

SUBAREA PLANNING PROCESS

Subarea planning — for neighborhoods or other small geographic areas – can address issues at a more refined scale than can be included in the Comprehensive Plan. Subarea plans may then become incorporated into the Comprehensive Plan through a formal adoption process. Subarea plans can serve as an official guide for elected decision makers, individuals and various City or County departments to promote improvements in the following areas such as: land use, housing, traffic, parks and recreation, public safety, infrastructure and the built and natural environments.

Subarea plans adopted as part of the Comprehensive Plan are discussed in the “Plan Realization” section.

SUMMARY OF COMPREHENSIVE PLAN ASSUMPTIONS

These assumptions represent the agreement of the Comprehensive Plan Committee which assisted in the development of the Comprehensive Plan. The following assumptions guide the planning process for Lincoln and Lancaster County:

1. A City and County population growth rate of 1.5 percent per year was used for the 25 and 50 year planning periods. This adds approximately 113,000 persons to the County over the next twenty five years and approximately 277,000 over the next fifty years. The assumed County population distribution would remain 90 percent in the City of Lincoln, 3 percent in other incorporated towns and villages, 6 percent on rural acreages, and 1 percent on farms. This would add approximately 42,560 dwelling units in the Lincoln urban area to support the additional population of 103,000 persons.
2. Areas for future urban expansion were designated consistent with the growth projections, stated planning policies, and infrastructure objectives. Tier I provides 30 total square miles of which 23 square miles (14,720 acres) are “developable area” within the 25 year planning period. The net developable area includes land generally outside the 100 year floodplain and not presently developed with uses such as parks, golf courses, schools or commercial.
3. Projected levels of commercial and industrial expansion were accommodated throughout the planning area. An annual employment growth rate of 2 percent for projecting commercial space needs was assumed which equals 21.5 million square feet of new retail, office and service uses over the 25 year planning period (65 percent increase). An annual employment growth rate of 2.5 percent for projecting industrial area needs was assumed which equals 2,392 acres of new industrial land within the 25 year planning period (86 percent increase).
4. The assumptions listed below were used in the modeling and analysis process for the development of this Comprehensive Plan. The assumptions reflect the intent and recommendation of the Comprehensive Plan Committee and are consistent with the policy of the Floodplain Task Force. The assumptions fall into three categories:
 - A. Where development exists in the floodplain, it was assumed that the uses would continue, that existing structures could be enlarged, and that existing individual businesses could expand within floodplain areas per adopted regulations and standards.

Spacing

Moderate to Heavy Industrial uses are encouraged to locate near each other in planned industrial centers. Planned industrial centers should generally be distributed throughout the community.

Criteria

Centers shall be sited in advance in the land use plan in order to ensure the public safety and adequate infrastructure. The Lincoln/ Lancaster County Health Department should be involved in all siting of new industrial centers to ensure the public's health and safety.

