

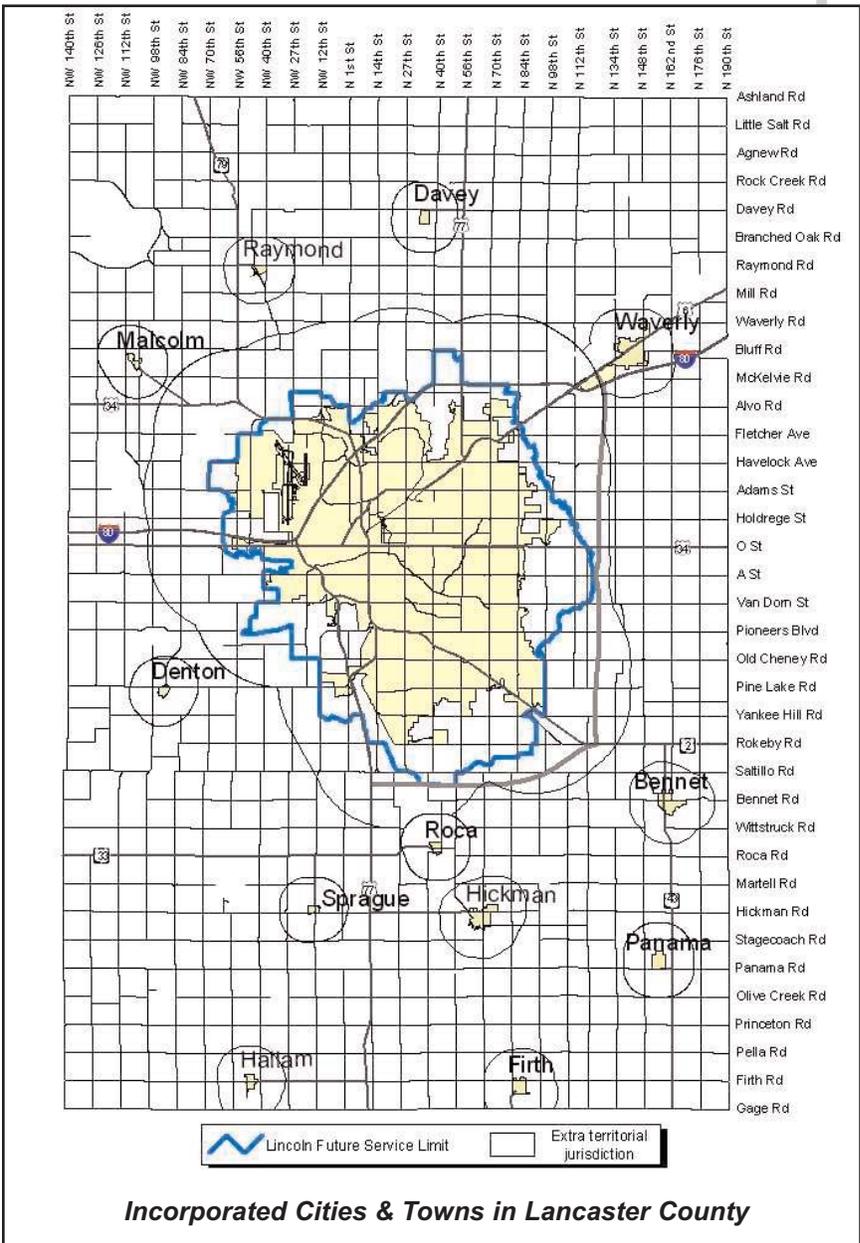
- The **Malcolm** Comprehensive Plan was adopted 1990. Population growth was determined to be dependent upon outside factors. Historic growth has been very slow. Future growth areas of the village are primarily to the north, with some potential to the east and west.

- The **Panama** Comprehensive Plan was adopted in 1976. Population growth was projected to reach a population of 250 by the year 2000, which it obtained. Future growth of the community was anticipated to occur to the north and east of town. A linear park system was projected to follow the drainage ways to the south.

- The **Raymond** Comprehensive Plan was adopted in 2000. Population growth is projected to be about 40 persons by the year 2020. The future growth of the village is directed to infill development within the current village limits. Future highway commercial is shown to extend west to Highway 79 and south to Mill Road.

- The **Roca** Comprehensive Plan was adopted in 1976. The population was projected to reach 160 persons by the year 2000. The population actually reached 220 by 2000. The future land use shows growth to the north. The western edge of the town is the floodplain of Salt Creek which is suggested as a linear park and trail connection to Wilderness Park in Lincoln. Some acreage development is projected to occur in the vicinity of the quarries to the north.

- The **Sprague - Martell** Comprehensive Plan was adopted in 1977. The population was projected to reach 200 persons for Sprague and a total population for both Sprague and Martell to be 325 by the year 2000. Both communities fell short of this projected population. The future growth of the Village of Sprague was shown to the north and east with a longer term residential reserve to the west. An open space system was projected to connect the two towns along a greenway.



- The **Waverly** Comprehensive Development Plan was adopted in January 2002. Waverly's growth is projected to increase at a rate of 2.7 percent over the next 20 years, with a population gain of 72 percent. Waverly's population was 2,448 in 2000. Much of this growth was due to migration. The area to the north in the floodplain is to remain as agricultural use. The physical growth of the city is projected to the east and across the interstate to the south, to Alvo Road. This growth extends beyond the current one mile planning and zoning jurisdiction of the City and they have asked that their future growth area be reflected in the Lincoln/ Lancaster County Plan.

OTHER COUNTIES SURROUNDING LANCASTER COUNTY

The following is a brief summary of planned development (future land use) and zoning regulations for the eight counties adjacent to Lancaster County — Butler, Cass, Gage, Johnson, Otoe, Saline, Saunders, and Seward. Sarpy County is also included in this report because it is located along Interstate 80/Highway 6 corridor between Lincoln and Omaha. It does not include a full description of each County's land use plan or categories.

The communities of Crete, Cortland and Ceresco have their extraterritorial jurisdiction for planning and zoning extend into Lancaster County. Along with Crete and Ceresco, there are 15 more communities located in the surrounding area. Of these communities, 14 have adopted Comprehensive Plans, Zoning and Subdivision Regulations. Johnson County is in the process of developing their first Comprehensive Plan and Zoning Regulations. At this time, Butler County has neither a Comprehensive Plan nor Zoning Regulations.

CASS COUNTY (COMPREHENSIVE PLAN ADOPTED IN 1998)

Cass County is located northeast of Lancaster County. Nearby towns include Greenwood in northwest Cass County along Highway 6 and Eagle in southwest Cass County along Highway 34. Four land use categories in the Cass County Plan near Lancaster County include: Agriculture, Transitional Agriculture, Rural Residential, and General Commercial. The Transitional Agriculture category promotes agricultural activities but allows controlled residential development. This land use is designated around the villages of Greenwood and Eagle. The Transitional Agriculture area protects incorporated and unincorporated communities from intensive agricultural operations such as animal feed lot operations. Rural Residential is intended to accommodate large lot residential development and is designated south of Eagle, adjacent to Lancaster County and northeast of Greenwood. Future General Commercial land use areas are designated northeast of Greenwood in the vicinity of the Interchange 80 interchange, approximately 4 miles from the Lancaster County line and east of Eagle along Highway 34. Light Industrial is designated along a transportation corridor northeast of Greenwood, in the vicinity of the Interstate 80 interchange.

GAGE COUNTY (COMPREHENSIVE PLAN ADOPTED IN 2001)

Gage County is located south of Lancaster County. The villages of Cortland, Clatonia, and Adams are nearby. Four types of land use are designated near Lancaster County: General Agriculture, Transitional Agriculture, Agriculture Conservation, and Urban Reserve. Agriculture Conservation promotes conservation of areas with scenic status, excessive slopes, high water table, floodplains, or other factors imposed by the natural environment. The Urban Reserve area encourages general agricultural and agricultural industry, as well as large lot residential development (i.e. minimum lot size of 3 acres) around Clatonia and Adams.

JOHNSON COUNTY (COMPREHENSIVE PLAN IN DEVELOPMENT)

Johnson County is located southeast of Lancaster County. The Village of Sterling is approximately five miles east and four miles south from the Lancaster County/Johnson County line, along Highway 41. Johnson County is in the process of developing their first Comprehensive Plan and Zoning Regulations.

WATERSHEDS

Lancaster County is carved into numerous natural watershed basins, crossing parts of four major watersheds - also known as drainage basins.

The largest watershed - encompassing most of Lancaster County - is the Salt Watershed, which produces Salt Creek. The Salt Watershed is 1,627 square miles in total area, only a portion of which is located in Lancaster County. Other watersheds in the county include the Middle Big Blue (southwest), the Big Nemaha (southeast) and Little Nemaha (east). Within each of these watersheds exists smaller sub-watersheds or sub-basins. Watersheds drain surface water naturally into lakes, wetlands and streams by way of floodplains, and also form the basis for the City of Lincoln's wastewater collection system.

GROUNDWATER

Lancaster County's geology and groundwater hydrology are very complex. Groundwater quantity, quality, and the ability of the principal aquifer to yield water vary markedly within the county.

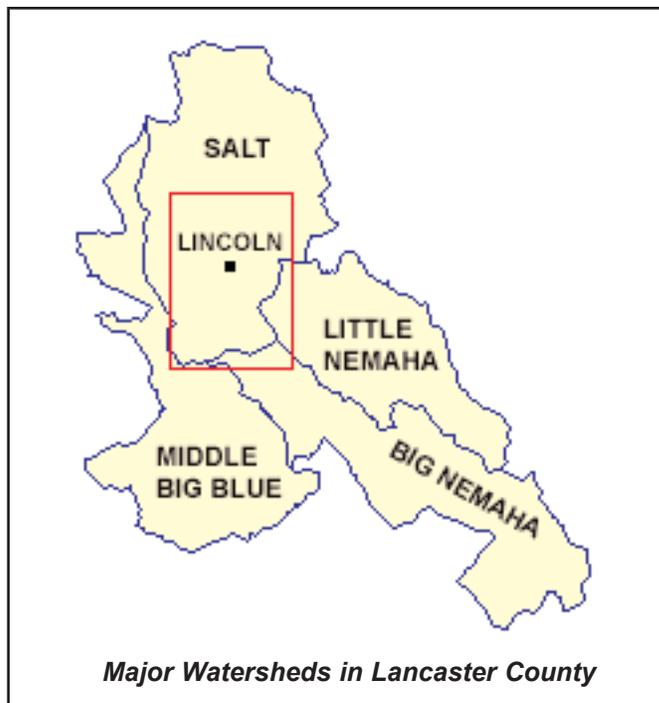
Groundwater is water that seeps into the ground and collects in cracks and spaces in soil, sand and rocks. Groundwater is stored in, and moves slowly through, layers of soil, sand and rocks that are underground called aquifers. Substantial variations can occur between nearby sites.

