resembles their former homeland. *[New paragraph]* In addition, i~~I~~ncreased socioeconomic challenges may cause a desire for more affordable housing with greater access to alternative transportation and services closer at hand. The recent downturn in the economy has brought with it changes in home mortgage and bank lending practices, higher levels of unemployment, and diminished access to credit. Each of these factors may contribute to shifts in housing demand.
2D	2.7	[Revise 2nd bullet under "The Urban Environment"] The community's present infrastructure investment should be maximized by planning for well-designed and appropriately-placed residential and commercial development in areas with available capacity. This can be accomplished in many ways including encouraging appropriate new development on unused land in ~~older~~ existing neighborhoods, redevelopment of underperforming commercial areas into mixed use redevelopment areas that include residential, retail, office and entertainment uses, and encouraging a greater amount of commercial space per acre and more dwelling units per acre in new neighborhoods.
2E	2.7	[Revise 3rd bullet in **The Urban Environment**] Develop sustainable practices such as those for building and site design to maximize the preservation of our nonrenewable

		resources, ~~such as~~ including land and fossil fuels.
2F	2.8	[Revise last bullet in **The Urban Environment**] Mixed use redevelopment, adaptive reuse, and well-designed and appropriately-placed infill development, including residential, commercial and retail uses, is encouraged. These uses may develop along transit routes, at major nodes, and near employment centers to provide residential opportunities for persons who do not want to or cannot drive an automobile.
2G	2.8	[Add a title to the image "Community Form Diagram"]
2H	2.9	[Revise 2nd paragraph under "2040 and Beyond"] Much of the housing stock that exists today will continue to serve future needs and the preservation, maintenance, and rehabilitation of this housing stock should be a primary focus, but new options should be facilitated to meet the expected needs driven by the changing demographics of a county with over a half million people.
Chapter 3. Environmental Resources		
3A	3.2	[Revise Text box] **LPlan 2040 Vision for Environmental Stewardship** "LPlan 2040 commits Lincoln and Lancaster County to sustainable growth through preservation of unique and sensitive habitats~~,~~ and the ~~endorsement~~ encouragement of creative integration of natural systems into developments~~, and urban design that minimizes single occupant vehicle trips and maximizes livability~~."
3B	3.9	[Replace watershed graphic with the following graphic] 
3C	3.12	[Revise 3rd paragraph in **Local Food** section] Prime and other highly productive farmland within the county should be preserved for its agricultural value as well as potential for food production.
3D	3.12	[Revise 1st strategy in **Strategies for Local Food**] Continue to promote the preservation of prime and other highly productive farmland in the rural areas of the county.
Chapter 4. Placemaking		
4A	4.6	[Revise 1st bullet in **Guiding Principles**] The 400-foot State Capitol is the key historic, architectural, and geographic landmark of the City and the surrounding countryside. Views to the Capitol are highly valued by the people of Lancaster County and the State

		of Nebraska and should be protected and enjoyed for generations. The community's opportunity to benefit from the Capitol is further enhanced by improvements to its immediate setting, especially to the axial malls which extend from the Capitol in the cardinal directions, such as Centennial Mall.
4B	4.6	[Revise 2nd bullet in **Guiding Principles**] Public buildings and structures should be well-built, durable, and highly functional.~~, and~~ Most should be designed to blend attractively within the context of surrounding development ~~and to~~. Major civic structures should serve as ~~a guide~~ focal points in the community and should be of superior, even iconic, design. All public projects should be worthy to serve as guides for future development or redevelopment.
4C	4.6	[Revise 8th bullet in **Guiding Principles**] Design standards should be developed, monitored, and revised as necessary to express and protect community values without imposing burdensome delays or restrictions on creativity. Well-crafted standards should add predictability and clarity to the development process, rather than imposing a design solution. Design standards for landscape elements should be developed and then monitored and enforced with attention to long-term sustainability, or the benefit of this investment can quickly be lost.
4D	4.7	[Add new bullet in **Strategies; Urban Design Standards**] Monitor and update the Downtown Master Plan periodically, as the adopted guide to redevelopment of the community's center, as identified in the Vision & Plan chapter. [Link to "Downtown Master Plan" and "Vision & Plan" chapter]
4E	4.7	[Add new bullet in **Strategies; Urban Design Standards**] Extend the contributions of Urban Design Committee to advise on building projects of Lancaster County and other local government agencies as appropriate.
Chapter 5. Business & Economy		
5A	5.14	[Revise 4th bullet under Strategies for Commercial Infill] Avoid encroachment into ~~older~~ existing neighborhoods during expansion of existing commercial and industrial uses, and take steps to ensure expansions are in scale with the adjacent neighborhood, are properly screened, fulfill a demonstrated need and are beneficial to health and safety.