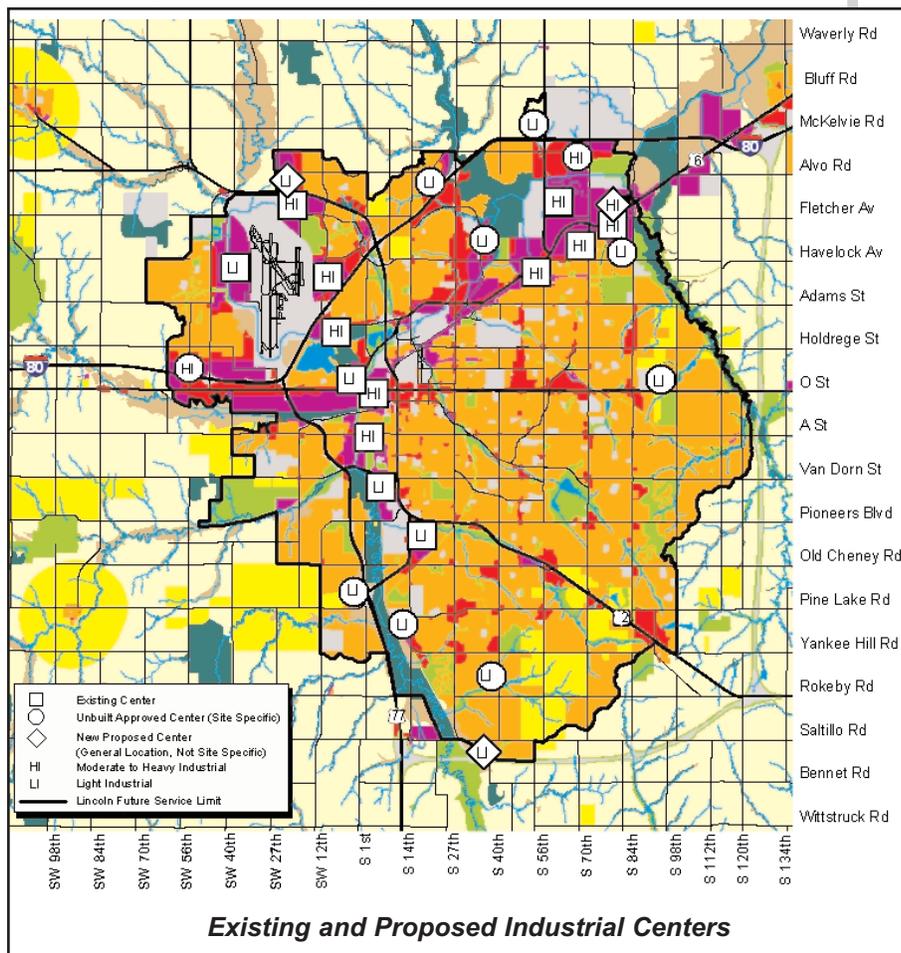
New industrial centers should be distant from existing or planned residential areas. Industrial uses should be located in close proximity to each other.

Proposed Locations

In addition to existing Moderate to Heavy Industrial centers, the following areas are proposed for development:

- N. W. 56th & West O/ Interstate 80
- N. 70th & Cornhusker

Each planned industrial district should be established only after further consideration of site characteristics, buffering and appropriate zoning.



Existing and Proposed Industrial Centers

LIGHT INDUSTRIAL (LI)

Size

Light Industrial areas should be a minimum of 50 acres in size, with larger planned centers preferred.

Description

Light Industrial centers are primarily for lighter manufacturing uses with some additional office and retail uses located within the center, such as the Chamber Industrial Tract at S. 14th & Old Cheney Road.

Spacing

Light Industrial areas should generally be distributed throughout the community. Particularly, new light industrial centers should be located in new growth areas of the city.

Criteria

Centers shall be sited in advance in the land use plan in order to ensure the public safety and adequate infrastructure. The Lincoln/ Lancaster County Health Department should be involved in all siting of new industrial centers to ensure the public's health and safety.

Due to lesser potential impacts, the centers can be located closer to residential, though residential uses should be buffered through landscaping, large setbacks and transitional uses, such as office or open space.

Developing Centers

Centers are underway at Stonebridge Creek at N. 27th & I-80, Horizon Business Center at S. 14th & Pine Lake Road, and Landmark Employment Center at N. 33rd & Folkways Blvd.

Proposed Locations

New centers are proposed at:

- Homestead Expressway & West Denton Road
- S. 40th Street & Saltillo Road
- O Street, west of N. 98th Street
- N.W. 27th & Highway 34
- 1/2 mile south of Yankee Hill Road on the west side of 40th Street
- N. 56th Street (US Highway 77) and Interstate 80

COMMERCE CENTERS

“Commerce Centers” are defined as areas containing a mix of retail, office, services and residential uses, with some light manufacturing and warehousing in selected circumstances.

Commerce Centers can include shopping centers or districts (such as neighborhood centers, large scale retail malls, strip centers, and traditional store-front retail settings), office parks, business parks, stand-alone corporate office campuses, research and technology parks, and Downtown Lincoln. The term “commerce center” is meant to be inclusive, not prescriptive. Commerce Centers are distinguished from Industrial Centers in their dominance of commercial uses over industrial uses, and in the types of light industrial uses located in them — that is, the uses are less intrusive in terms of lighting, noise, odors, truck and vehicular traffic, and pollutants.

The Commerce Centers concept gives recognition to the evolving role of commercial and industrial uses in the life of cities. Commerce Centers encompass a broad range of land uses and are intended to encourage the mixing and integration of compatible land use types.

While the Commerce Center concept as applied within this Comprehensive Plan is intended to provide both land use guidance and predictability, it is also designed to allow private sector forces to locate and develop centers that are responsive to changing market demands.