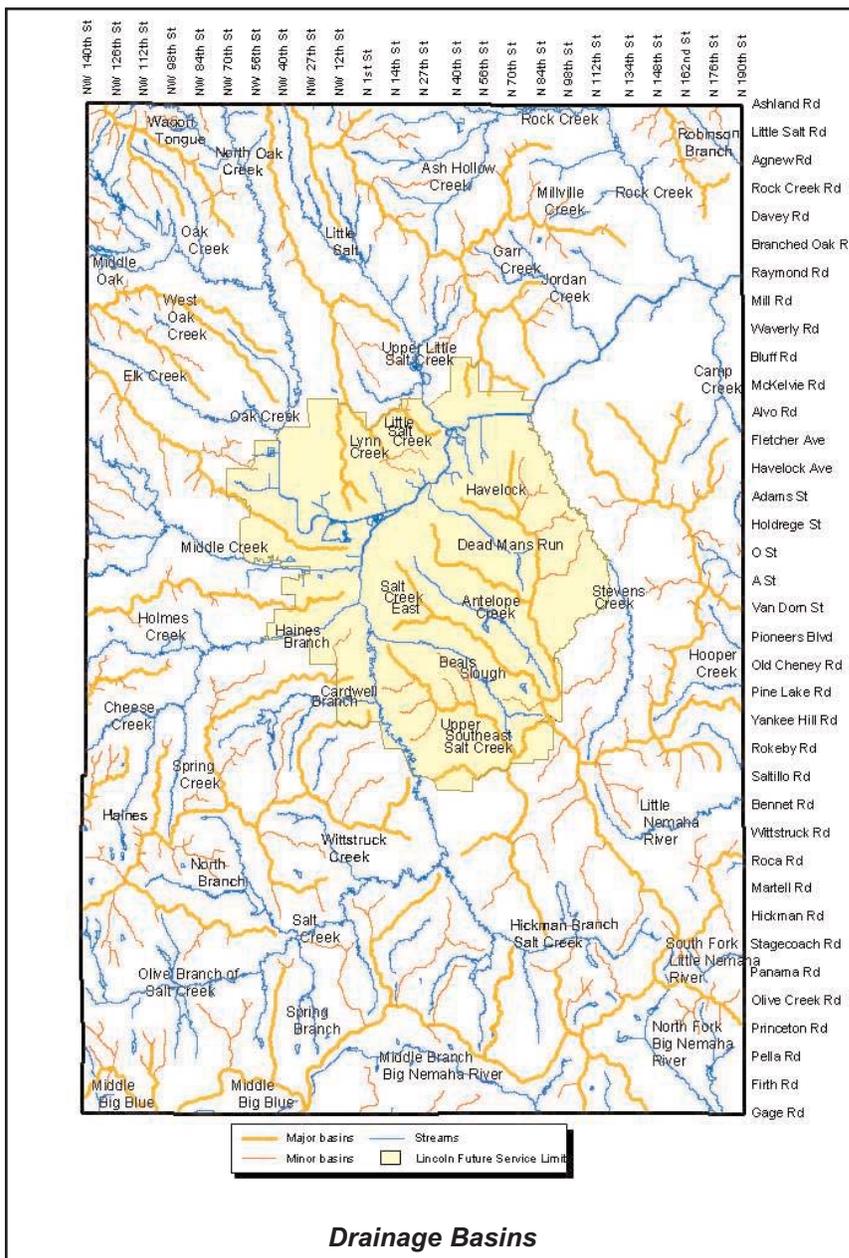
Groundwater is used for farming irrigation and is the primary source of drinking water for many residents in rural Lancaster County. The Dakota aquifer is a common source of water for many wells in Lancaster County. Well yields and water quality from wells in the Dakota are highly variable. Groundwater found within the county's boundaries supplies about a quarter of total water use.

A high saline content in the soils in the north and northwest portion of Lancaster County causes a salt-water intrusion hazard. Saline groundwater is often found north and west of Lincoln.

Lincoln Water System has addressed the limitations of local water supplies by importing all but a very small percentage of its water from outside the county. The Ashland wellfield, outside the county's boundaries about 30 miles to the northeast of the city on the Platte River, provides about three quarters of the county's total water usage.

Small areas of groundwater contamination from a variety of point sources of pollution are scattered across the county, mostly in or near urban areas. These localized sources of contamination can be from leaking underground storage tanks, grain handling facilities, "brownfields" or abandoned industrial sites, manufacturing facilities, fertilizer and pesticide storage, a variety of other types of spills, or past waste handling procedures among other causes.





FLOODPLAINS

Watersheds naturally drain surface water — that is, rain, snow melt, and human-produced runoff from such activities as lawn and farm irrigation – into streams, lakes, and wetlands by way of floodplains. For regulatory purposes, the floodplain is often divided into the floodway, composed of the stream channel and adjacent overbank area, and the floodfringe, or outer portion of the floodplain.

Floodplains comprise over 10 percent of land area in Lancaster County and are home to almost all of the county’s high value saline wetlands. Floodplains and wetlands — both freshwater and saline — filter sediments, reduce flood velocities and provide storage areas for water during storm events.

A discussion of stormwater and watershed management considerations is provided later in the Plan.

SURFACE WATER

The county's surface water resources are primarily contained in the area's many streams and lakes. There are about 400 miles of warm water streams in Lancaster County. These water features contribute to numerous ponds and lakes, including 16 major lakes ranging in size from 20 acres to 1,800 acres. The county's 10 largest lakes were constructed by the United States Army Corps of Engineers during the 1960's for flood control and recreation.

Surface water is susceptible to pollution in the form of sedimentation and contamination from runoff. Fertilizers and sediment are the most common water quality problems in the County's streams and lakes. Agriculture, construction, and urban runoff are the primary sources of point (linked to a specific site) and non-point (generalized and thus not able to be linked to a specific location) pollution.

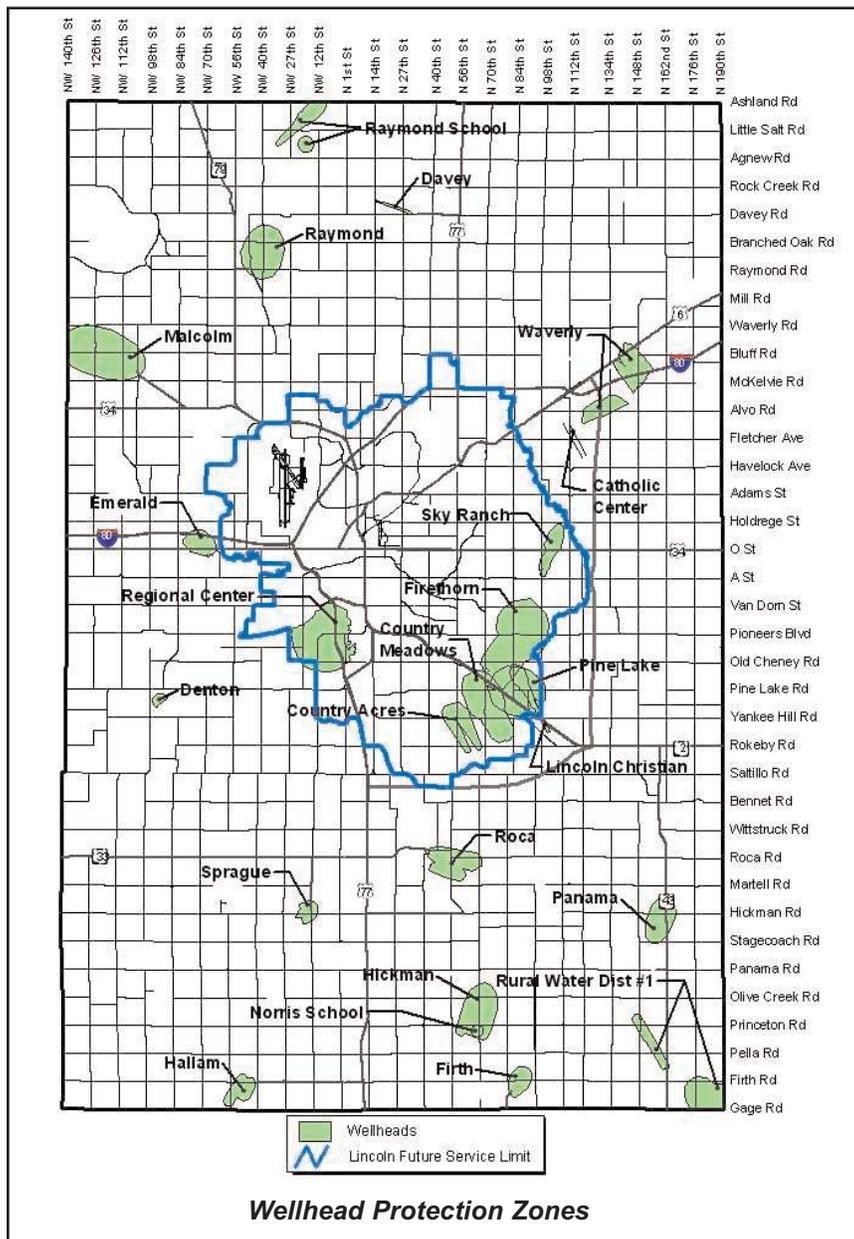
HABITAT

Vegetation provides important habitat for a variety of species in Lancaster County.

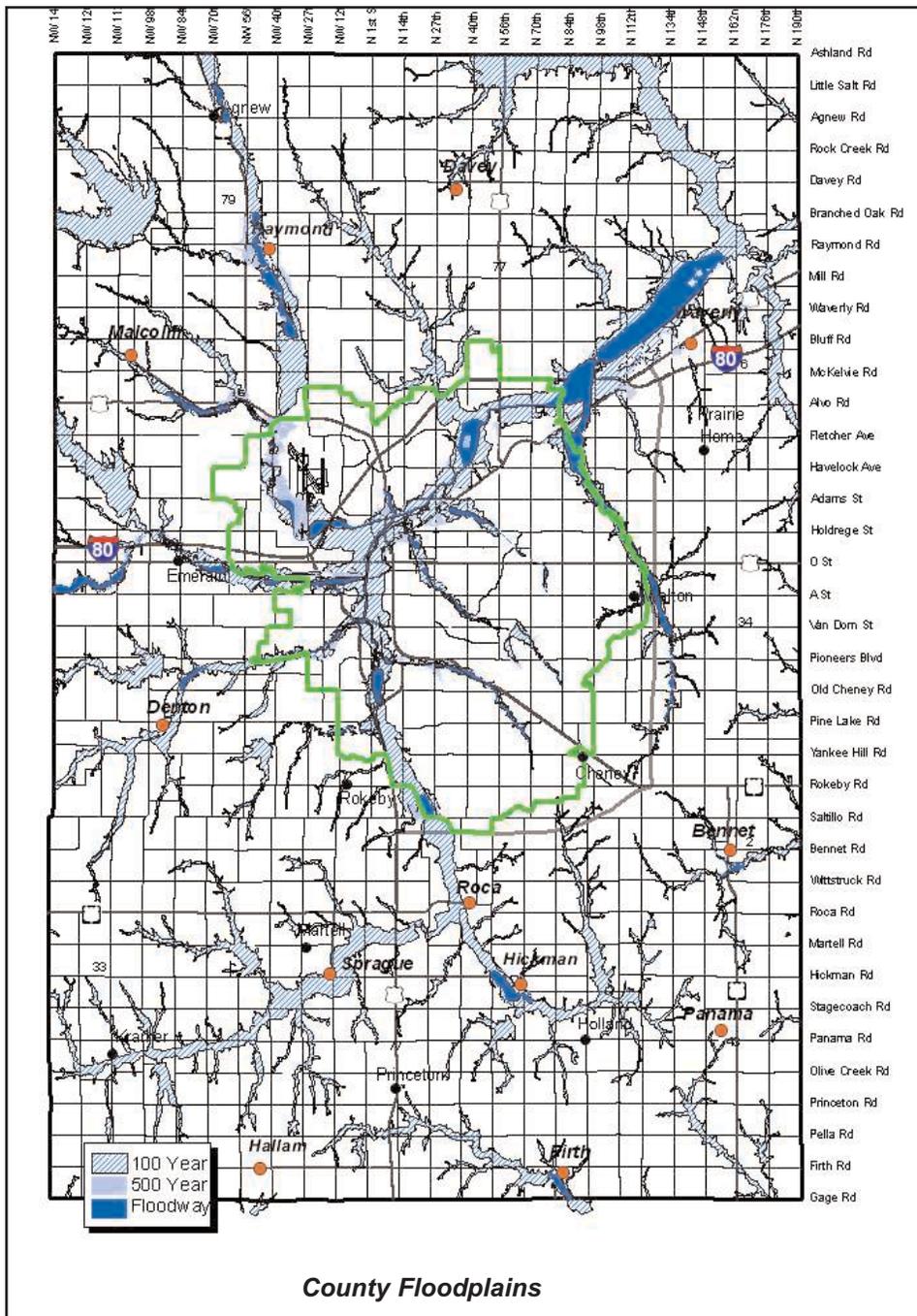
Historically, the county was covered in native tallgrass prairies. Dominant grasses included big and little bluestem, indian grass, sideoats grama, and porcupine grass. Whereas the county was once almost entirely covered by native grasses, it is now dominated by cropland, urban vegetation and other human associated uses. Today, approximately 8,640 acres (or about 1.5 percent of the total land area in the county) remain as prairie grasslands. A number of species use native prairies as habitat for all or part of their life cycles.