5B	5.15	[Remove photo and add in a legend—same one as on Page 7.10.]
Chapter 6. Mixed Use Redevelopment		
6A	6.2	[Revise 3rd bullet under "Mixed Use Redevelopment should:"] ~~Develop~~ Be located and designed in a manner compatible with existing or planned land uses.
6B	6.2	[Revise the 13th bullet under "Mixed Use Redevelopment should:"] Develop with substantial connectivity between ~~newer~~ developing or ~~older~~ existing neighborhoods and ~~newer~~ developing or redeveloping commercial centers.
6C	6.3	[Revise objective #2 in **Mixed Use Redevelopment Approach**] To offer ~~older~~ existing neighborhoods, present and future residents, developers, other businesses, and infrastructure providers a level of predictability as to where such mixed use redevelopment concentrations might be located; and

6D	6.3	[Revise components and strategies associated with other chapters] 2. ~~Older~~ Existing Neighborhoods (see *"Neighborhoods & Housing"* chapter)
6E	6.6	[Revise text in first paragraph in left column] Due to the linear nature of Corridors, ~~older~~ existing residential neighborhoods are often next door or across the alley from the commercial strip or industrial remnant.
6F	6.6	[Revise first bullet under **Mixed Use Redevelopment Nodes and Corridors should strive to locate:**] In areas where there is a predominance of commercial or industrial zoning and/or development, focusing on non-residential areas as opposed to ~~older~~ existing neighborhoods.
6G	6.8	[Correct typo] Change format for page # reference in figure and in note to match format of page numbers in footer: i.e. 6.8 and 6.9
6H	6.9	[Correct typo] Change format for page # reference in note to match format of page numbers in footer: i.e. 6.8 and 6.9
6I	6.10	[Revise heading and first paragraph] **~~Obstacles~~ Challenges to Redevelopment** Although there have been a few successful developers pursuing redevelopment projects in Lincoln, most developers choose to do projects on the city's fringe. ~~A few d~~Developers, when asked why they do not do infill or redevelopment projects, responded that:
6J	6.10	[Revise heading] **Strategies for ~~Removing Obstacles to~~ Facilitating Redevelopment**
6K	6.10	[Revise 6th bullet in **Obstacles to Redevelopment**] ~~Dealing with existing neighbors and neighborhood associations is unpredictable and time consuming.~~ Another challenge for infill and redevelopment projects is the time and uncertainty when zoning approvals or financing assistance is required, especially when neighbors express opposition to the project. That reaction is understandable when proposals have not been anticipated in neighborhood plans, and when the proposed development has not been designed to be sensitive to the context of the surrounding neighborhood.
6L	6.11	[Revise 3rd blue bullet in left column] Revise the Zoning Ordinance to provide more flexibility, particularly in commercial districts ~~older neighborhoods~~.
Chapter 7. Neighborhoods & Housing		
7A		[Move **Accessory Dwelling Units** section after **Strategies for Neighborhoods and Housing** section]
7B	7.1	[Revise 1st and 2nd paragraph in **Introduction**] One of the essential elements of the community and LPlan 2040 is housing. Ensuring safe, ~~and~~ adequate, and affordable housing is an important function in maintaining the vitality of neighborhoods and the city as a whole. The key to both ~~newer~~ developing and ~~older~~ existing urban neighborhoods is land use diversity. For ~~older~~ existing neighborhoods, the diversity is often already in place, but efforts must focus on maintaining this balance and variety. The diversity of architecture, housing types and sizes are central to what makes ~~older~~

		existing neighborhoods great places to live. New construction should continue the architectural variety, but in a manner that is sympathetic to the character of ~~older~~ existing neighborhoods. The community continues its commitment to strong, diverse neighborhoods. Neighborhoods remain one of Lincoln's great strengths and their conservation is fundamental to this plan. The health of Lincoln's varied neighborhoods and districts depends on implementing appropriate and individualized policies. In ~~older~~ existing neighborhoods, preservation, maintenance, and rehabilitation of existing housing should continue to be the focus. ~~i~~Infill and redevelopment needs to respect the street pattern, block sizes, and development standards of the area, such as parking at the rear and porches, windows, and doors on the front street side. Diversity of land uses, including commercial and special needs housing, is important provided the use fits within the character of the block and neighborhood.
7C	7.2	[Revise 4th paragraph in **Housing Trends**] The density in the urban area currently ranges from 1 to 3 dwelling units per gross acre in ~~newer~~ developing neighborhoods to as much as 19 per gross acre in neighborhoods nearest to Downtown. ~~Older~~ Existing neighborhoods generally have a greater density than ~~newer~~ developing areas. Many ~~newer~~ developing areas have low densities at this time because they are not fully developed.
