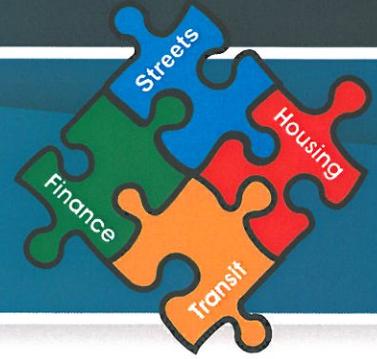
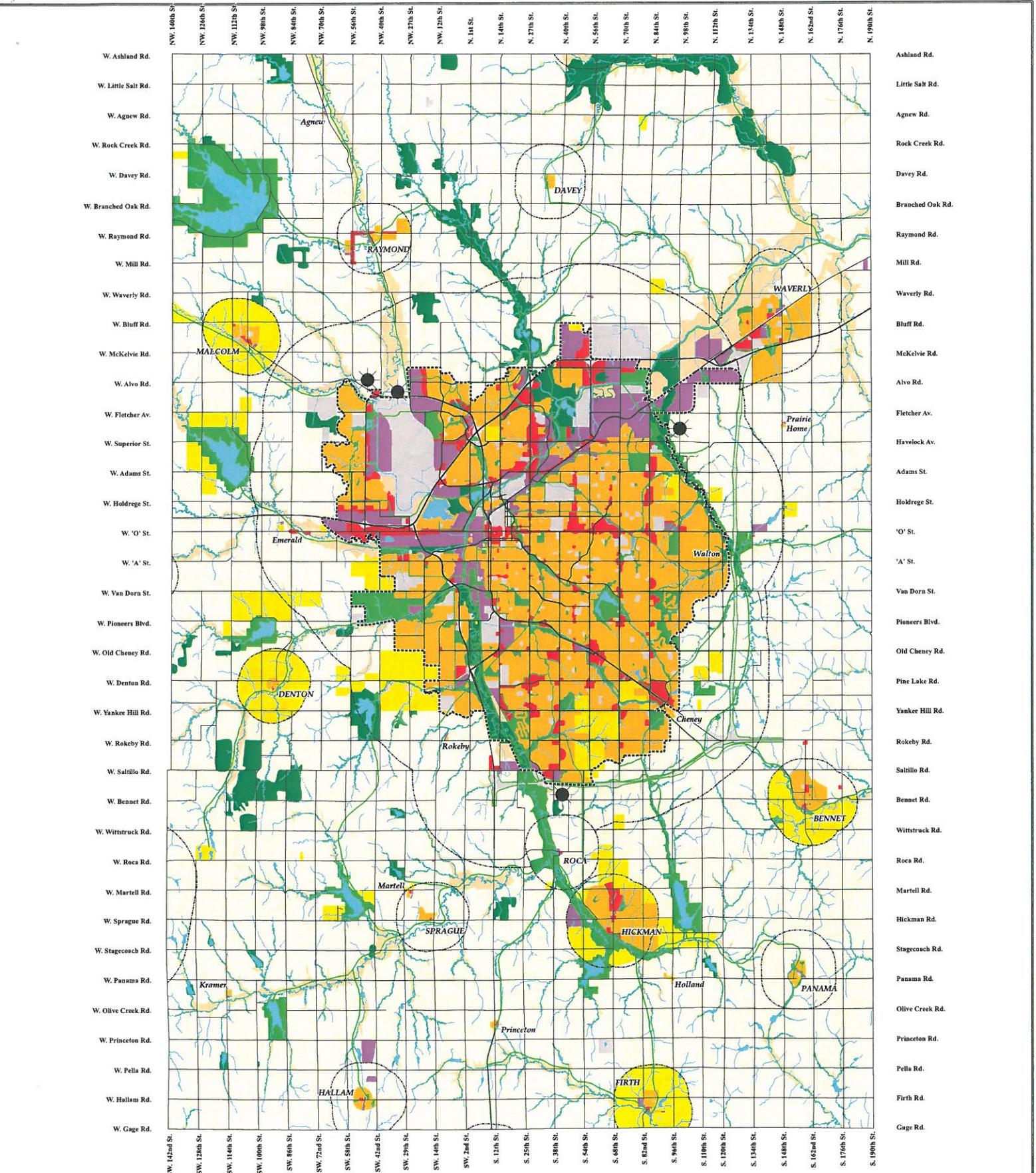