Native prairies are a unique part of Lancaster County's natural heritage and represent a historical snapshot of the county as it existed prior to European settlement. Native prairies provide recreational and educational opportunities to the citizens of Lancaster County, as well as habitat for wildlife and plant species, including rare, threatened, and endangered species, such as the Western Prairie Fringed Orchid. Of the 301 species of birds found in Lancaster County, about one in three nest in native grassland habitats.

Most – but not all – of the remaining native grasslands are located in the west-central portion of the county, with several high quality remnants in the northwest quadrant as well. Nine Mile Prairie and Spring Creek Prairie are two of the county's largest and most valued grassland tracts.



Wellhead Protection Zones



County Floodplains

Long term survival of many natural vegetative areas such as prairies requires periodic burning. Fire helps to redistribute nutrients to plant species, as well as to control woody plant invasion and the spread of non-native plants. Unfortunately burning causes smoke that can disturb adjacent human residents. Smoke buffers of one-quarter to one-half mile can help to diminish the conflicts during prescribed burnings.

The County's countless riparian corridors also represent a significant habitat resource. Riparian areas are the spaces immediately adjacent to water courses on each side of the stream. They are most often located in the floodplain.

There is frequently a significant amount of woody vegetation within their limits. Riparian areas can serve as verdant connectors between neighborhoods, provide boundaries and edges between land uses, and afford opportunities for habitat and recreation activities.

WETLANDS (FRESHWATER AND SALINE)



Wetlands — most notably saline or salt wetlands — played a significant role in the County’s founding. In the earliest days of human settlement, the salt provided by the saline wetlands was the primary source for the preservation of meats.

Wetlands are found when three factors are present:

- 1 *Soil is routinely moist or wet*
- 2 *Hydric soils (soil that easily retains water) are evident*
- 3 *Water-tolerant vegetation (plants that live well in damp soils) is found there*

Saline wetlands occur when all three of these factors are present, along with saline conditions - there is salt there. Saline conditions usually arise because of salty groundwater, springs, or mineral deposits.

Today wetlands still perform many valuable functions, including improving water quality, supplying water for recharge, providing habitat for wildlife and vegetation, providing flood control, soil erosion control, and providing recreational and educational opportunities. Nine of Nebraska’s 12 Federal Endangered and Threatened Species live in wetland areas.

Freshwater wetlands are scattered across Lancaster County and southern Saunders County with the largest concentrations located around reservoirs and streambeds. Saline wetlands tend to be located in the floodplain depressions of Salt, Little Salt and Rock Creeks. “Eastern Nebraska Saline Wetlands” are notably rare and are found in Lancaster and Saunders County, Nebraska. These saline wetlands form the habitat for the Salt Creek Tiger Beetle and the Saltwort (a.k.a., Western Glasswort), which are both on the State list of endangered species.

The importance of preserving wetlands for future generations has been recognized nationally through the Federal Clean Water Act. Under Section 404 of this Act, the United States Army Corps of Engineers and Environmental Protection Agency provide regulatory oversight of wetlands. Permits are required for the lawful alteration of wetlands. Even with this Federal surveillance in place, wetland management remains a significant land use consideration for local jurisdictions.

WILDLIFE

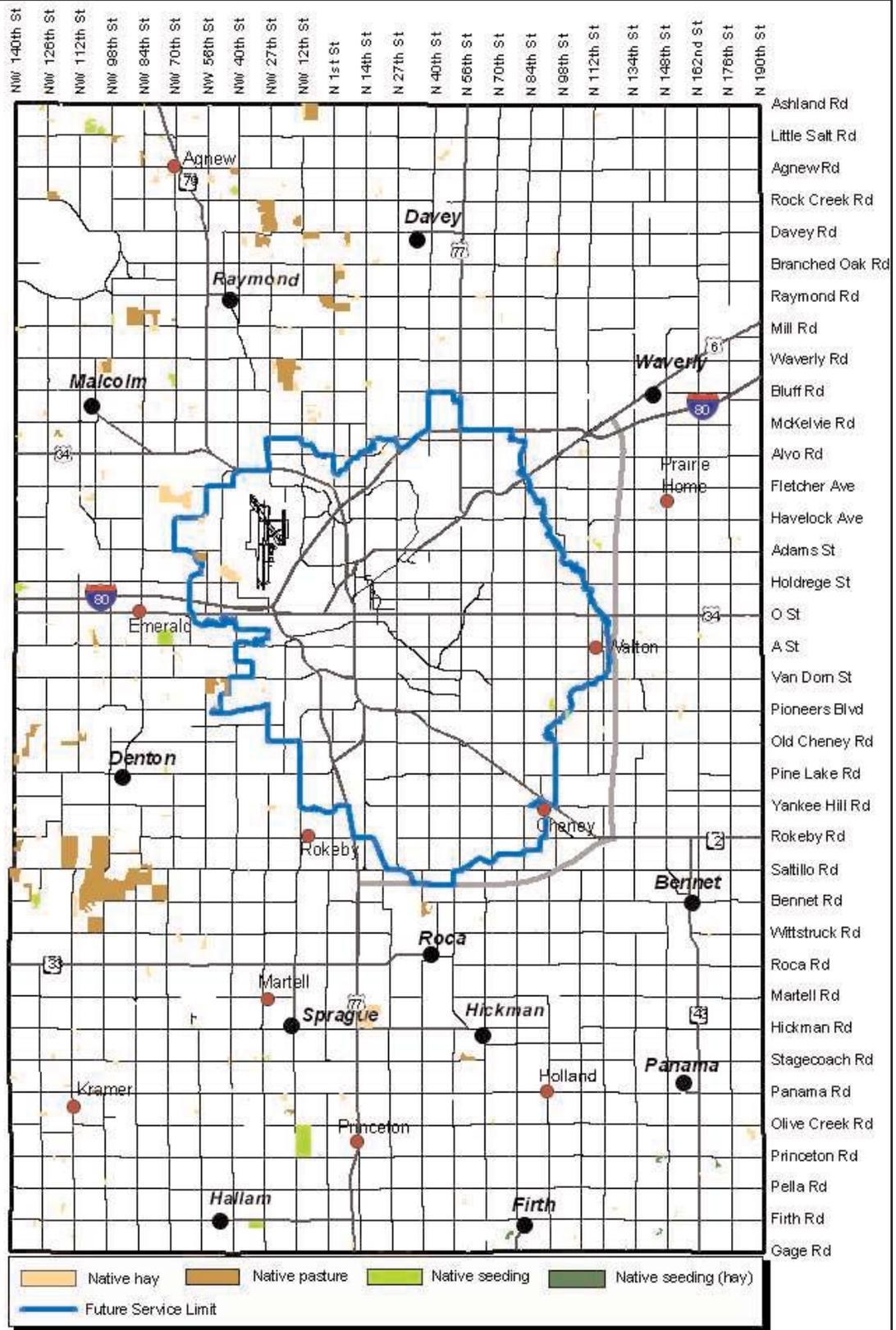
The composition and distribution of wildlife today is greatly different than it was prior to European settlement. Today, white-tailed deer are the most abundant large grazing mammal (excluding cattle). Agricultural practices and tree planting were among the widespread changes that have permitted expansion of occupied range for many species of songbirds and small mammals. More recently, construction of the Salt Valley flood control reservoirs have had profound effects, including concentrations of migrating ducks and geese, along with permanent deep water which now supports a variety of fish species.

Threatened & Endangered Species Listed for Lancaster County:

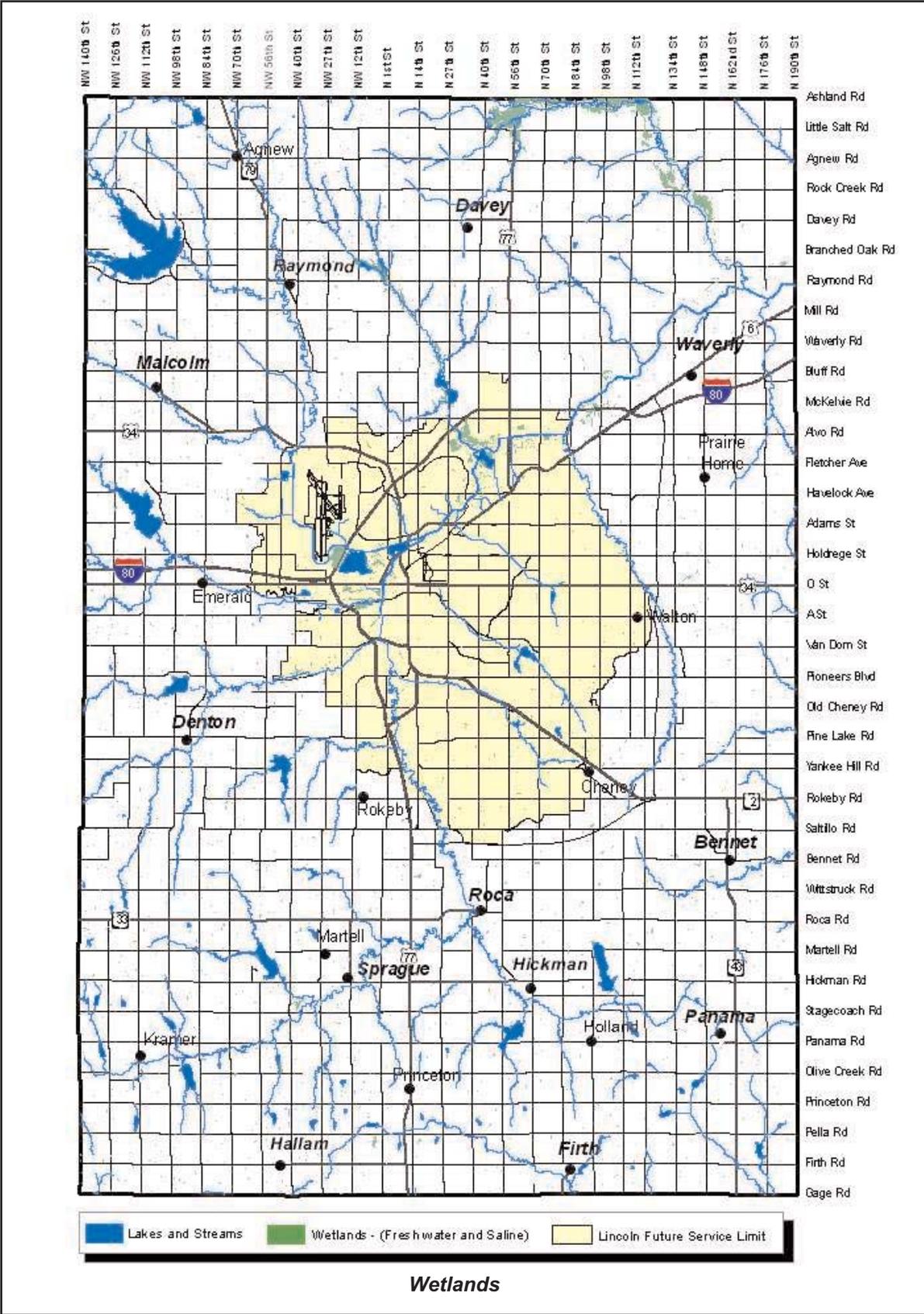
- Salt Creek Tiger Beetle (State Endangered)*
- Massasauga Rattle Snake (State Threatened)*
- Least Bittern (State Threatened)*