7D	7.4	[Revise 3rd bullet in right column] Encourage public/private partnerships with housing entities such as *Lincoln Housing Authority*, ~~*Nebraska Housing Resource*~~ *Affordable Housing Initiatives*, *Habitat for Humanity*, and *NeighborWorks Lincoln*.
7E	7.4	[Revise 7th bullet in right column] Pursue more proactive ~~building~~ code enforcement for maintenance of existing buildings.
7F	7.5	[Change heading title] ~~Newer~~ Developing Neighborhoods
7G	7.5	[Revise 2nd paragraph in **Newer Neighborhoods**] ~~Newer~~ Developing neighborhoods should have a variety of housing types and sizes, plus commercial and employment opportunities. Developing a pedestrian orientation of buildings and street networks that provides substantial connectivity is also a priority for ~~newer~~ developing areas.
7H	7.5	[Change heading title] **Strategies for ~~Newer~~ Developing Neighborhoods**
7I	7.5	[Revise last sentence in **Strategies for Newer Neighborhoods**] The image on the following pages is an example of how these strategies might be applied in a ~~newer~~ developing neighborhood:
7J	7.6	[Revise image title] **Detailed Strategies for ~~Newer~~ Developing Neighborhoods**
7K	7.8	[Change heading title] **~~Older~~ Existing Neighborhoods**
7L	7.9	[Revise 1st and 2nd paragraph in **Older Neighborhoods**] For ~~older~~ existing neighborhoods, housing diversity is often already in place, but efforts must focus on maintaining this balance and variety. The diversity of architecture, housing types and sizes are central to what makes ~~older~~ existing neighborhoods great places to live. New construction should continue the architectural variety, but in a manner that is sensitive to the ~~older~~ existing neighborhoods. *Neighborhood Design Standards* for areas within

		Lincoln's 1950 corporate limits were adopted in 2004. Areas annexed after that are not currently covered by Neighborhood Design Standards. Preserving existing housing and promoting homeownership should remain the focus in established neighborhoods, with modest opportunities for infill and redevelopment. "Down-zonings" in established neighborhoods to help preserve a mix of single family homes and apartments have occurred in several areas over the past decade. In acknowledgement of this trend and community desire, the City's primary strategy for residential infill and redevelopment outside of the Greater Downtown is to encourage the redevelopment and reuse of sites and buildings in commercial areas in order to create new mixed use centers that are compatible and complimentary to adjacent neighborhoods. 1,000 well-designed and appropriately-placed dwelling units are projected for ~~existing residentially-zoned land, primarily~~ neighborhoods in the existing city—a one percent increase to the existing housing stock—on vacant lots, expansions of existing apartment complexes with undeveloped land, and through ~~within the existing city. In addition, new housing types such as~~ accessory dwelling units ~~may find a market in Lincoln based on demographic factors~~. ~~Lastly, r~~Residential redevelopment in ~~older~~ existing neighborhoods tends to occur naturally without public intervention over a long period of time, as individual properties become obsolete or are acquired piecemeal by private or nonprofit developers.
7M	7.8	[Remove box with green text] ~~1,000 dwelling units are projected for existing residentially-zoned land, primarily on vacant lots within the existing city.~~
7N	7.8	[Add text to last paragraph in **Accessory Dwelling Units**] An ADU is different than a duplex in two main ways. First, the two units that make up a duplex are usually relatively equal in size and one unit does not usually dominate the other on the lot, whereas an ADU is typically limited in size. Second, both units in a duplex may be rented. For ADUs in some communities, the owner must reside either in the ADU or in the main house. ADUs should be considered in both existing and developing neighborhoods as an additional choice of housing.
7O	7.9	[Change heading title] **Redevelopment in ~~Older~~ Existing Neighborhoods**
7P	7.9	[Revise 1st paragraph in **Redevelopment in Older Neighborhoods**] Infill and redevelopment in ~~older~~ existing neighborhoods typically occurs through an incremental and organic process over long periods of time. This process is chiefly led by the private and nonprofit development sector. Good design and appropriate placement are key to successful redevelopment. Widely varying techniques are utilized to achieve redevelopment in ~~older~~ existing neighborhoods such as the following examples: 1) de-conversion of multi-family back to single-family homes (resulting in a net decrease in density); 2) replacement of a single-family home with a new single-family home (resulting in no net change in density); 3) tearing down more than one structure and building a new multi-family building or a group of other housing types (resulting in a net increase in density); or 4) multi-family complexes identifying open areas to develop additional buildings on the existing property (resulting in a net increase in density).