Plan-it-Yourself Resources Packet



- Lancaster County Future Land Use Map
- Lincoln Area Drainage Basins Map
- Projects & Studies: Lincoln Area Street & Roadway Improvements 2030 Map
- “Two Plus Center Turn Lane” Map
- Dwelling Unit Density by Traffic Zone Map
- StarTran Service Area: Congruency Map



LANCASTER COUNTY FUTURE LAND USE

- Residential - Urban Density
- Residential - Low Density
- Commercial
- Industrial
- Green Space
- Lakes & Streams
- Environmental Resources
- Agricultural Stream Corridor
- Future Service Limit
- Potential Large Employer Opportunity Areas
- Agricultural
- Public & Semi-Public

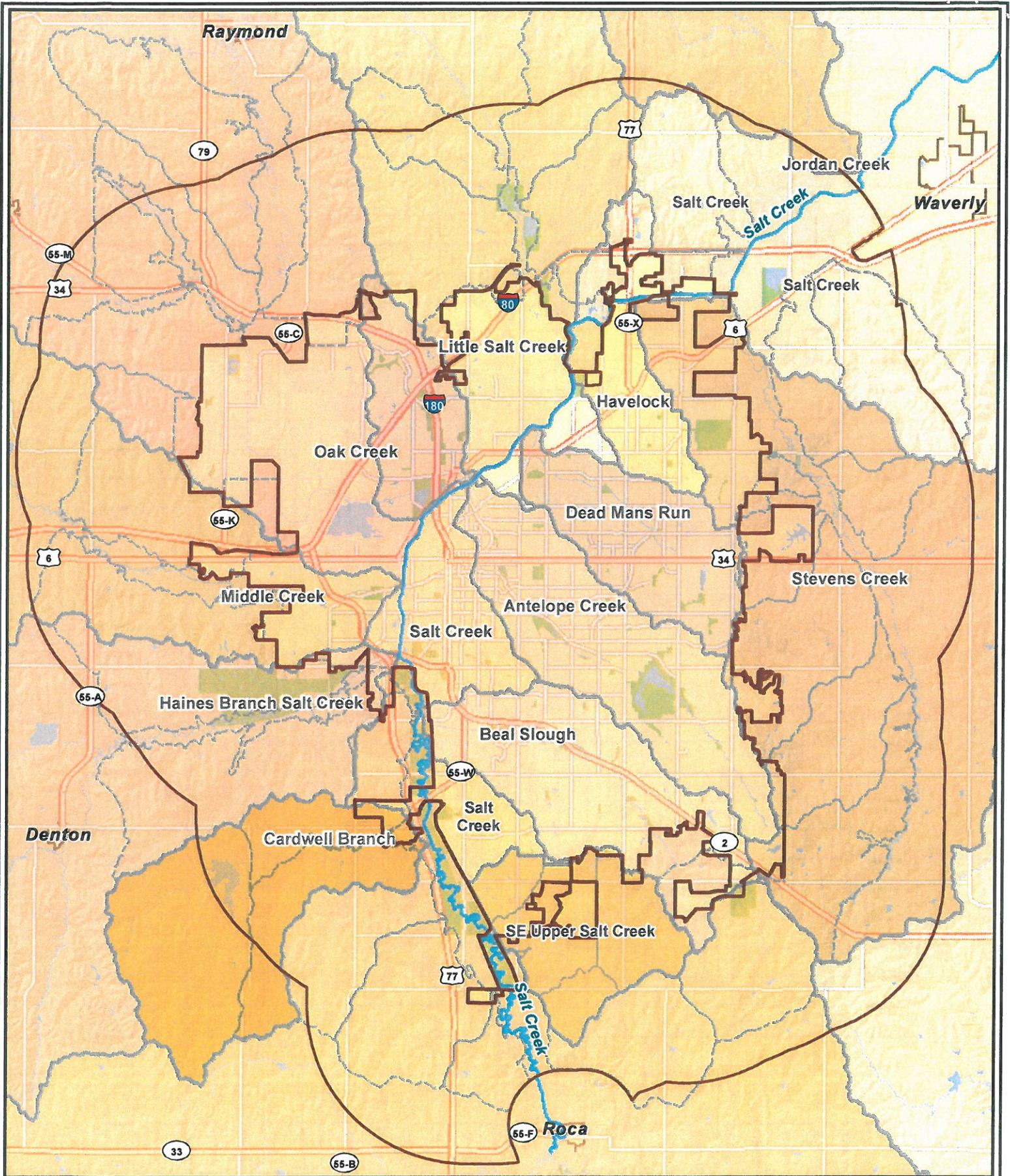
The location of each land use designation is generalized. The appropriateness of a particular zoning district for a particular piece of property will depend on a review of all of the elements of the Comprehensive Plan. Please consult other sources for exact locations of environmental resources such as wetlands, native prairie and floodplain. Not all of these resources are displayed on this figure.