Species with Habitat or Historic Presence in Lancaster County:

- Bald Eagle (State and Federal Threatened)*
- River Otter (State Threatened)*
- Topeka Shiner (State and Federal Endangered)*
- American Burying Beetle (State and Federal Endangered)*



Native Grasslands



Native prairies, wetlands, and riparian corridors provide important habitat for much of the County's remaining wildlife. Rare, threatened and endangered species, or their habitat are also found throughout Lancaster County.

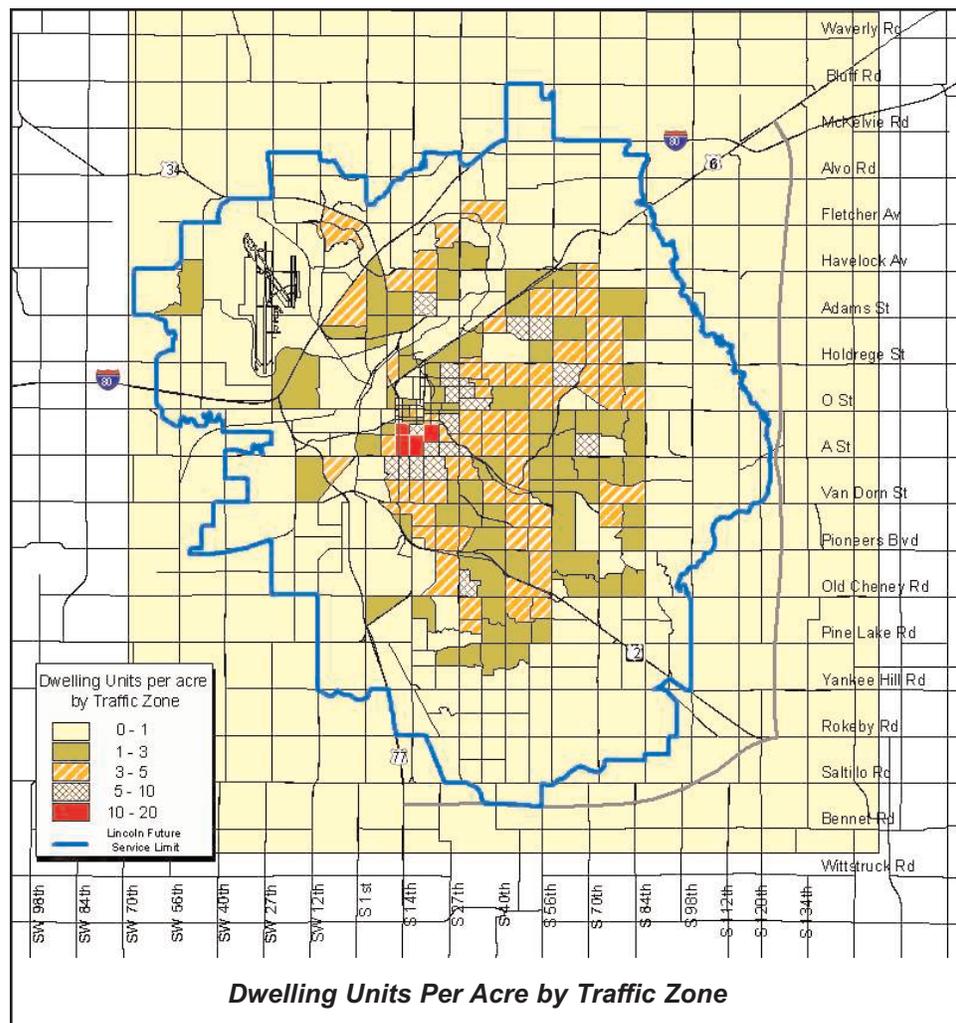
AIR QUALITY

Lincoln-Lancaster County enjoys relatively clean air. The level of air pollution, as measured against health-protective ambient standards set by the United States Environmental Protection Agency, is low. The quality of outdoor air has a direct effect on the health of the public. Standards are in place to protect public health from serious adverse effects of particulate matter, carbon monoxide, sulfur dioxide, nitrogen oxides, ozone, and lead.

DWELLING UNIT DENSITY

The adjacent map shows the number of dwelling units per total acres within traffic zones for January 1, 2001. Traffic zones vary in size from as small as four blocks in the Downtown area, up to one-half of a square mile in suburban areas, and as large as several square miles in the County. The total area in each traffic zone includes all land uses, such as commercial, industrial and right-of-way for roads in addition to residential areas. Thus, this measure is considered the “gross” density per acre. The “net” density would be if only the total number of dwelling units were divided by only the number of residential acres, excluding all other uses.

The density in the urban area ranges from 1 to 3 dwelling units per total acre in suburban areas to as much as 19 per total acre in the Downtown area. Older neighborhoods generally have a greater density than newer areas. Many suburban areas have low densities at this time because they are not fully developed.



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UTILITIES

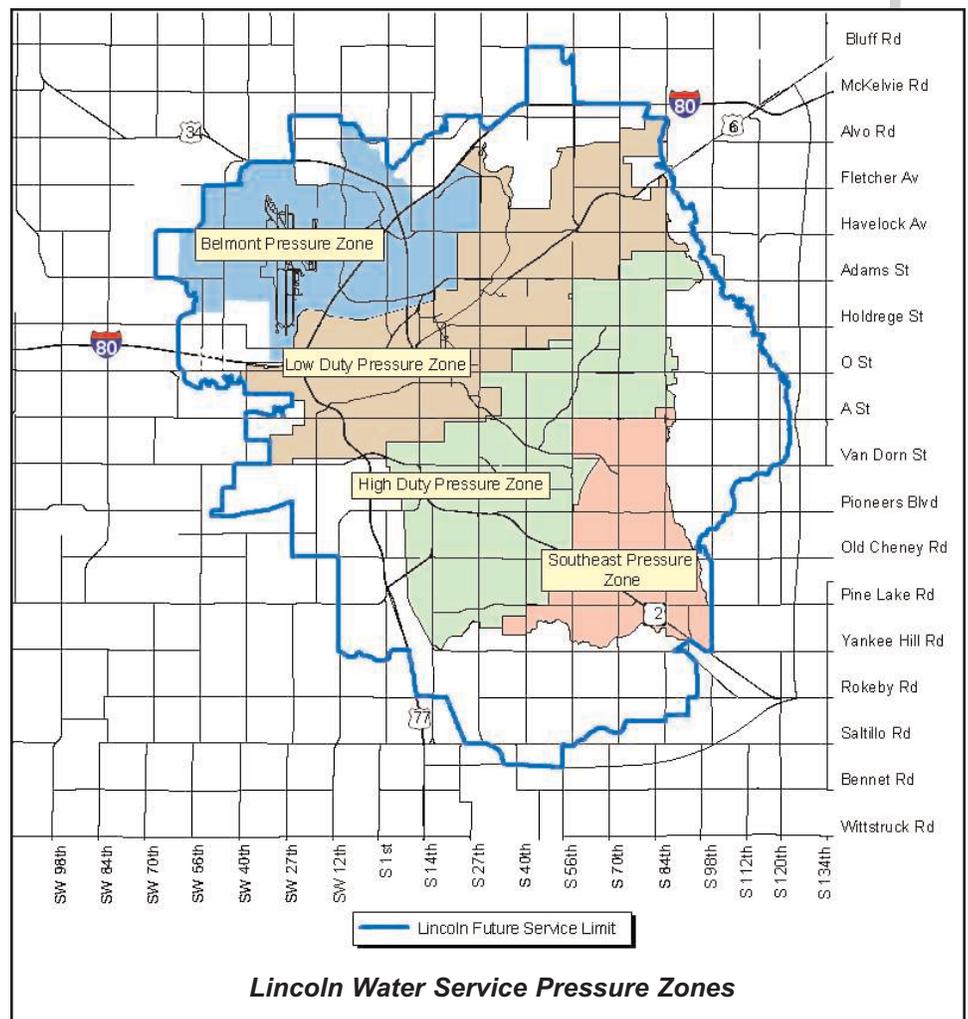
Basic utilities are available at a variety of service levels throughout the city and county. This section examines the current status of local area utility services including water, wastewater, stormwater, solid waste, electric, street maintenance, natural gas, cable and telecommunications.

WATER SERVICES

LINCOLN WATER SYSTEM

Potable water is provided to Lincoln residents and businesses by the Lincoln Water System. The System is owned by the City of Lincoln and managed by the City's Department of Public Works and Utilities under the direction of the Mayor and City Council. It is a revenue producing and self-supporting system (i.e., no tax funds are used). It is the policy of the City of Lincoln to only provide water service to properties located within the corporate limits of the city.

Lincoln's principal source of water is groundwater from the Platte River near Ashland, Nebraska, northeast of Lincoln. Lincoln Water System processes groundwater at the Ashland facility prior to its transmission to Lincoln for distribution. In addition, the City has supplemental wells in Antelope Park located in Lincoln. This additional groundwater source is utilized during periods of peak water consumption — typically the summer months.



The distribution system is divided into six pressure zones. Each zone has a system of storage facilities and pumping stations which keep operating pressures in the 35-100 pounds per square inch (PSI) range. Because the system operates on elevation, reservoirs and pump stations are often located outside the respective service area, and in some cases outside of the City.

The existing water system is made up of more than 1,060 miles of water mains. Pipes providing service to customers range in size from 4” to 16” in diameter and total 920 miles. There are 140 miles of transmission and transfer mains which range from 24” to 54” in diameter.

The cost of local water distribution system development is paid by the benefitting users. The distribution grid (larger mains) is subsidized by the Lincoln Water System if such improvements comply with the Comprehensive Plan and have been scheduled through the capital improvement program process.