7Q	7.9	[Change heading title] **Strategies for Redevelopment in ~~Older~~ Existing Neighborhoods**
7R	7.9	[Revise 2nd, 4th and 8th bullet and last paragraph in **Strategies for Redevelopment in Older Neighborhoods**] ▪ Maintain and enhance infrastructure and services in ~~older~~ existing neighborhoods. ▪ Recognize that broad economic diversity within ~~older~~ existing neighborhoods encourages reinvestment and improves quality of life for all residents while acknowledging the need for affordable housing. ▪ Retain existing predominately single-family blocks in ~~some older~~ existing neighborhoods, in order to maintain the mix of housing types. The image on the following pages is an example of how these strategies might work together in an ~~older~~ existing neighborhood:
7S	7.10	[Change image title] **Detailed Strategies for Redevelopment in ~~Older~~ Existing Neighborhoods**
7T	7.12	[Revise 3rd paragraph in **Rural Areas**] All proposals for acreages ~~on land not already~~, whether designated on the future land use map for ~~acreages~~ low density residential or not, should be evaluated based on factors such as paved roads, adequate water quality and quantity, soil conditions for on-site wastewater management, availability of emergency services, agricultural productivity, land parcelization, the pattern of existing acreages, and plans for future urban development.
7U	7.13	[Revise 4th bullet in **Strategies for Rural Areas**] Pursue state legislation to enable the County to establish a transfer of development rights program that helps encourage acreage development in more suitable locations while protecting environmental resources and prime and other highly productive farmland.
Chapter 8. Community Facilities		
8A	8.4	[Revise map to show Uni Place police station.]
8B	8.4	[Revise 1st paragraph and add new paragraph in **Lincoln Fire and Rescue**] Changing development patterns financial concerns, service expectations, availability of resources, environmental issues, traffic flow, or other conditions ~~may~~ will warrant changes to provide effective emergency response. The utmost priority of Lincoln Fire and Rescue is the ability to provide the highest level of emergency service within the shortest period of time. The Lincoln Fire Department currently operates from 14 stations located throughout the City. These stations are geographically located in the community to be able to meet the National Fire Protection Association (NFPA-1770) Standards concerning response times. However, Lincoln Fire and Rescue has repeatedly stated that maintaining desirable response times is becoming increasingly difficult in areas that have experienced urban growth further and further away from existing fire stations. The Fire Department is expected to review the strategic deployment of stations, including relocating existing stations as well as planning new ones, in order to improve response times and anticipate further growth. Mutual aid requests for Lincoln Fire Department service are common for incidents outside Lincoln.

8C	8.6	[Revise 2nd paragraph in **Health Care**] ~~The Community Mental Health Center of Lancaster County (CMHC) operates from m~~Multiple public and private service sites around Lincoln~~, serving~~ serve mental health needs of persons in Lancaster County. Continued population increases in Lancaster County and southeast Nebraska have meant increased demand for mental health services ~~provided both at the main facility and in program satellites~~. The Lincoln/Lancaster County Health Department also provides a wide range of health related services to the residents of Lincoln and Lancaster County.
Chapter 9. Parks, Recreation & Open Space		
9A	9.4	[Revise text in **Level of Service**] The level of service (LOS) goal for Community Parks is based on both the financial resources anticipated to be available for park development and on programmatic standards. It is anticipated that development of future community parks will be financed primarily through voter-approved general obligation bonds. There are currently 18 Community Parks encompassing roughly 746 acres, with an average size of 41 acres. The current citywide LOS is 2.9 acres of Community Park land per 1,000 Lincoln residents. LPlan 2040 establishes an LOS goal of 1.3 acres per 1,000 new Lincoln residents in new growth areas and a service area radius of approximately 2 miles in the urban area. The resulting citywide Community Parks LOS goal for LPlan 2040 will be 2.4 acres per 1,000 Lincoln residents. While this goal is lower than the current LOS, it recognizes the financial resources projected to be available and plans for the development of three 50-acre sites during the planning period of a size that will meet the programmatic standards for community parks.
9B	9.5	[Revise text in **Level of Service**] The level of service (LOS) standard for Neighborhood Parks is based on both the financial resources anticipated to be available for park development and on programmatic standards. It is anticipated that development of Neighborhood Parks will be financed primarily through impact fees. There are currently 48 Neighborhood Parks encompassing roughly 353 acres, with an average size of 7.4 acres. The current citywide LOS is 1.4 acres of Neighborhood Park land per 1,000 Lincoln residents. LPlan 2040 establishes an LOS goal of one acre per 1,000 new Lincoln residents in new growth areas. Neighborhood Parks should generally be located within the center of each mile section with a service area radius of approximately ½ mile in the urban area. The resulting citywide Neighborhood Parks LOS goal for LPlan 2040 is 1.3 acres per 1,000 Lincoln residents. While this goal is slightly lower than the current LOS, it recognizes the financial resources projected to be available. Projected funding is based upon the current level of impact fees for Neighborhood Parks, which supports the acquisition and development of about four acres of neighborhood parkland per square mile of residential development. Four acres is adequate to accommodate the standard program for a neighborhood park.