The incorporated town plans are displayed on this figure. In many circumstances the land use categories in the town plans were different from the categories used in the Lincoln Lancaster County Plan, so some adjustments were made for the purposes of this display. These communities and their specific adopted plans should be consulted as the source for decisions within their zoning jurisdictions.



0 0.5 1 2 3 Miles



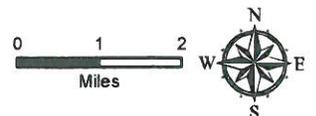


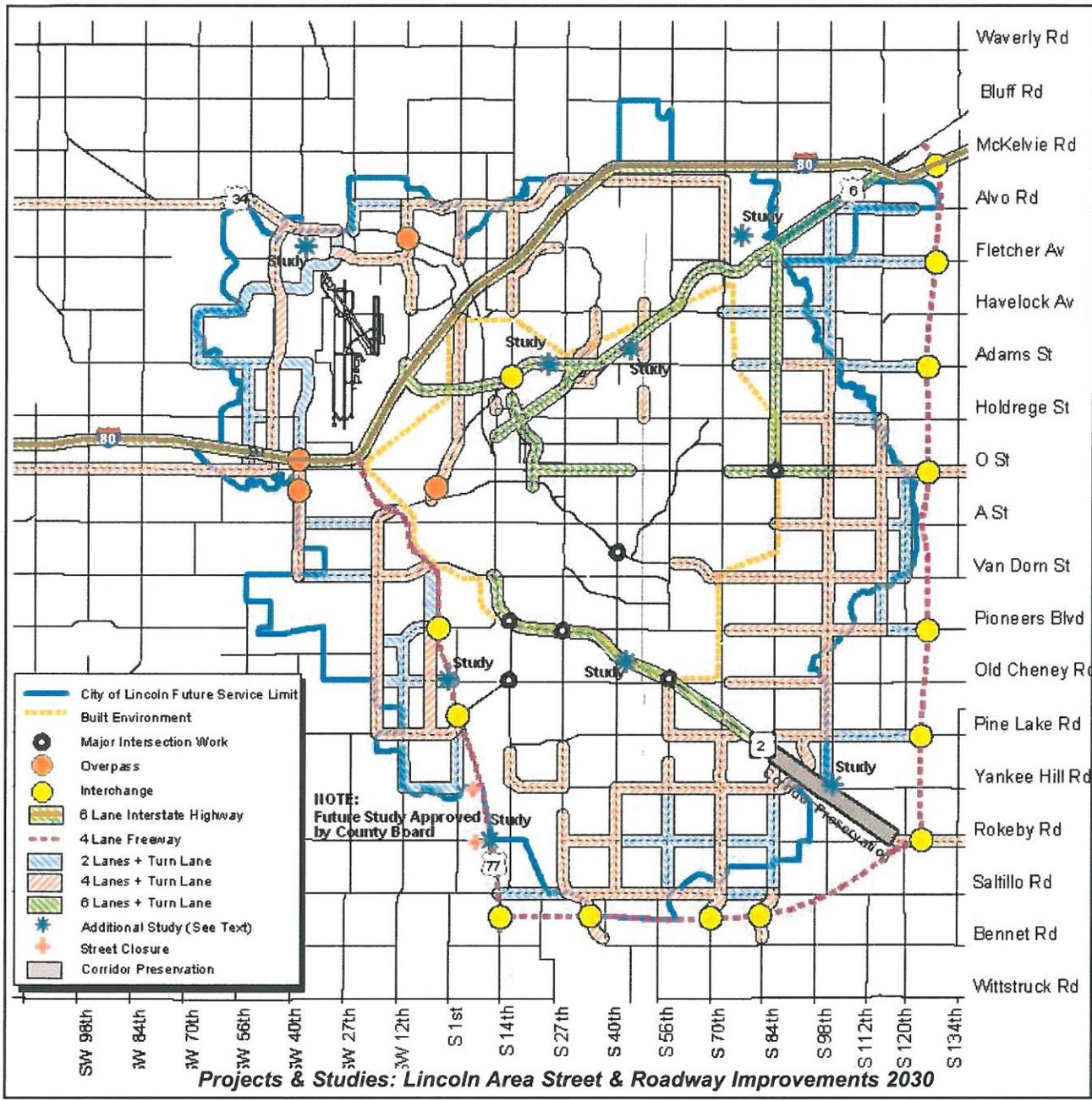
LINCOLN AREA DRAINAGE BASINS

Prepared by The Lincoln - Lancaster County Planning Department, ITS Division

LINCOLN - LANCASTER COUNTY
PLANNING DEPARTMENT
ITS Infrastructure & Planning Services
 200 South 22nd Street
 Lincoln, Nebraska 68502
 PH: 402.477.7400 FAX: 402.477.2277