RURAL AND TOWN WATER SERVICES

Water service to rural Lancaster County residents is obtained through private water systems (i.e., private wells), rural water districts, or Sanitary and Improvement Districts (SIDs).

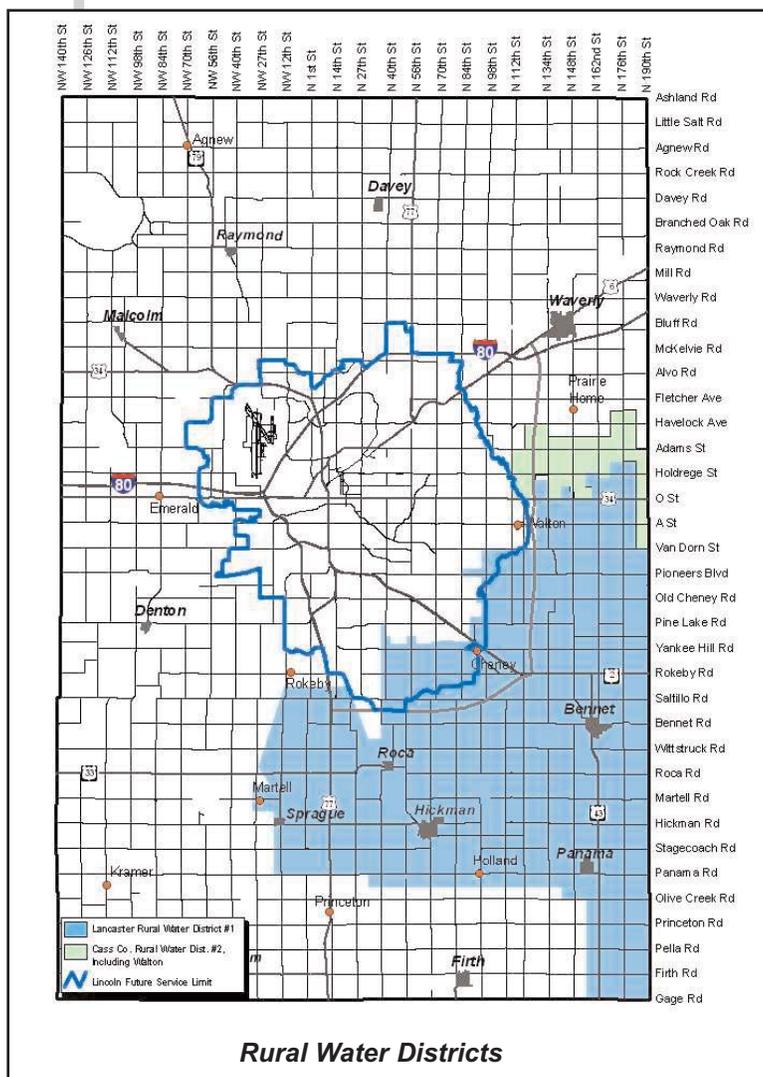
Two rural water districts supply potable water to Lancaster County residents - - Lancaster Rural Water District No. 1 and Cass County Rural Water District No. 2. These rural associations include property owners adjacent to the City limits. There are four SID’s providing water services to area residents: Emerald, Pine Lake, Holland, and Walton.

Cities and villages in Lancaster County collect water from municipally owned wells. Some communities are provided water via contract from Rural Water Districts. Limited well source and poor water quality contribute to reliance on rural water districts.

WASTEWATER SERVICES

LINCOLN WASTEWATER SYSTEM

The City of Lincoln Wastewater System is a publicly owned and operated system. The system is a revenue producing and self-supporting, enterprise fund system (i.e., no tax funds are used). The Department of Public Works and Utilities Wastewater Division man-



Rural Water Districts

ages the operation of the system. It is the City of Lincoln’s policy to only provide wastewater service to land located within the corporate limits.

Collection System

In general, the wastewater collection system is a gravity fed system that is designed to accommodate urbanization of drainage basins. The existing system includes 14 lift stations to assist in pumping and conveying the wastewater in the collection system. The collection system currently serves 11 major drainage basins, with more than 870 miles of sanitary sewer pipes ranging in size from 8” to 90” in diameter. This system encourages orderly growth within the natural drainage basin boundaries.

Treatment Facilities

There are two treatment facilities in operation: Theresa Street and Northeast Wastewater Treatment Facilities.

The Theresa Street facility is located at 2400 Theresa St., near N. 27th Street and Cornhusker Highway, and currently serves approximately 70 percent of the City. The Northeast facility is located at 7000 N. 70th Street, near N. 70th and Salt Creek and serves the remaining 30 percent of the City.

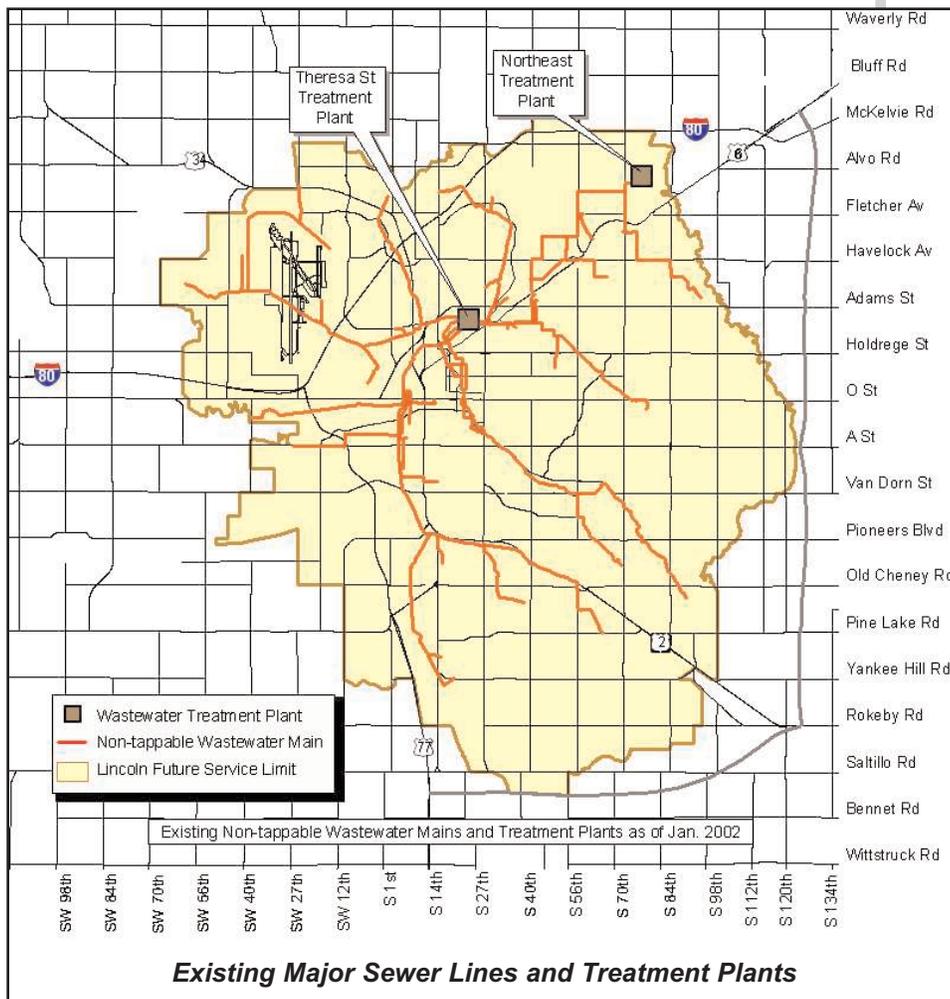
The Theresa St. facility also receives liquid wastes from liquid waste haulers providing services to Lincoln and Lancaster County businesses and residents. Treated effluent from both facilities is discharged into Salt Creek. Treated biosolids produced by the treatment plants are spread on croplands within the county through a program operated jointly by the City’s Wastewater and Solid Waste System, the University of Nebraska, and the Lancaster County Cooperative Extension Office.

RURAL AND TOWN WASTEWATER SERVICES

Each incorporated city and village in the county operates a municipally-owned wastewater collection and treatment facility. In addition, on-site septic treatment systems are permitted within their planning and zoning jurisdictions.

Residents in unincorporated areas employ on-site septic and/or lagoon treatment systems.

There are a number of subdivision developments in Lancaster County that utilize shared infrastructure systems. These systems are typically for sewer collection and treatment within the development and provide no connections or services to outside development or communities.

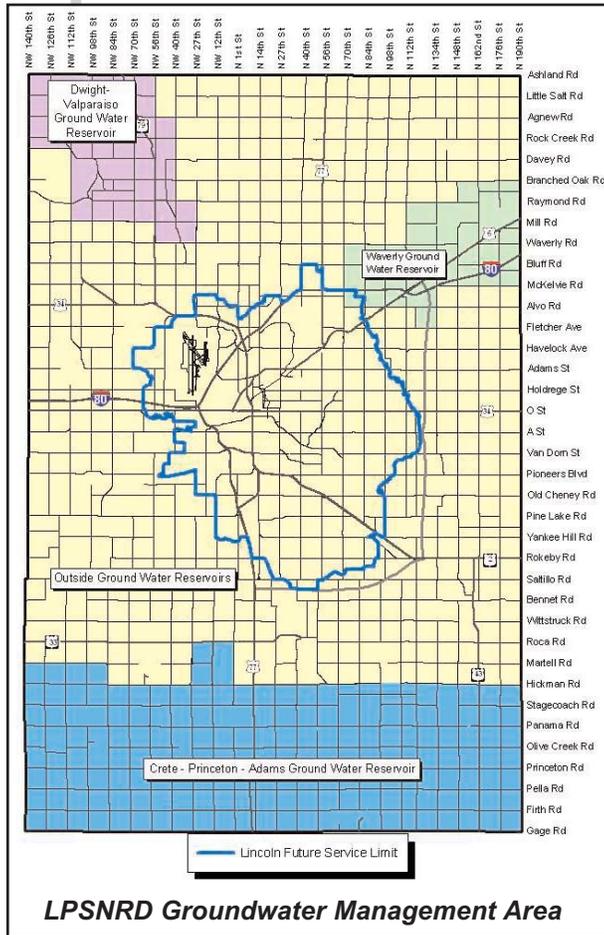


Sanitary and Improvement Districts (SID)

Four Sanitary and Improvement Districts provide sanitary sewer to local residents: Cheney (lagoon), Holland (lagoon), Emerald (lagoon), and Pine Lake (plant treatment).

Groundwater Management Plan

In April 1995, the Lower Platte South Natural Resources District (LPSNRD) adopted a “Groundwater Management Plan.” This Plan describes steps for managing the area’s ground water to protect its future quality and quantity. The Plan has led to the designation by the LPSNRD of a Groundwater Management Area. This designation provides the District with the authority to regulate nonpoint sources in the urban and rural areas that might affect groundwater quality and quantity.



WATERSHED MANAGEMENT
OVERVIEW

Lincoln and the majority of Lancaster County fall within the Salt Creek Watershed. Salt Creek generally flows to the north and north-east where it ultimately drains into the Platte River near Ashland in Saunders County. Eleven creeks converge with Salt Creek in the vicinity of Lincoln: Little Salt Creek, Lynn Creek, Elk Creek, Oak Creek, Middle Creek, Haines Branch, Cardwell Branch, Stevens Creek, Deadmans Run, Antelope Creek, and Beal Slough. Over 1,000 square miles of land contribute runoff to Salt Creek.