9C	9.8	[Revise text in **Level of Service**] The current citywide LOS is 3.5 outdoor public pools per 100,000 Lincoln residents. The range of LOS for benchmark cities is 1.1 to 6.0 outdoor public pools per 100,000 residents, with an average LOS of 3.7 outdoor public pools per 100,000 residents. No new neighborhood pools are proposed during the

		planning period because of the low cost-recovery and the level of ongoing tax support required for annual operations and maintenance. Thus, t~~T~~he City is not intending to maintain ~~this~~ the current LOS, but will continue to provide opportunities for aquatic recreation as described in the strategies that follow.
Chapter 10. Transportation		
10A	10.3	[Correct typo in second paragraph in **SAFETEA-LU Compliance**] A list of the ~~SAFETEAU~~ SAFETEA-LU factors can be found in the Technical Report.
10B	10.3	[Revise 3rd paragraph in **SAFETEA-LU Compliance**] There are eight planning factors included in SAFETEA-LU, which are specified areas that need to be considered for all metropolitan planning activities. ~~There are other elements identified in the planning requirements that need to be addressed as well.~~ The eight SAFETEA-LU planning factors are incorporated in the LRTP goals and further detailed the Technical Report. Other SAFETEA-LU emphasis areas that were addressed include:
10C	10.3	[Revise text in **Strategic Highway Safety Plan (SHSP).** The transportation planning process includes an on-going traffic safety evaluation, looking at the crash data available from the City of Lincoln and NDOR for the planning area. High crash rate locations were identified, the types of crashes were evaluated and then improvements were evaluated where feasible. This crash information was used as part of the 2040 LRTP project selection process.
10D	10.6	[Revise sentence in 1st paragraph in **Existing Pedestrian and Bicycle Facilities**] The sidewalk rehabilitation program has been ~~well~~ underfunded in the recent past. In order to continue this program at an appropriate level, serious consideration of increased funding must be taken.
10E	10.11	[Revise text in **Safety and Security**] The City's annual *Crash Study* provides a source of information through which local and state officials examine and respond to changing transportation conditions. During ~~the year~~ 2008, approximately 7,900 crashes were reported within the City limits, involving pedestrians, bicyclists, buses, trucks, trains, motorcycles and automobiles. The estimated monetary loss from those crashes is $196 million. These total crashes resulted in a vehicle crash rate of 4.94 crashes per million vehicle miles traveled. The crash rate has experienced an average annual decline of 3.26 percent per year since 1985. This crash information was used as part of the 2040 LRTP project selection process.
10F	10.12	[Revise 1st paragraph in **Congestion Management**] The Congestion Management Process is a tool used by local transportation agencies to determine what level of capacity improvement is most suitable for a corridor and uses data from the Lincoln MPO Travel Demand Model to analyze the submitted capacity improvement projects included in this Plan and was used as part of the 2040 LRTP project selection process. This is discussed further in the Streets and Roads portion of ~~s~~Section 5 and in greater detail in the Technical Report.
10G	10.14	[Revise 2nd paragraph in **Functional Classification**] Urban/Rural Interstates, Freeways and Expressways are at the top of the classification hierarchy. ~~are~~ These are roads capable of carrying large numbers of vehicles at higher rates of speed over long

		distances.
10H	10.19	[Revise 2nd & 3rd bullet in **Existing Rail System**] • SW 40th St Viaduct (committed project) • South 68th St, south of Hickman (under construction)
10I	10.21	[Revise **Neighborhood, Community and Interest Groups** paragraph] Several community organizations were directly contacted by e-mail and by telephone multiple times throughout the process in order to more fully engage traditionally underrepresented populations such as racial and ethnic minorities and low income households.
10J	10.24	[Revise **Goal 5: Support economic vitality of the community. (Weight 14.6)**] ~~Economic vitality is a SAFETEA-LU planning factor that is very complex and hard to describe.~~ Economic vitality requires that many characteristics beyond transportation facilities be present, including a low cost of doing business, availability and access to technology, an educated and skilled workforce, choice of housing types, high quality schools, low municipal and state debt, and other less tangible qualities.