For the purpose of the Comprehensive Plan, Commerce Centers have been divided into three separate size categories. The size differences reflect the differing impacts that the centers have on adjacent land uses and the public infrastructure. The three categories of Commerce Centers are:

- 1 - Regional Centers (R)
- 2 - Community Centers (C)
- 3 - Neighborhood Centers (N)

The following watershed studies are adopted in order to provide guidance to watershed management activities within the basin.

- Stevens Creek Watershed Study and Flood Management Plan, 1998 (for rural watershed).
- Beal Slough Stormwater Master Plan, May 2000.
- Southeast Upper Salt Creek Watershed Master Plan, 2003.
- Stevens Creek Watershed Master Plan, 2005.

SOLID WASTE

SANITARY LANDFILL

The Bluff Road Sanitary Landfill is projected to be at capacity near the year 2025 based on current generation rates and the projected population growth rate of 1.5 percent per year. Planning for expansion of the Bluff Road Landfill on City owned property just east of the existing site is anticipated. The City policy of public ownership, operation and financing of integrated solid waste management services is anticipated to continue during the planning period. This additional landfill area has not been permitted by the State of Nebraska Department of Environmental Quality.

The North 48th Street construction and demolition landfill estimated life is 17 years (Year 2019) based on current generation rates and projected rates of growth. Thus, a new facility for handling construction and demolition debris will need to be sited during the planning period, starting in 2014. During the planning period the North 48th Street construction and demolition landfill and the old solid waste landfill closure shall be completed and may be returned to public use. The N. 48th Street transfer station and recycling areas are scheduled to remain.

RECYCLING

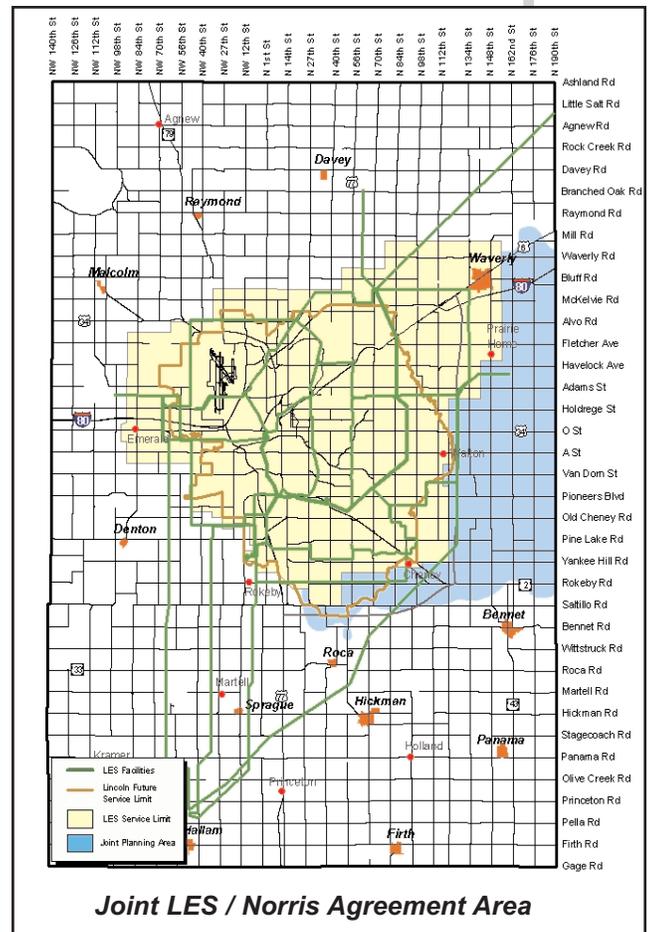
Additional multi-material recycling sites will be required in each new development area to provide for convenient use by residents in growth areas. The growth of population in the County will also require additional recycling sites in villages in the County. Southwest Lancaster County would have the higher priority for new sites.

Other methods for the collection of recyclables, such as expansion of a curbside pick-up program to a city and county-wide basis may become economically feasible during the planning period and will continue to be evaluated on a periodic basis throughout the planning period.

GUIDING PRINCIPLES

No out of county waste is accepted for landfill disposal. This policy reserves landfill capacity for city and county residents and allows administration of programs under existing authorities.