Since Lincoln’s founding in 1867, flooding along Salt Creek has been a major infrastructure concern. Over 100 floods were recorded in Lincoln during the twentieth century, with the floods of 1908 and 1950 the two worst in terms of damage. Flood loss potential has been reduced through the construction of levees along Salt Creek and dams along creek tributaries, as well as the creation of Wilderness Park. Channelization of Salt Creek, however, has increased the stream’s water velocity, thus aggravating stormwater management efforts.

Significant industrial, commercial, and residential development exists in Lincoln’s floodplain. This is especially the case in the older areas of the city. Much of this development occurred before the hazards from constructing in the floodplain were fully understood.

FLOODPLAIN AND STORMWATER MANAGEMENT

Local floodplain and stormwater management responsibility is shared by the City of Lincoln and the Lower Platte South Natural Resources District (LPSNRD). The LPSNRD has responsibility for maintaining the main stream channels while the City assumes care of the tributaries and storm drainage system. Both the City of Lincoln and Lancaster County also participate in the National Flood Insurance Program administered by the Federal Emergency Management Agency (FEMA).

Water quality from stormwater is managed under the Federal Clean Water Act. The National Pollutant Discharge Elimination System (NPDES) program addresses non-agricultural sources of stormwater discharge. A permit system is used to control the release of harmful pollutants into local water bodies. This program is administered in Nebraska by the State Department of Environmental Quality (NDEQ). The City's municipal stormwater system is regulated under this program, and a permit is likely to be issued in early 2002. This permit will stipulate discharge limits, as well as monitoring and reporting requirements concerning water quality. A similar element of the program for smaller municipal systems will affect Lancaster County. The County will be required to apply for NPDES permit coverage by March of 2003.

Updated erosion and sediment control standards were adopted by the City of Lincoln in the year 2000. Plans must be submitted and approved for any land disturbance proposed for areas greater than two acres. Even with these new standards in place, the City continues to experience severe problems with erosion and sediment control, most notably on sites under two acres. The absence of proper "best management practices" on construction sites has caused mud on sidewalks and streets, sedimentation in streams, water quality impacts, and stream stability problems.



SOLID WASTE

The City of Lincoln has entered into interlocal agreements with Lancaster County and all the villages and cities in Lancaster County, with the exception of Hallam, to serve as the lead agency for solid waste management in the County. The Public Works and Utilities Department, Solid Waste Operations in conjunction with the Lincoln-Lancaster County Health Department Environmental Division manages the City and County's solid waste management programs.

COLLECTION

The City of Lincoln does not have a mandatory residential waste collection policy. A number of independent private companies are licensed to provide waste collection services to area residents. Residents may also haul their waste to a small vehicle transfer station located at 5101 North 48th Street.

Three villages in the county — Bennet, Davey and Panama — operate solid waste transfer stations. Residents transport their waste to these facilities. All other communities in the county offer residential waste collection.

DISPOSAL

The City of Lincoln's primary solid waste sanitary landfill is located at Nebraska Highway 77 and Bluff Road, just north of I-80. This facility began operating in the late 1980's. It accepts approximately 800 tons of waste each day. The facility is projected to reach capacity near the year 2025.

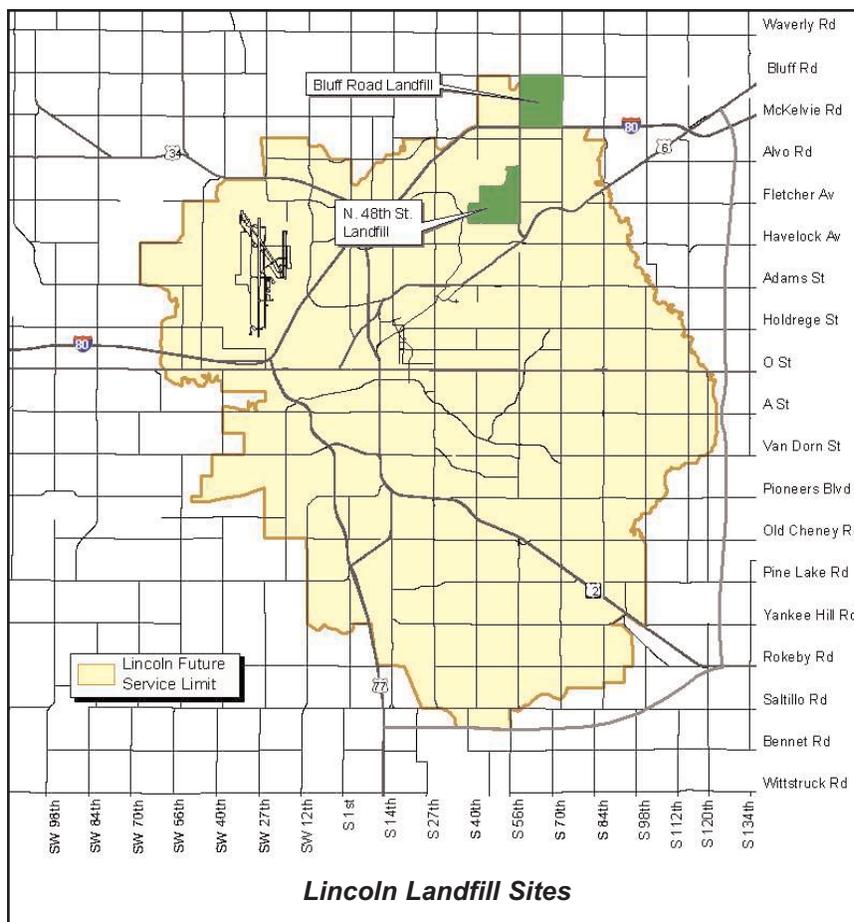
The City also operates a landfill for construction and demolition debris at 5101 North 48th Street. This facility is located on the site of the County's previous solid waste landfill. The construction and demolition debris landfill is projected to have capacity through the year 2019. This location also hosts the small vehicle transfer station for the

A portion of Lincoln's and Lancaster County's waste is being exported outside Lancaster County. This is the result of the acquisition of local waste collection firms and a landfill in Milford, Nebraska, by a national waste management firm.

ENVIRONMENTAL SERVICES

Lincoln's Solid Waste Operations and the Lincoln-Lancaster Health Department (Environmental Health Division) provide a wide assortment of integrated solid waste management services. These range from source reduction and pollution prevention to recycling and disposal. Many of these services are voluntary — that is, they are not specifically required by any federal and state regulations.

The City considers these services to be like any other utility. The City recommends that recycling drop-off sites be convenient to every resident in the community. Estimates are that the bio-solids, recycling, yard waste composting, and recycling drop-off programs, monitored from 1991 through 2001, have extended the life span of the city landfill by three years. If these current recycling programs were eliminated, the remaining life of the landfill would be shortened by an additional five years - closing in 2020 instead of the projected year of 2025.



Several of the programs, while not mandated, serve the purposes of helping achieve a mandate (i.e. special waste permitting), limiting the city's and county's potential long-term liability, or reducing future costs (i.e. household hazardous waste collections, pollution prevention consultation to businesses). This integrated program is financed through waste disposal fees, special waste permit fees, grants and to a very small degree city and county funds.

The City manages 26 recycling drop-off sites in the city and county. Twenty one sites are located in the City of Lincoln, of which 16 are multi-material sites accepting newspapers, cardboard, mixed paper (junk mail, magazines), glass bottles, plastic bottles, tin cans and aluminum cans. All five sites outside of Lincoln are for multi-material collection. They are located in Bennet, Davey, Hickman, Panama and Waverly.

The City also operates a Yard Waste Composting/ Wood Processing Facility and Wastewater Biosolids short-term storage area located next to the Bluff Road Landfill.

ELECTRIC SERVICE

The Lincoln Electric System (LES) is owned by the City of Lincoln. It is operated under the direction of an administrative board appointed by the Mayor and City Council. LES is revenue producing and self-supporting (i.e., no tax funds are used by the system).

LES provides electric service to the City of Lincoln and most of the surrounding area within Lincoln’s three-mile planning zone. The LES service area includes the City of Waverly and the unincorporated villages of Cheney, Walton, Prairie Home, and Emerald.

The balance of Lancaster County, including cities and villages, are served by the Norris Public Power District.

STREET MAINTENANCE

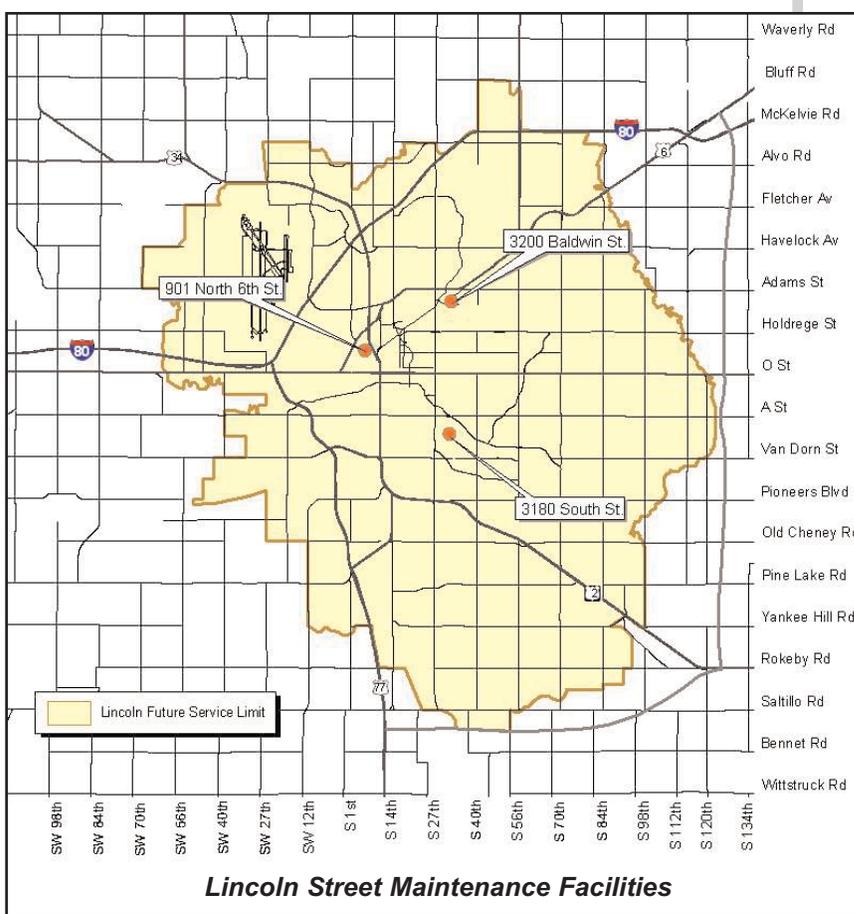
The maintenance of city streets is the responsibility of the Lincoln Public Works and Utilities, Maintenance Division. The principal mission is to maintain the street and highway system within the corporate limits of the City in a safe, operable condition at a reasonable cost. Maintenance responsibilities include but are not limited to ice and snow control, paved and unpaved street and highway maintenance, storm sewer, open drainage and detention cell maintenance and right-of-way vegetation control.

The road system outside the corporate limits of Lincoln, not maintained by the State or Federal governments, is the responsibility of the County Engineer. Expansion of maintenance services provided will be in direct relationship to expansion of the corporate City limits and associated transportation network.