10K	10. 26	[Add text to **The 2040 Needs Based Plan** paragraph.] The Needs Based Plan identifies the programs, projects, and funding necessary to address the transportation needs of Lincoln and Lancaster County through 2040. This proposal is based on the 2040 Future Land Use, and it provides information on how to attain a balanced transportation system with all modes of travel funded adequately. By proposing a balanced transportation system that provides choice of multiple modes of travel, by basing the transportation needs of the community on the Future Land Use that calls for more opportunities for mixed-use residential development in the existing commercial areas, and by emphasizing the need to invest in healthy, safe and walkable neighborhoods, the Needs Based Plan takes into consideration and applies multiple livability principles.
10L	10.27	[Revise top paragraph in left column.] Pedestrian crossing signals should be updated and installed when warranted at appropriate sites along with other visual cues to alert drivers to pedestrian crossing points and to increase the safety and security of pedestrians~~; these projects should be identified and prioritized~~. With the adoption of the 2040 Plan, a prioritized list of needed pedestrian improvements and policy changes should be identified as part of an implementation strategy.
10M	10.27	[Add text to last paragraph in left column.] The bicycle and pedestrian program should include subdivision and building codes that plan for the inclusion of appropriate bicycle facilities. As part of an implementation strategy, a prioritized list of needed bicycle improvements and policy changes should be identified.
10N	10.27	[Add text to end of 1st paragraph in **Multi-Use Trails – 2040 Needs**] Opportunities to develop trails in the County should be identified as they are presented and efforts to complete these projects should be made as funding opportunities allow.
10O	10.32	[Add text o 2nd paragraph in **System Management and Operations**]The City's Annual Crash Study and Transportation Crash records system are intended to address the requirements of SAFETEA-LU and the State of Nebraska Critical Emphasis areas. It is anticipated that the City's transportation safety program will continue to emphasize

		education, enforcement, engineering and evaluation to help mitigate crashes. This crash data was used to inform the project selection process for the 2040 Plan.
10P	10.32	[Delete text in 1st paragraph in **Roadway Rehabilitation Program**] In general, the former is less expensive ~~than,~~ and can delay the need for~~,~~ the latter.
10Q	10.33	[Provide a link to the Congestion Management Process document]
10R	10.33	[Replace the Complete Streets image with the following image]
10S	10.33	[Add text to 3rd paragraph in **Alternative Transportation Modes and Complete Streets Policy Development**] The City should develop a Complete Streets policy, related new roadway standards, and a process to implement complete street principles prior to the next regular five-year update of the Plan.
10T	10.35	[Revise last sentence in **Intersection Capacity Improvements**] The following intersections are likely candidates for improvement projects within the planning period and were identified based on information from the Congestion Management Process including crash data:
10U	10.36	[Revise 2nd paragraph in **Developer Commitments**] Specific street improvement~~s~~ descriptions are noted only for those projects that have not yet been constructed; these projects are shown in green on the ~~c~~Committed Roadway ~~p~~Projects map that follows. The commitments that only show a dollar figure are repayments required for completed street improvements.
10V	10.36	[Revise last sentence in **Federal and State Improvements**] All of the projects listed on the following page are considered to have funds committed for design and construction during the 2040 planning period with the exception of those identified as Illustrative projects:
10W	10.37	[Revise **State Projects** table] Separate out the 3 Illustrative State projects (South Beltway and 2 US-77 interchanges) from the State Projects listing to better indicate state funding is not yet available for them. Show these project below the other projects in a separate box titled "Unfunded State Projects."
10X	10.39	[Revise 2nd paragraph in **South and East Beltways**] Should this project move back onto the State list of programmed projects, the City of Lincoln has provided for ~~intends to provide~~ the $35 million 20% local match to fund the project in the Financially Constrained Plan which follows this section. If this occurs, an amendment to the Plan and a ~~additional funding source or~~ reprioritization of road projects in the Financially

		Constrained Plan ~~which follows this section~~ will be needed to ~~provide the City's local~~ coordinate with the State's timing for the project.
10Y	10.39	[Revise 2nd paragraph in **Right-of-Way Considerations**] Projects occurring at the intersection of two arterial streets or at locations where right turn lanes are required will warrant the further dedication or acquisition of public right-of-way up to 130 feet in width . . .
10Z	10.40	Use updated **Needs Based Roadway Plan** map.
10AA	10.41	Update project list to include state projects, project funding year updates based on additional funding, and updated funding lines and colors for 2025 and 2040 based on new funding levels.
10BB	10.43	[Revise 2nd paragraph in **Rural Road Network – 2040 Needs**] Road improvement decisions in the County are triggered by daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary. When a road experiences a traffic level of 300 trips per day or more, a minimum of 100 feet of ROW ~~is~~ may be acquired by the County and grading and drainage improvements ~~are~~ may be made in anticipation of future improvement needs. At 400 trips per day, a roadway qualifies for paving ~~is installed~~, which should remain as an effective facility, with proper maintenance, until a level of 6,000 trips per day is reached. At that point a four-lane divided facility may be needed. The Future County Road Improvements Plan shows County roads which are likely candidates for two-lane paving in the future.