- Drainage Basins
- Sub Basins
- City Limit
- Three Mile Limit

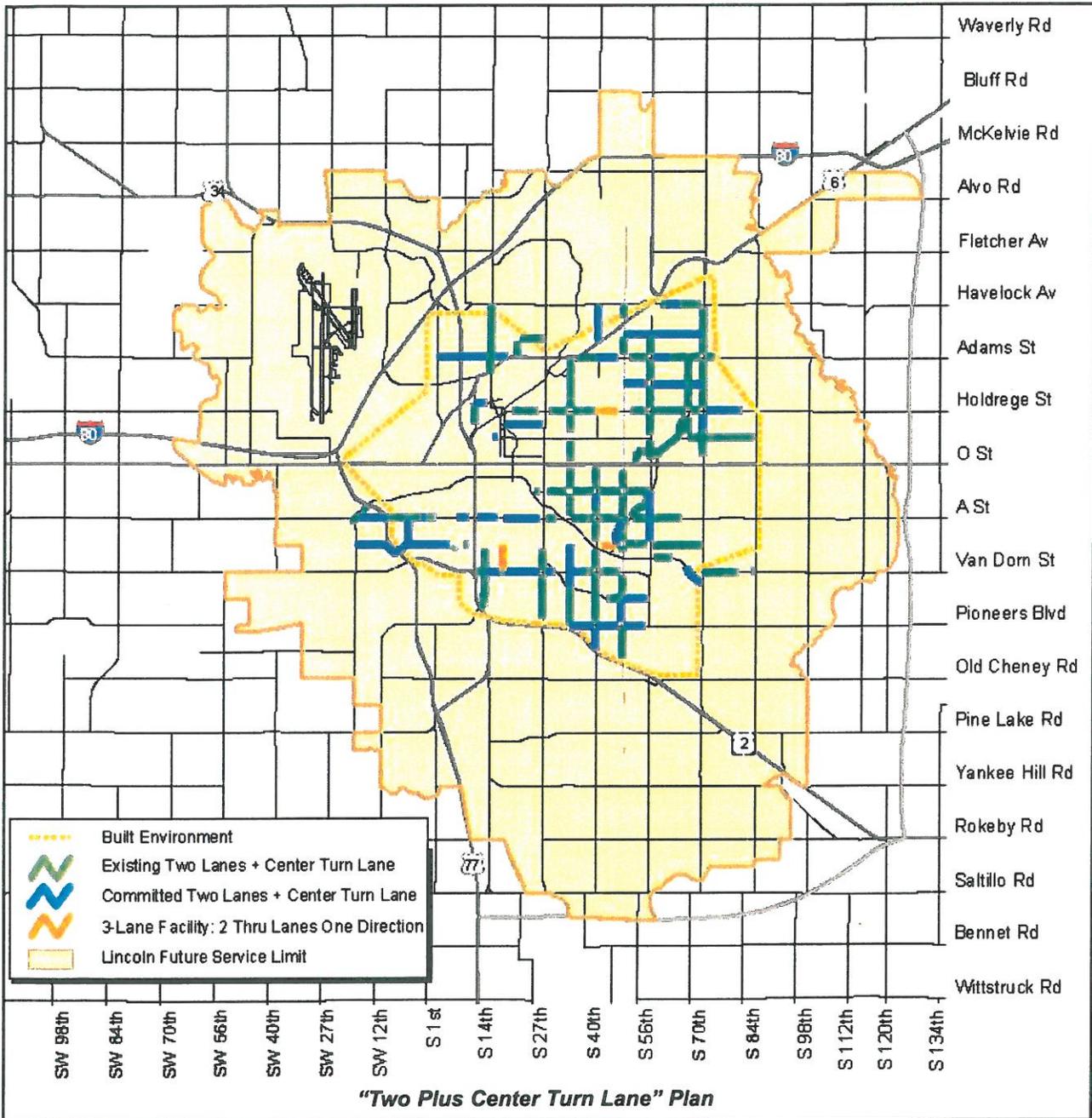




lowing describes the functions of the various street classifications used in the Lincoln-Lancaster County transportation planning area:

A. Principal Arterial: This functional class of street serves the major portion of through-traffic entering and leaving the urban area and is designed to carry the highest traffic volumes. These serve intra-area traffic such as between the downtown and outlying residential areas or traffic between major inner-city communities or suburban centers. Managing and controlling access to these types of roadways is very important. This access must respect and reflect the land uses and development context adjacent to each principal arterial. For example, managing and controlling access to and from a roadway in the “built environment” differs from that in developing locations, because of the varying character of these areas. The principal arterial system is stratified into the following two subsystems:

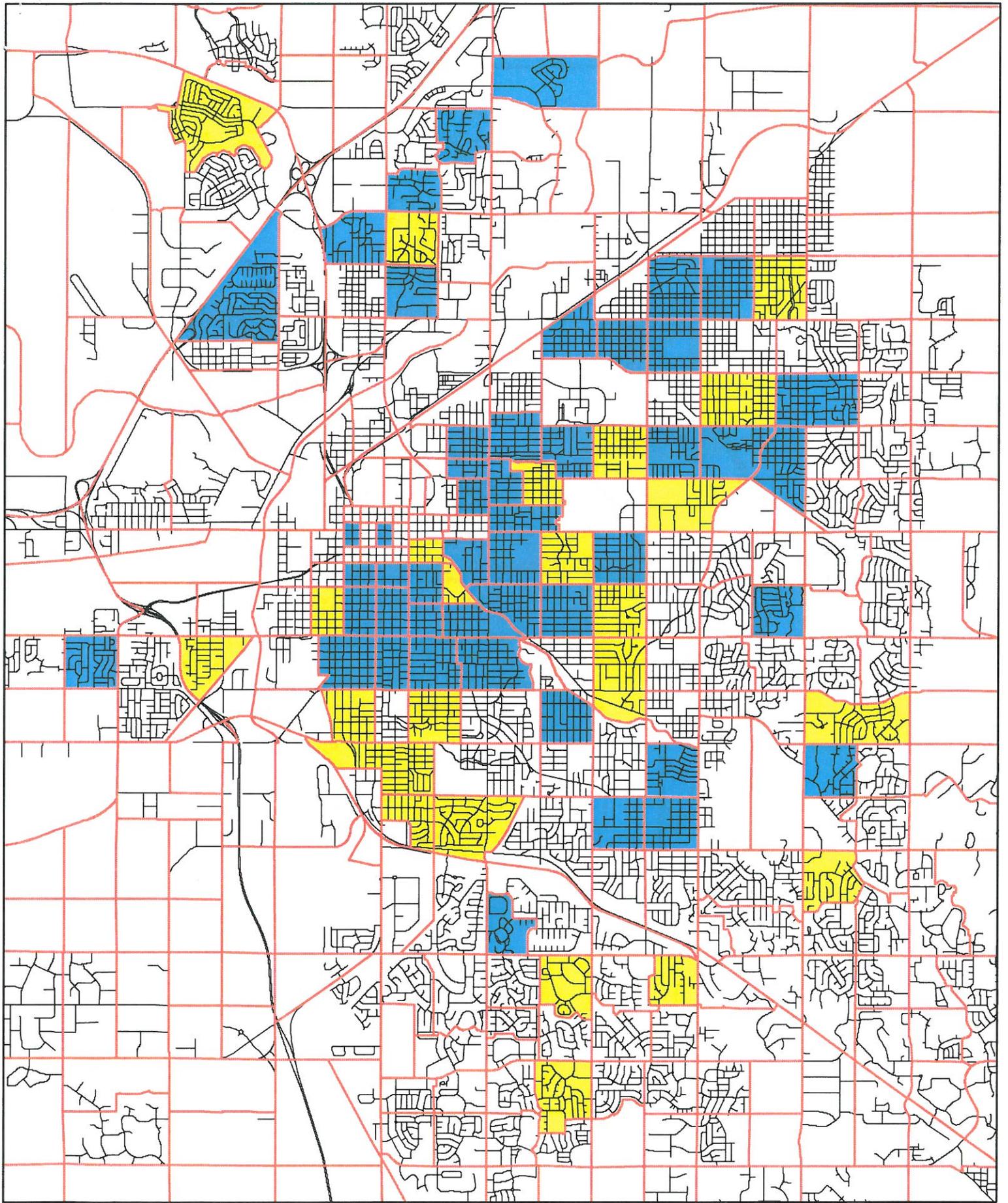
- ◆ Interstate Highway, Freeway and Expressway: These are divided, limited access facilities with no direct land



"Two Plus Center Turn Lane" Plan

center median. When complete, the first phase of implementation will include community revitalization elements, construction of the north/south roadway from approximately N. 14th Street and Salt Creek south to K Street, construction of the east-west diagonal road from the 9th/10th Street connection to a point east of 27th Street, and construction of the storm water and flood control elements. The overpass for the Burlington Northern-Santa Fe railroad tracks will be constructed to carry six lanes of through traffic, dual left turns and one right turn lane. Phase 1 of the "Draft Single Package" is under construction and is considered a committed City project.

Implementation of the Antelope Valley Roadway project will be conducted through the Joint Antelope Valley Authority (JAVA), which includes representatives from all three of the study's original participants listed above.