The City has three maintenance districts with operations centers located at 901 North 6th Street, 3180 South Street, and 3200 Baldwin Avenue.

The County Engineer has four districts with operations centers located in Lincoln, Waverly, Roca and Sprague. The County Engineer maintains a facility in each of the incorporated towns of the county.

Funding for maintenance services is provided through the City’s General Fund and Street Construction funds.



CABLE FRANCHISE

The City of Lincoln has a cable franchise agreement with Time Warner Cable. Time Warner provides cable television and high speed internet access to residential and business customers in the city. The franchise agreement provides Lincoln with a local public access channel called Lincoln Community Cable (LCC-TV) which broadcasts locally produced shows. Lincoln residential and business customers are also provided services by a number of private satellite companies offering television broadcast channels.

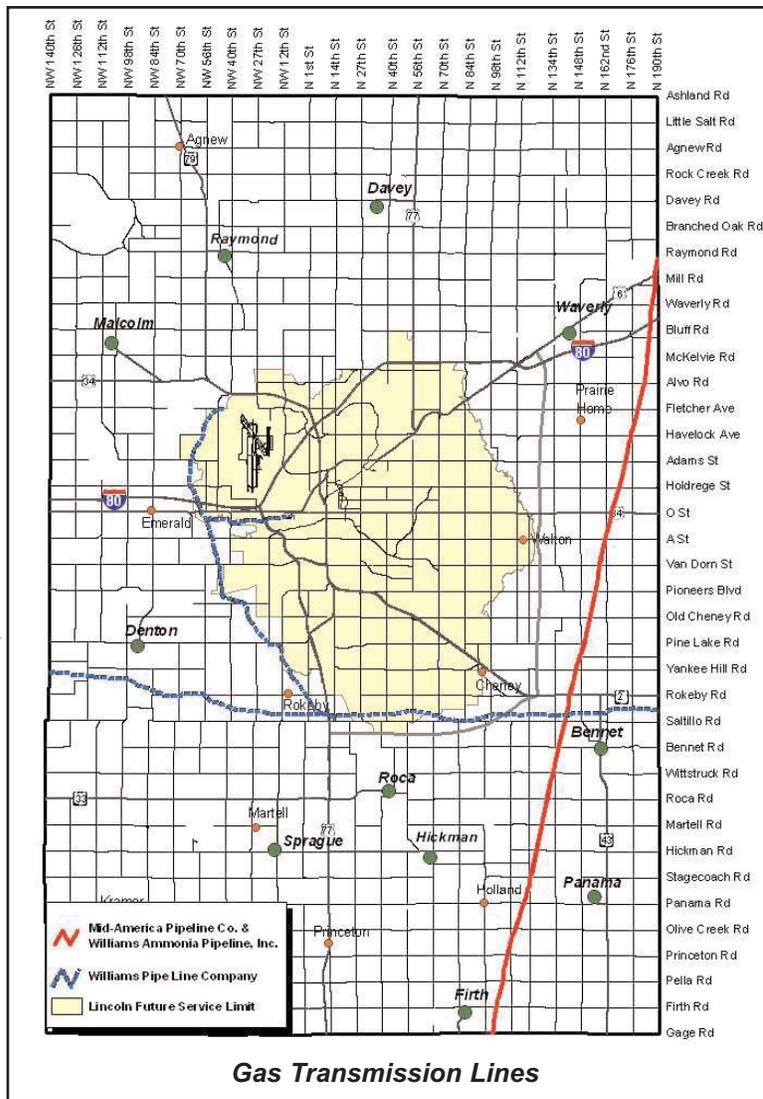
Rural areas, towns and villages in Lancaster County are provided service by a number of private cable and satellite companies offering television broadcast channels.

NATURAL GAS SERVICE

Aquila (formerly known as Peoples Natural Gas) owns and operates natural gas and distribution systems in Lincoln and 10 other incorporated and unincorporated communities in Lancaster County. The company serves about 86,000 residential, commercial and industrial customers in Lincoln and another 4,000 in Waverly, Walton, Cheney, Bennett, Eagle, Firth, Panama, Hickman, Holland, and Woodland Hills.

Aquila transports natural gas to area customers through two major interstate pipeline systems which traverse the county - Northern Natural and Kinder-Morgan. Aquila is the only provider of natural gas services in the county.

Liquified propane is the other major fuel used in Lancaster County. Several propane distributors serve town and rural customers throughout the county.



MOBILITY & TRANSPORTATION

Mobility is an essential ingredient in ensuring the community's quality of life. This section of the Plan examines the current status of mobility in the city and county as reflected in the area's transportation facilities and services. This review includes Streets and Highways, Street System Maintenance, Public Transportation, Parking, Trails and Bicycle Facilities, Railroads, Airports and Airfields, and Goods and Freight Movement.

S STREETS AND HIGHWAYS

EXISTING PATTERN OF STREETS AND HIGHWAYS

The city and county are served today by an extensive system of streets and highways. This system ranges from roads capable of safely carrying thousands of vehicles each hour at high rates of speed, down to local residential streets that help form the character of neighborhoods. The street system further plays a vital role in commerce by carrying products to all portions of the city and county. The rural road network also links the farming community to key transportation centers, allowing their commodities to be shipped around the world.

Section line roads form the basic layout for the city's and county's existing street system. Spaced approximately one mile apart, these roads create the underlying grid pattern found throughout the county.

This roadway pattern was established nearly a hundred and fifty years ago by the United States government. Surveyors were sent west to the Plains states to create a patchwork of one mile squares. These squares became the building blocks upon which the earliest settlements and farming communities were formed. The one mile squares remain today – not only as reminders of the very first efforts to plan the region's development, but also as an inherited human pattern upon which tomorrow's community will be crafted.



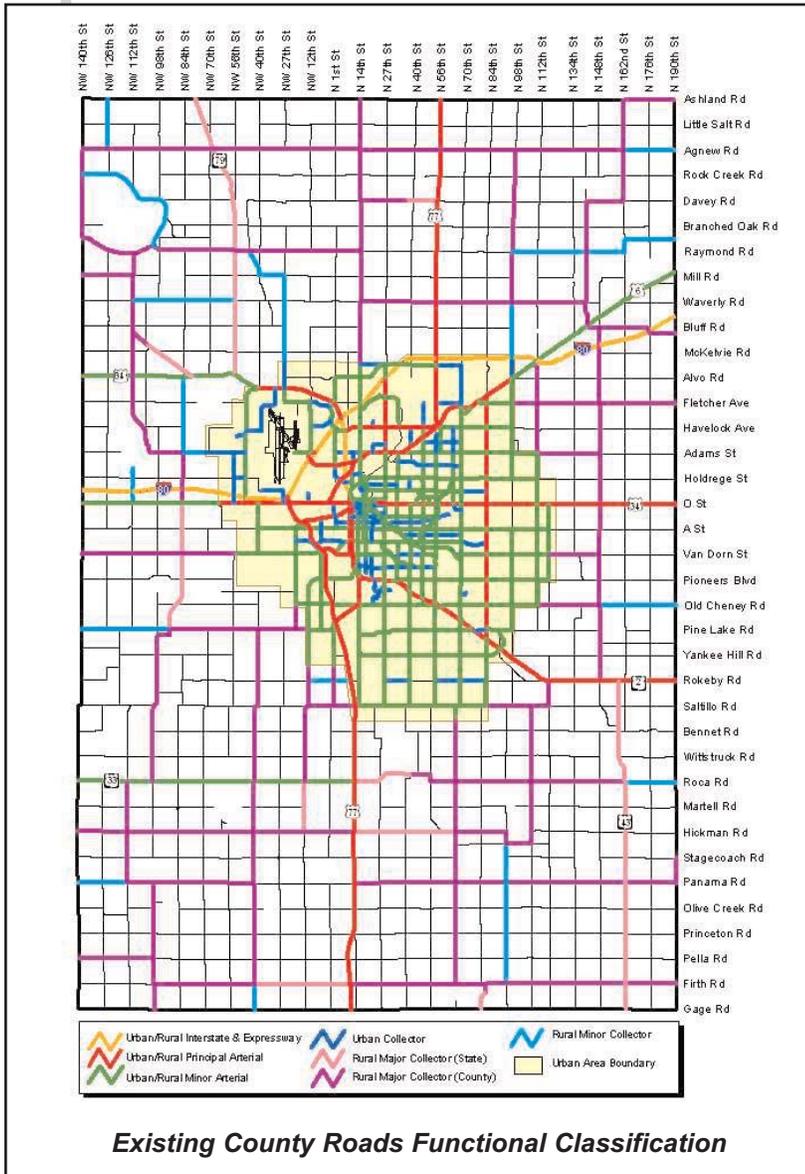
Over many decades, and standing witness to advances in transportation technology (most notably the introduction of the internal combustion engine), this venerable pattern of section line roads has been enhanced and augmented. The section line roads are used today as Lincoln’s main system of arterial streets. In the newer areas of the city, section line roads are typically built with four through lanes, with turning lanes added to ease the flow of traffic along these corridors.

In older areas of the city, section line streets may have two or four through lanes, with lanes sometimes provided to handle turning vehicles. The grid pattern has also been accented in the traditional areas of Lincoln through the use of arterial streets at the half section (or half mile) line. This has created a more extensive street grid pattern in older parts of the community.

To aid in moving traffic through and across the community, other routes have been layered on top of the county’s underlying one mile grid pattern. From the Federal Interstates (such as I-80 and I-180), to State highways (such as Highway Nos. 2, 6, 34, and 77), and to local facilities (such as Capital Parkway, Cotner Boulevard, and Sheridan Boulevard), diagonal roads have helped expand the community’s street capacity. These facilities often offer more direct movement between major centers of activity than are provided by the grid system.

Bridges and overpasses have also been added over the years to make travel safer and easier. Separating cars and trains reduces the potential for accidents, as well as cutting back on time spent by motorists waiting for passing trains. Even the spanning of the region’s numerous creeks and streams with permanent structures has allowed people and vehicles to move more freely.

Today there are an estimated 2,750 miles of streets and highways serving the city and county.



Existing County Roads Functional Classification

This includes approximately 60 miles of Interstate, 205 miles of U.S. and State Highways, 620 miles of major arterials and collector streets, and 1,865 miles of local streets.

FUNCTIONAL CLASSIFICATION

Transportation planners and engineers place streets and highways into “Functional Classifications.” Each classification indicates how the roadway is intended to be used and of the relative importance of a roadway to the neighborhood, community, and region.

At the top of the classification scheme are “Urban/Rural Interstates and Expressways.” These are roads capable of carrying large numbers of vehicles at high rates of speed over long distances. Access to these roadways is highly controlled. Vehicles can only get on these facilities at a few designated locations — typically at an interchange.

“Principle Arterials” and “Minor Arterials” are at the next level of roadway. Arterials may run for many miles across the city and county. Posted speed limits are generally in the middle ranges — 35 to 45 miles per hour — with access provided at grade. Traffic signals are often used to regulate the flow of vehicles along arterials. Access is managed, although movement to adjacent property along arterials is sometimes allowed depending upon the character of the area and the uses being served.

“Collector Streets” offer motorists a safe and convenient way to move from a neighborhood to the arterial street system. This level of street is intended to “collect” traffic from residential or other destinations. Speeds are generally lower than arterial streets with direct access more liberally granted.