10CC	10.45	[Revise and add text in **Goods and Freight Movement – 2040 Needs**] Specific activities that are beneficial to the freight industry include ongoing information dissemination and dialogue through the MPO's Freight Carriers Working Group, enhanced efforts to inform the freight industry of upcoming projects and related impacts on detours and routing, and moving forward with projects like intersection improvements and improvements along major freight routes like Highway 2. The focus of discussion on freight bottlenecks with the freight community during the development of the 2040 Plan was on needed improvements to Highway 2 and the anticipated construction of the South Beltway as a major benefit to freight operations in the region. Freight considerations, including the locations of identified truck routes in the region, were part of the project selection process for the 2040 Needs assessment.
10DD	10.47	[Add new paragraph in **Overview of Funding Sources**] In general, revenue assumptions were established through coordination with the City of Lincoln Public Works & Utilities Department, the Lincoln Parks & Recreation Department, and StarTran to identify all current and expected revenue sources, and to establish a trend in those funding amounts, generally using a 6 year history for each. The Technical Report provides detailed descriptions of funding sources and explanations of the assumptions on percentage increase in revenues.
10EE	10.48	[Add link in **Impact Fees** section to City ordinance describing Impact Fees in Chapter 27.82] This local funding source is levied against new development to generate revenue to support specific public projects for arterial streets. The fees can generally be used on public projects within the district that it is collected.

10FF	10.48	[Revise text in **Railroad Transportation Safety District & State Train Mile Tax**] The Railroad Transportation Safety District is a local funding source generated by a countywide property tax. These funds are designated for projects throughout the City and County to reduce or eliminate automobile/pedestrian and railroad conflicts. The State Train Mile Tax is a state tax on rail traffic passing through the City and used for constructing, rehabilitating, and relocating or modifying railroad grade separation facilities.
10GG	10.48	[Revise text in **Build Nebraska Act State Revenue** (LB 84)] This state revenue commits 0.25 cents of the state's existing 5.5-cent sales tax to high priority highway projects. A minimum amount of this funding annually will be required to go toward construction of the State's expressway system. The revenue will be split between the state (83%) and cities and counties (17%). Local governments will be required to use their allotment of the revenue for road and street purposes. This allocation of revenue to Lincoln has been incorporated into the revenue assumptions for the 2040 Plan.
10HH	10.49	[Revise column heading in **Table 10.2**] Add "LB 84" to name of the Build Nebraska Act State Revenue funding column.
10II	10.50	[Add text in **Federal Aid Surface Transportation Program (STP)**] This federal funding source is designated by formula for urbanized areas with over 200,000 populations and provides resources for a variety of eligible transportation projects. A total STP funding amount of $5.3 million in 2012 is assumed for the Financially Constrained Plan and is projected to grow at a rate of 2.5% per year through 2040. A minimum of 20% non-Federal match is required (80% Federal funding).
10JJ	10.50	[Revise text in **Federal ~~Demo/~~Safety/Bridge**] ~~**Demonstration Funding:** This federal funding source provides resources for specific projects (commonly referred to as demonstration projects) that intend to use new technology or new methods that may result in improved practices for future projects.~~ **STPP Hazard Elimination:** This federal funding source provides resources for safety improvements on any public road for activities including railroad crossings, public transportation facilities and public pedestrian and bicycle pathways, and trails. A total STPP Hazard Elimination funding amount of $0.5 million in 2012 is assumed for the Financially Constrained Plan and is projected to grow at a rate of 2.5% per year through 2040. **Bridge Replacement:** This federal funding source provides resources to assist the City to replace or rehabilitate deficient highway bridges. A total Bridge Replacement funding amount of $1.5 million in 2012 is assumed for the Financially Constrained Plan and is projected to grow at a rate of 2.5% per year through 2040.
10KK	10.50	[Revise 1st paragraph in **Financially Constrained Transportation Plan**] As presented in Section 5, the Needs Based Plan for operations, maintenance and capital improvements for trails, bicycle and pedestrian, transit and roadways is estimated to cost $66.9 million dollars in current year 2012 dollars and increases annually at 3% per year over time through 2040. Presented in the Revenue Summary of this section ~~(section 6)~~ were the forecasted revenues, which were estimated at approximately $50 million dollars.