DWELLING UNIT DENSITY BY TRAFFIC ZONE

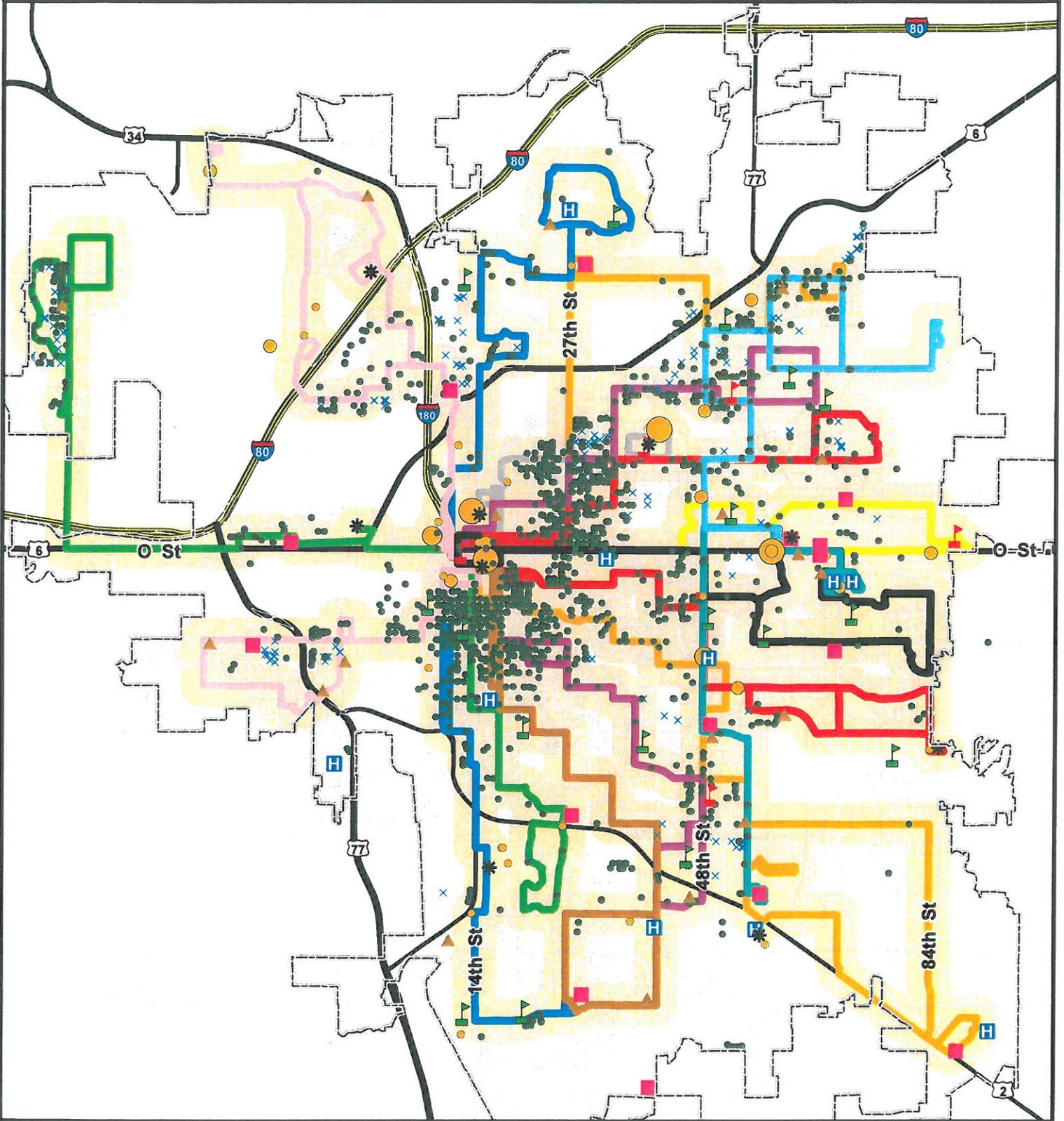
- 3.9 DUs Per Acre or More
- 3.5 to 3.89 DUs Per Acre