Create a county-wide integrated, efficient, environmentally safe and conservation-oriented recycling and waste management system. Promote and support markets for waste materials and recycled products.



STRATEGIES

Develop standards for future commercial and industrial development to ensure proper space for separation and handling of recyclables and solid waste. Investigate amending zoning ordinances to encourage new commercial developments to provide space for recycling drop-off facilities.

Discourage future urban acreage developments in the area around the Bluff Road landfill and LES power generating operations, which are located between N. 56th and N. 84th Streets. Acreage development could impact the current and future landfill and LES operations.

Coordinate development proposals with the Lincoln-Lancaster County Health Department, Environmental Health Division.

ELECTRIC SERVICE

In January 2001, Norris Public Power District (Norris) and Lincoln Electric System (LES) formalized a Joint Planning and Service Area Adjustment Agreement which both utilities support as a way to more efficiently serve their customers and to allow for the expansion of Lincoln and the LES service area.

The Norris/ LES Agreement established a “Joint Use Area” which is primarily east and southeast of Lincoln. LES will provide all of the power, but both LES and Norris will own facilities in the area. The proposed growth areas will entail some additional joint efforts, but basically would still be covered under the Norris/LES Agreement. LES and Norris may amend this joint area in the future, without needing to amend this figure in the Plan.

By the year 2025, the LES peak load is projected to increase by about 440 megawatts (MW). LES will need to build new 115 and 345 kilovolt (kV) lines in growth areas in order to serve the new development. In addition, LES will need to acquire several new substation sites.

GUIDING PRINCIPLES

Lincoln Electric System will be the sole electrical utility within the City of Lincoln.

STRATEGIES

As LES plans new transmission line routes, it will continue its policy of examining multiple options and conducting public forums on proposed routes in order to minimize the impact of new lines on residential and agricultural uses as much as feasible.

Continue, and amend as necessary, the Norris/LES Agreement which provides for cooperative planning and utility service in Lincoln and Lancaster County.

Within the City of Lincoln, wherever feasible and affordable, implement a phased program to relocate overhead utility lines underground.

Continue to encourage energy conservation practices with the development of the City and County.