10LL	10.51	[Revise 3rd paragraph in **Financially Constrained Transportation Plan**] The "Financially Constrained Plan Process" on the following pages presents the process, programs and projects that bring together the Lincoln MPO transportation needs identified in section 5, with the realities of the limited transportation funding in the Revenue Summary of this section to develop the Lincoln MPO Financially Constrained Transportation Plan. To provide Year of Expenditure costs, all programs and projects identified in the Financially Constrained Transportation Plan are inflated by a factor of 3% per year through the planning period. Historically, a 4% inflation factor has been used, but subsequent to the 2009 recession, inflation has been extremely low and in some cases a reduction from previous years has occurred. It is assumed that in the near future, through the TIP period and beyond, the inflation rate will remain low and then possibly increase. Therefore, the 3% rate represents a more realistic estimate over the entire planning period. Subsequent updates of this Plan can incorporate any changes to this inflation rate.
10MM	10.51	[Update **Table 10.4** by separating out Federal and State funding amounts]
10NN	10.56	[Use updated Roadway Maintenance chart to reflect change in funding amounts]
10OO	10.60	[Revise 1st paragraph in **Roadway Capital Project Details**] The available revenue was calculated based on a sum of the total year program funding allocation for current year dollars times a 3% inflation factor to get year of expenditure costs that were then subtracted from the total year of expenditure costs for all roadway projects (also inflated by 3% per year). ~~Historically, a 4% inflation factor has been used, but subsequent to the 2009 recession, inflation has been extremely low and in some cases a reduction from previous years has occurred. It is assumed that in the near future, through the TIP period and beyond, the inflation rate will remain low and then possibly increase. Therefore, the 3% rate represents a more realistic estimate over the entire planning period. Subsequent updates of this Plan can incorporate any changes to this inflation rate.~~
10PP	10.62	[Use updated Roadway Capital Projects table that include State projects and incorporates changes based on additional funding]
10QQ	10.67	[Add text in **Strategies: Complete Streets Policy**] The Lincoln MPO should develop a Complete Streets policy, related new roadway standards, and a process to implement complete street principles prior to the next regular five-year update of the plan.
10RR	10.69	[Add text in **Freight**; **Strategies**] Build on current efforts to establish an MPO freight advisory task force with representatives from all appropriate modes to ensure that projects proposed by the private sector are incorporated into the planning and programming process. The focus of discussion on freight bottlenecks with the freight community during the development of the 2040 Plan was on needed improvements to Highway 2 and the anticipated construction of the South Beltway as a major benefit to freight operations in the region.
10SS	10.69	[Revise text in **Mitigating Impacts on Environmental, Social and Cultural Resources**] As part of the planning process to develop the 2040 Long Range Transportation Plan, environmental impacts of proposed transportation projects were analyzed by a group

		of state and local government representatives, non-profit organizations and interest groups in a process which is fully described in the Technical Report~~, Alternative Transportation Analysis section~~. The purpose of this effort was to provide an opportunity to identify any conflicts between environmental, social and cultural resources and potential transportation projects, and to use this information to help determine which projects to include in the transportation plan. The following is an explanation of these reviews by topic area. This information will be considered as transportation projects from the plan are implemented. [New paragraph] In summary, GIS mapping was used to represent proposed roadway and trail projects and to analyze their relationship to identified environmental, social, cultural and historic resources. Possible conflict points and areas were identified and information and maps were sent to a group of 27 different contact persons. These individuals were asked to consult with their group or agency and report back on 1) any possible conflict points that were missed in the analysis, 2) issues that may be raised by the conflict points, and 3) possible mitigation strategies to address these issues. Responses are included in the Technical Report.
10TT	10.69	[Delete word in last paragraph of **Mitigating Impacts on Environmental, Social and Cultural Resources**] Environmental impacts ~~then~~ are fairly limited because the area has already been impacted to some extent with the establishment of the existing right of way.
10UU	10.73	[Revise last paragraph in **Process for Amending the Financially Constrained Plan**] All amendments will need to be reviewed and approved by the Technical Committee of the Metropolitan Planning Organization (MPO) that includes local, state, and federal representation, the Lincoln-Lancaster County Planning Commission, the Lincoln City Council, the Lancaster County Board, and the MPO Officials Committee. The amendment process will also need to adhere to the MPO's Public Participation Plan to ensure opportunities for public engagement and information dissemination.
Chapter 11. Energy & Utilities		
Chapter 12. Plan Realization		
12A	12.2	[Revise **Lancaster County Future Land Use Plan**] Delete city limits from map.
12B	12.11	[Revise 3rd bullet in **Strategies for Financing Urban Infrastructure**] Encourage Higher Densities. Maximize the community's investment in infrastructure through ~~higher~~ well-designed and appropriately-placed density in residential and commercial development. Both for new development and redevelopment, an increase in well-designed and appropriately-placed density will decrease the amount of infrastructure necessary overall in the community.