AUGUST 10, 2010



Figure 2

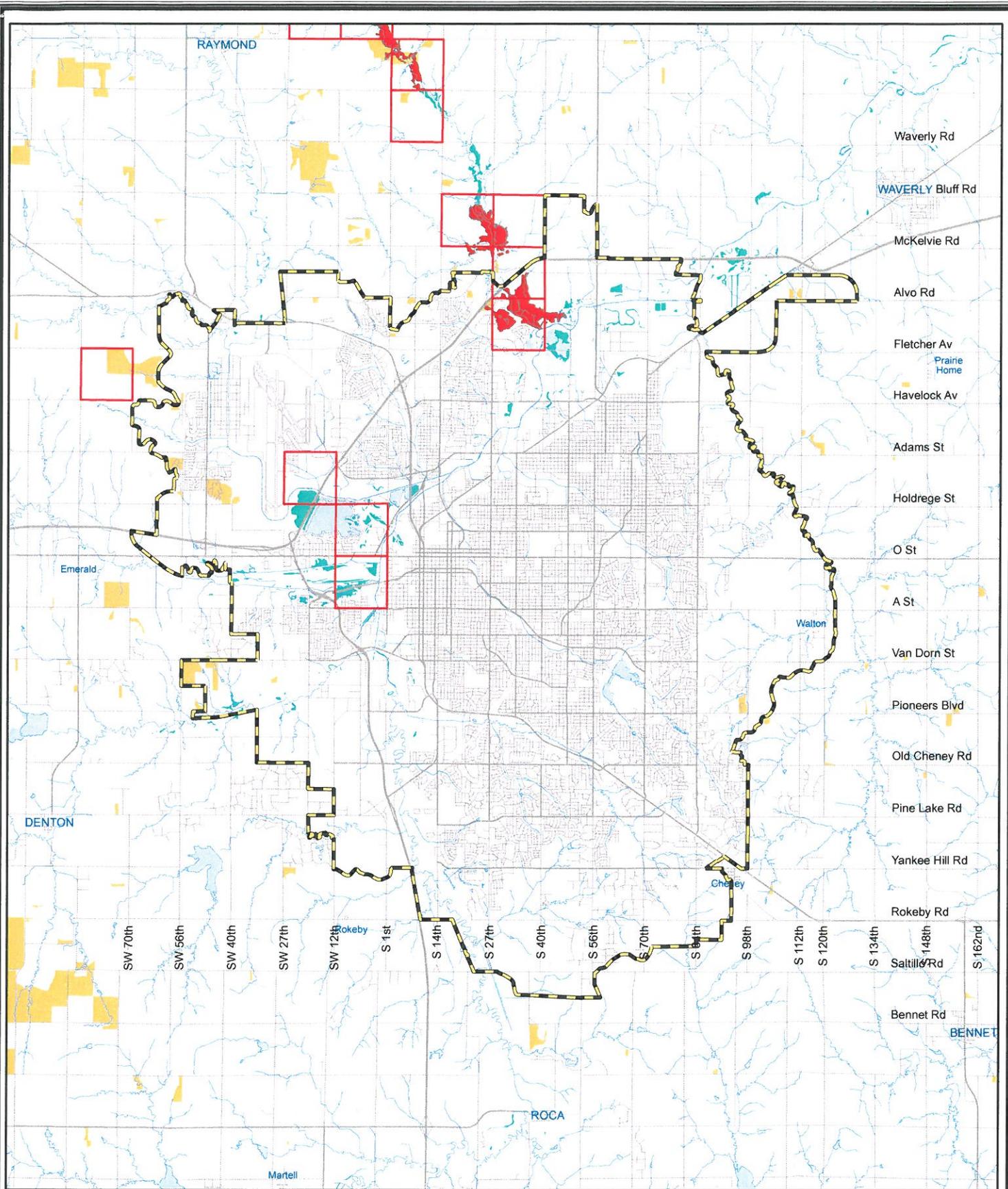
StarTran Service Area: Congruency



LEGEND

- | | | | | |
|--------------------------|----------------------------|-----------------------|---------------------------|---------------------------|
| ● SECTION 8 HOUSING | ■ SHOPPING AREA | — INTERSTATE HIGHWAY | — BELMONT/SALT VALLEY | — NEIGHBORHOOD NORTH |
| × PUBLIC HOUSING | — MAJOR EMPLOYERS | — US HIGHWAY | — ARAPAHOE/ARNOLD HTS | — NEIGHBORHOOD SOUTH |
| ● COLLEGE/UNIVERSITY | ▲ MIDDLE/HIGH SCHOOL | — STATE HIGHWAY | — "O" STREET/SCC | — VETS HOSPITAL |
| ▲ HOUSING/SENIOR HOUSING | * INDUSTRIAL/EMPLOY CENTER | — LOCAL ROADS | — BETHANY/NORMAL | — SOUTHPOINTE |
| ■ MEDICAL CENTER | — CITY LIMITS | — QUARTER MILE BUFFER | — HAVELOCK/HEART HOSPITAL | — WEST A/GASLIGHT |
| | | | | — UNIV PLACE/COLLEGE VIEW |

0 0.5 1 2 Miles



ENVIRONMENTAL RESOURCES

-  Future Service Limit
-  Threaten & Endang by Sections
-  Tiger Beetle Critical Habitat (FWS)
-  Native Grassland
-  Saline Wetlands
-  NWI Wetlands