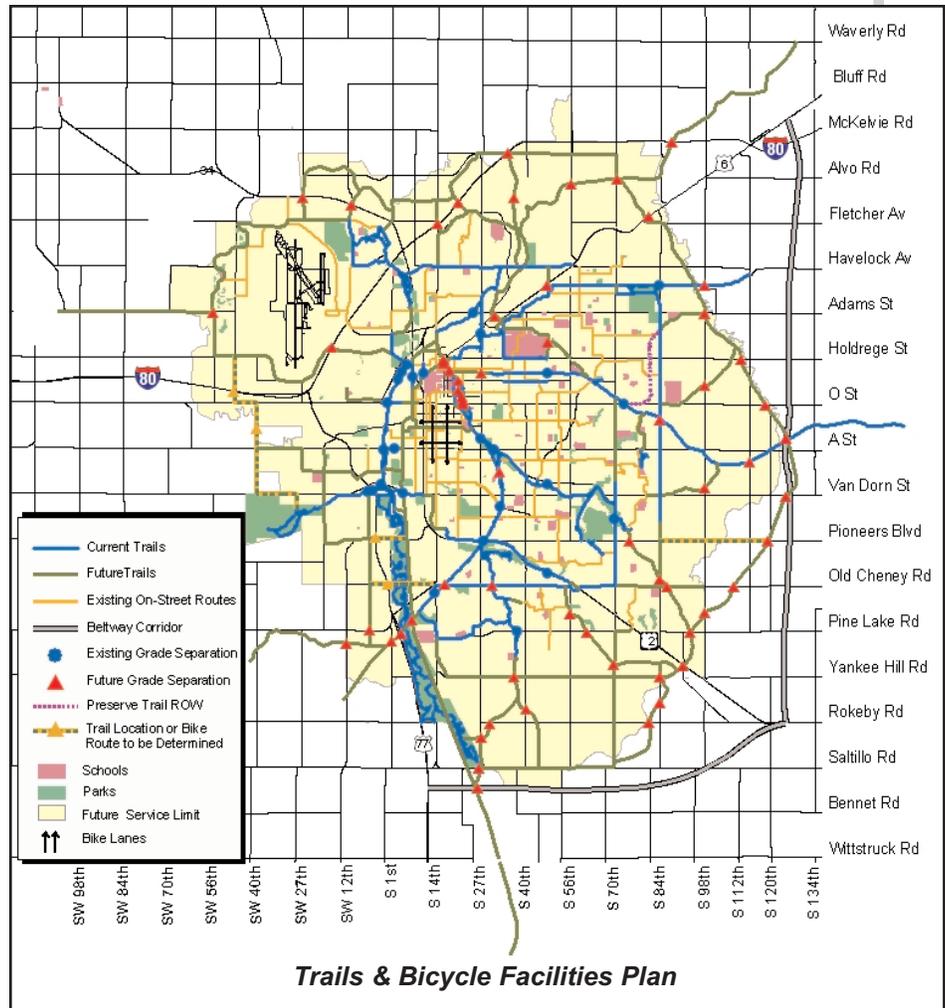
BICYCLE AND TRAILS STANDARDS FOR DEVELOPING AREAS

Bicycle and trails standards should be prepared for public and private developments. These standards should consider existing and future activity centers. The standards should be realistic and easy to understand. Checklists may be used to implement the standards.

Bicycle and trails standards should identify key destinations, and plan for bicycle and trails facilities to and from these locations. Key destinations include schools, parks, trails, and activity centers.

Strategies: Bicycle and Trails Standards for Developing Areas

- Develop minimum bicycle and trail standards for all new roadways and reconstruction of existing roadways.
- Encourage minimum bicycle and trail standards for private developments to provide bicycle and trails facilities connecting key destinations such as schools, parks, and activity centers.
- Select and implement a near term bicycle facilities demonstration project embracing best engineering practices, bicycle design standards, and minimum Federal guidelines.
- Explore opportunities to develop trails within rail corridors proposed to be abandoned as an interim transportation use.
- Explore opportunities to combine trails within active rail corridors where linkages are needed, and rail traffic volume is low.



- Develop an interconnected system of trails that utilizes drainage channels and greenway corridors when feasible. Trail routes adjoining major streets should only be considered in establishing trail connections over ridgelines between drainage basins.
- Consider the location and alignment of trails in reviewing development applications. Request that the platform for trails be graded in conjunction with the associated development.
- Grade separated crossings are to be considered in conjunction with all new construction and reconstruction of transportation projects at all trail/arterial street intersections that do not coincide with arterial/arterial street crossings.

BICYCLE AND TRAILS FACILITIES COORDINATION

The City should clearly identify the organizational responsibility for bicycle and trails facility planning, design, engineering, and implementation. This should include responsibility for reviewing and developing bicycle and trails facilities policies and standards for public and private developments, addressing bicycle and trail improvements needs, developing and updating the Bicycle and Trails Facilities Plan Map, applying for state and federal grants, and prioritizing improvements.

Strategies: Bicycle and Trails Facilities Coordination

- Identify the City agency (or agencies) responsible for coordinating each aspect of the Bicycle and Trails Facilities Plan.

LANCASTER COUNTY BIKEWAYS

The community should seek to expand bicycling opportunities throughout all of Lancaster County.

Strategies: Lancaster County Bikeways

- Identify potential bicycle corridors in rural areas of the County based upon existing and planned activity centers and land uses.
- Identify corridors linking County bikeways to existing and planned City bicycle facilities.
- Explore opportunities for widening the shoulders of County roads adjacent to the City of Lincoln. This should occur when reconstruction or resurfacing of the road is planned. Safety should be a primary consideration.

BICYCLE AMENITIES

A major element of the overall bicycle plan is the provision for adequate bicycle facilities as part of the built environment. For example, while parking for cars is routinely planned for, rarely is there a place where the bicyclists can lock or store their bicycle. These facilities can be public facilities or part of private development. In addition to basic bicycle locking and storage facilities, many communities and larger mixed-use centers provide basic shower facilities for commuter bicyclists.

Bicycle amenities should be considered during the planning of public and private developments.

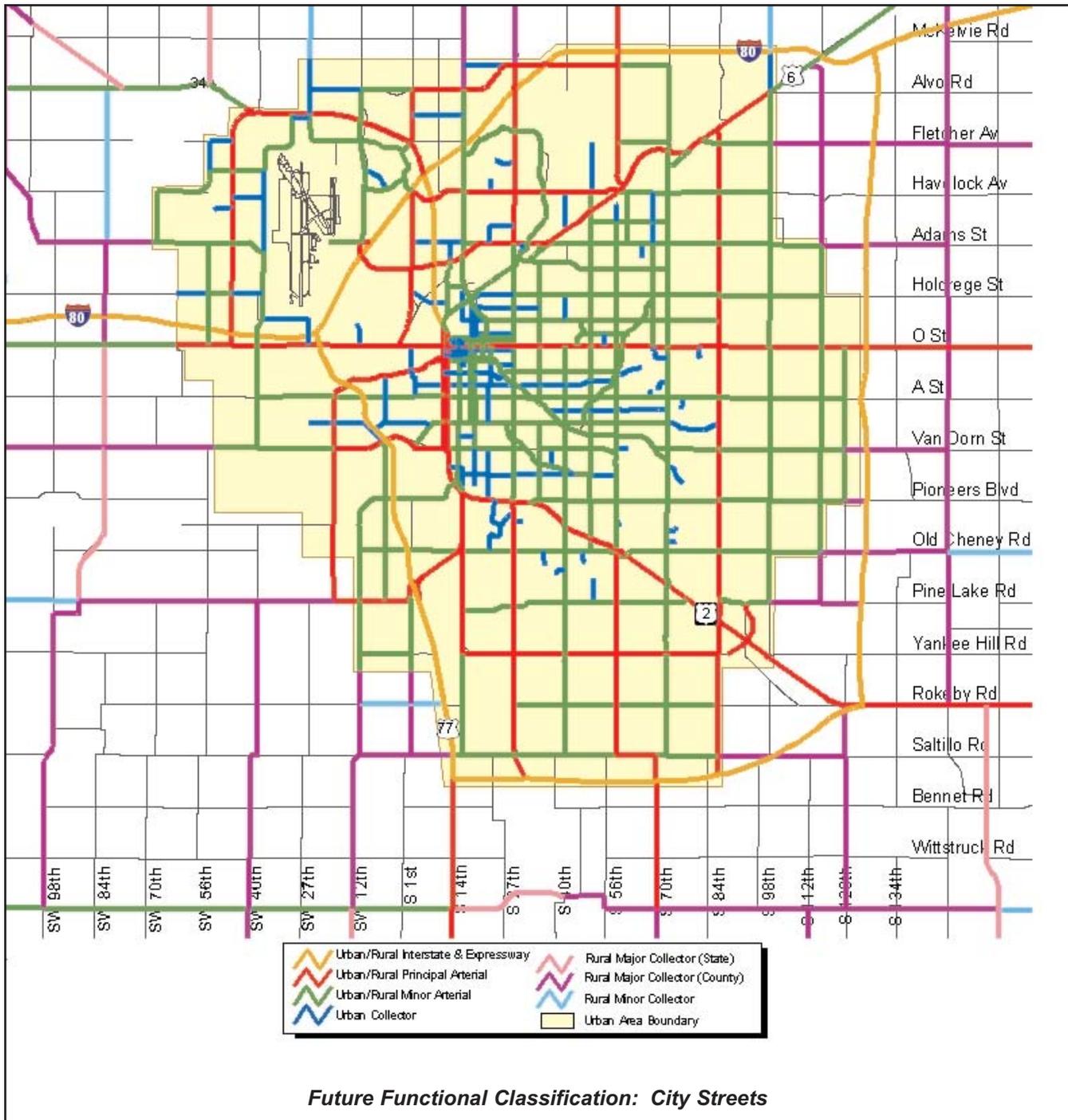
Strategies: Bicycle Amenities

- Develop bicycle rack and storage requirements for new developments. Requirements should address design, location, and number. Requiring locker facilities in major developments should be considered.
- Provide functional bicycle racks and storage facilities in all major destination areas.
- Explore opportunities for trail head facilities for heavily used trails.



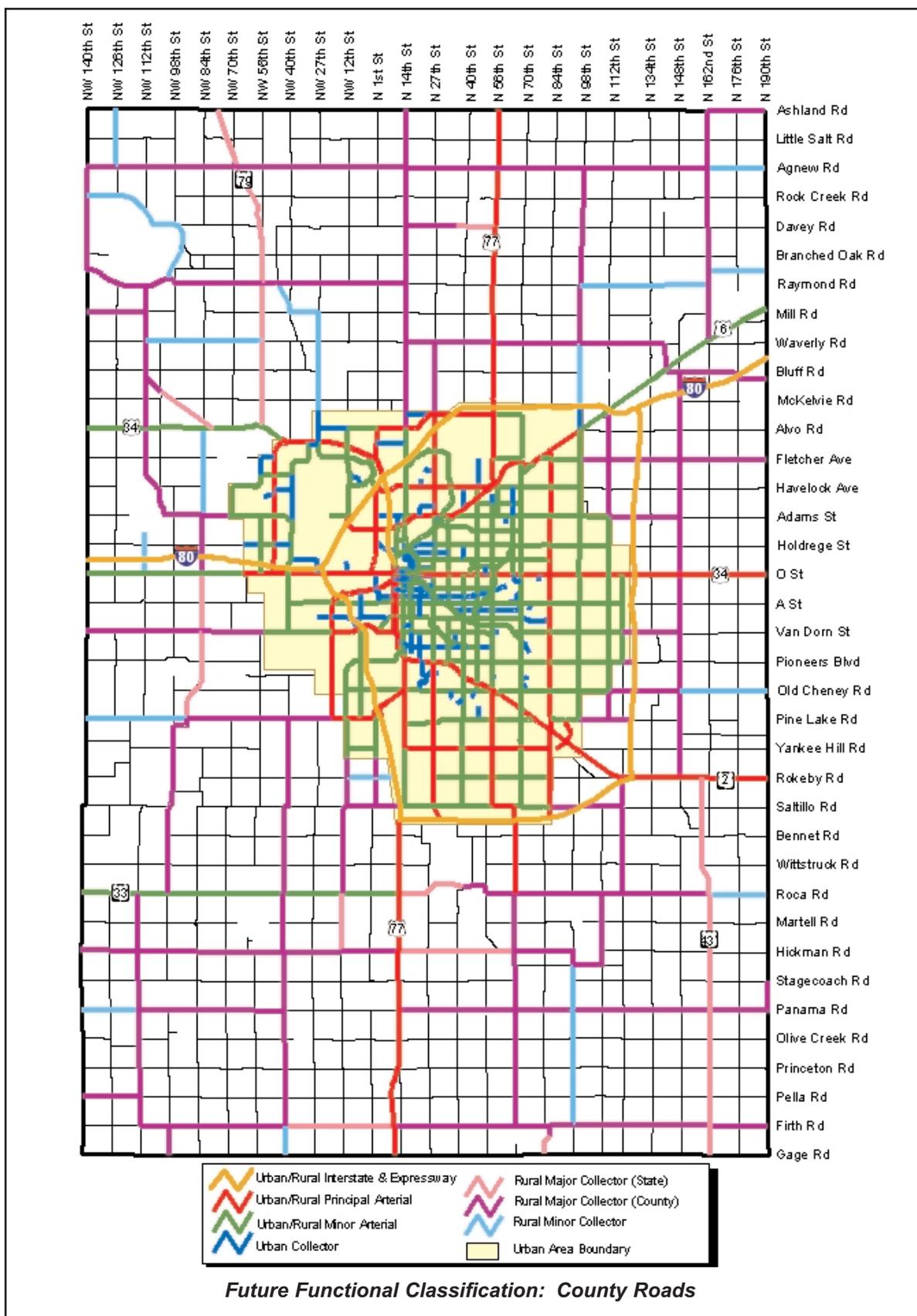
BICYCLE EDUCATION AND ENFORCEMENT

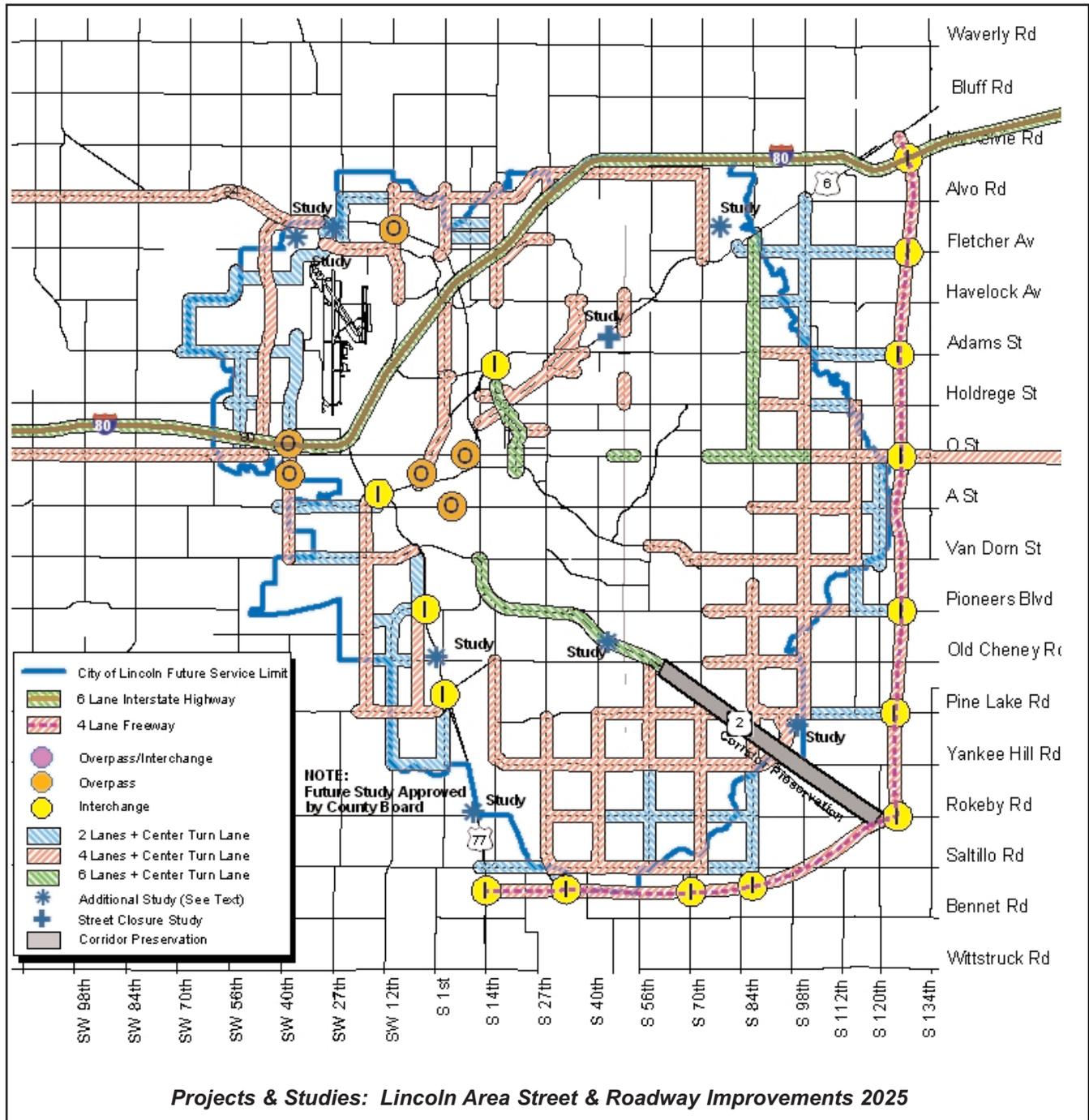
The potential environmental, health, and traffic reduction benefits of bicycles should be promoted. Enforcing the vehicular code for both bicycles and motorists should also be pursued.



For other principal arterials, the concept of service to abutting land is subordinate to serving major traffic movements. Facilities within this classification are capable of providing direct access to adjacent land but such service is to be incidental to the primary functional responsibility of moving traffic within this system.

- B. Minor Arterials:** This functional class serves trips of moderate length and offers a lower level of mobility than principal arterials. This class interconnects with, and augments principal arterials, distributes traffic to smaller areas, and contains streets that place some emphasis on land access. These are characterized by moderate to heavy traffic volumes.





C. Collector Streets: These streets serve as a link between local streets and the arterial system. Collectors provide both access and traffic circulation within residential, commercial, and industrial areas. Moderate to low traffic volumes are characteristic of these streets.

D. Local Streets: These are composed of all lower order facilities that essentially serve as a conduit between abutting properties and higher order streets. Local streets provide the lowest level of mobility and generally exhibit the lowest traffic volumes.