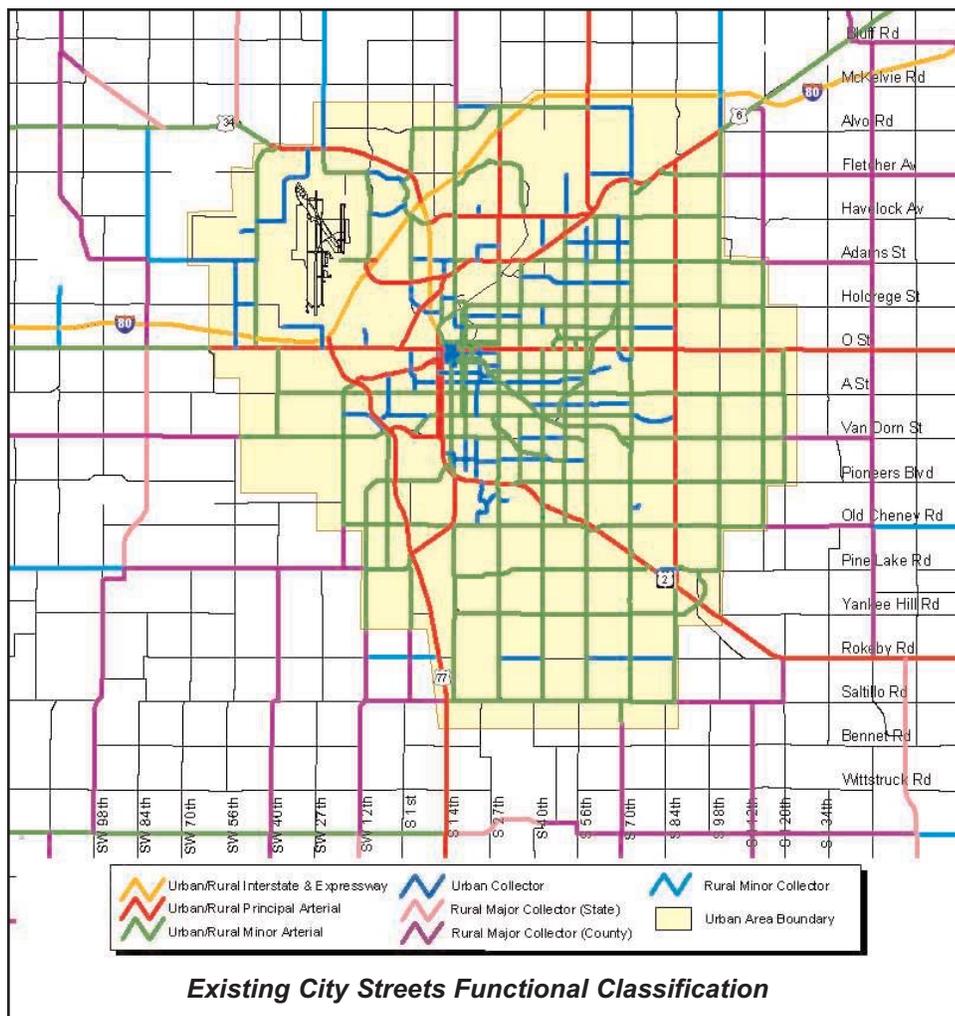
CONGESTION MANAGEMENT TASK FORCE

During a twenty month period in 1995 and 1996, the Congestion Management Task Force examined traffic flow issues for six “high impact corridors” in the older areas of Lincoln. A series of recommendations from the Task Force’s work was amended into the 1994 City-County Comprehensive Plan in 1996. The City has implemented or is implementing the following Task Force recommendations:

Create a “2 Plus Center Turn Lane” System in Older Areas: The Task Force’s top priority was the creation of a street system in the older areas of Lincoln using a “2 plus center turn lane” design. Portions of South 13th, South 33rd, South 40th, South 48th, South 56th, and Pioneers were slated for such improvements. Since 1996, the City has improved or has plans to improve all of these street segments. Additional streets in the older areas have been identified for upgrading to the “2 plus center turn lane” design.

Install More Responsive Traffic Signal System: The City’s Public Works Department has undertaken numerous improvements to the traffic signal system since 1996. This includes installation of sensors and communication lines to monitor traffic flow, traffic monitoring cameras, upgraded software and hardware for traffic signal management, and intersection preemption units. Additional improvements to the traffic signal system are programmed and will be undertaken over the coming years.

Implement Intersection Improvements: Thirteen intersections within the high impact corridors were identified as needing improvement. Many of these improvements have been made, while others are planned as part of future capital improvements program efforts.



Complete Inner Ring Road System: The Task Force recommended lanes be added to segments of five specific streets to create an “inner ring road.” This system of streets would add capacity along the edge of Lincoln’s older area. Improvements to four of these streets — 84th, Old Cheney Road, Pine Lake Road, and Pioneers Boulevard – have been made or are planned. Portions of 70th Street have been upgraded, although no additional improvements are presently scheduled for North 70th Street.

Implement Transportation Systems Management (TSM) / Transportation Demand Management (TDM) Strategies: The City has and is pursuing the application of numerous TSM and TDM strategies. These strategies are intended to make the best possible use of the transportation system by tackling both how the system is managed and how the traveling public makes effective use of the system. Examples include staggered work schedules for public and private sector employers, express transit services, special bus services for major events, message boards for construction and accident sites, and recent upgrades to the city-wide traffic signal system.

Implement Truck Route Study: Routing truck traffic around the City was viewed as a way to improve automobile traffic flow in the older areas of Lincoln. The construction of the south and east beltway was sought as the most helpful approach to accomplish this objective. The south and east beltways are now being planned and funding is being determined for their eventual construction.

Establish a One-Way Pair System on South 56th and Cotner Boulevard: As part of the current East ‘O’ Street project, the City is in the process of making South 56th and Cotner Boulevard a one-way pairing. Once completed, traffic will flow north along Cotner Boulevard and south along 56th Street.

Apply “Average Speed” Concept: A major departure from previous Comprehensive Plans was the Task Force’s introduction of “average speed” as a planning evaluation concept. Under this approach, actual travel times — measured as average speed in miles per hour — was to be collected along selected arterials. This approach created an empirical, measurable means for assessing the street system’s level of performance.

In response to this recommendation, the City of Lincoln began a comprehensive traffic monitoring, accident safety, and signal optimization program in the spring of 1998. This city-wide program evaluates and optimizes traffic flows along all major street corridors on a three year cycle. This approach provides for incremental improvements to be made to the street system. These include the timing of traffic signals to optimize the flow of vehicles, “Intelligent Transportation System” improvements, and other minor geometric changes.

STREET SYSTEM MAINTENANCE

Maintaining city streets is primarily the responsibility of the Lincoln Public Works and Utilities Department. Road maintenance outside the corporate limits of Lincoln is the job of the Lancaster County Engineer, with the exception of the State Highways which are maintained by the Nebraska Department of Roads.

Maintenance responsibilities include but are not limited to ice and snow control, paved and unpaved street and highway maintenance, storm sewer, open drainage, detention cell maintenance and right-of-way vegetation control.

The City currently operates three street maintenance facilities, located at 531 Westgate Blvd., 3180 South Street, and 3200 Baldwin Avenue. The County operates three district stations and 15 patrol stations within the County.

T RAILS AND BICYCLE FACILITIES

TRAILS

The Lincoln area trails network contributes significantly to the community's quality of life. In addition to its recreational value, the trail system plays an important role in the overall transportation system. The trail system offers an alternative to the automobile and can contribute to an overall traffic congestion management strategy.

The existing Lincoln/Lancaster County network has approximately 94 miles of trails — most made of 8 to 10 foot wide concrete pathways.

The majority of the current system is located within the City limits with several connections extending well into the County. The trails system generally connects most existing parks and other recreational facilities. Plans call for expansion of the system to complete an interconnected community trail system.



The MoPac East Trail is currently the longest trail within the network. Twenty miles in length, the MoPac East Trail starts at 84th Street in Lincoln and stretches east through Walton, Eagle, Elmwood, and Wabash. This trail is planned to be extended to the Platte River Connection.

In addition to recreational purposes, trail systems need to be considered as part of the entire transportation system. Some existing trails are incorporated as part of existing roadway corridors. The Antelope Valley project and the South and East Beltways will also provide opportunities for further developing such multi-use corridors.

The trails network receives Federal, State, and local funding, as well as funding from private fund raising efforts. The facilities are maintained by the Parks and Recreation Department, with some portions in the County kept up by the Lower Platte South Natural Resources District.

BICYCLE FACILITIES

The current bike route network for the city and county ties closely to the streets and trails network. It includes existing paved and unpaved routes, proposed trails and trail easements, and on-street routes. Bicycles are not allowed on the sidewalk in the following commercial areas because of the large number of pedestrians:

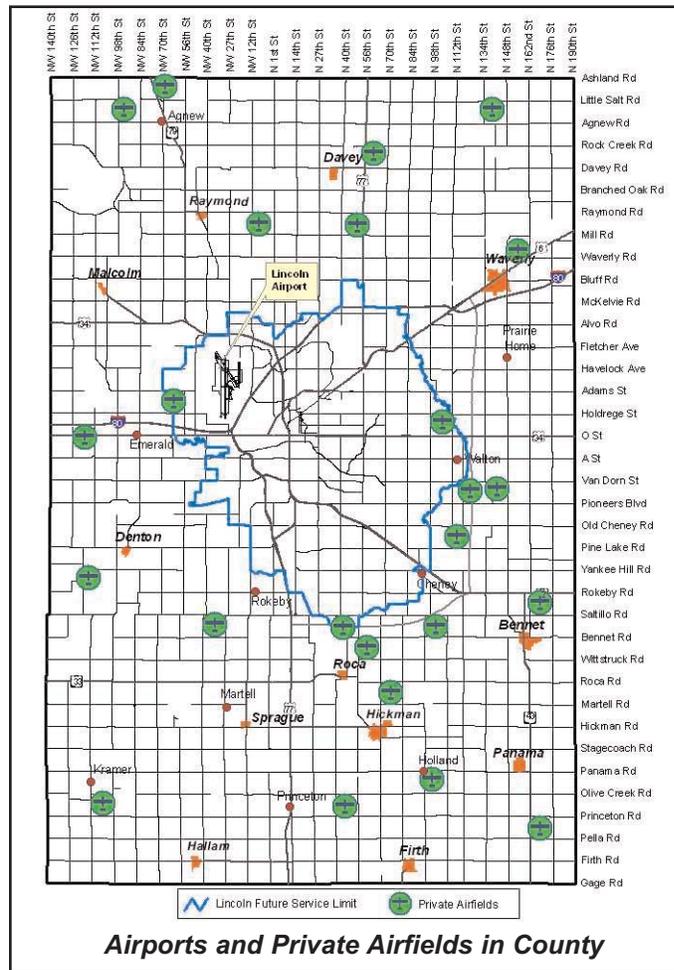
- Downtown
- Havelock
- College View
- Bethany

AIRPORTS AND AIRFIELDS

The Lincoln Municipal Airport (LMA) is the dominant air facility servicing Lincoln and Lancaster County. It furnishes an important transportation link to national and international markets. LMA is located in the northwestern part of Lincoln, with access provided by Interstate and State highways.

The City of Lincoln’s Airport Environs Noise District and Airport Zoning Regulations have been established to ensure the balance between the airport operations and the surrounding land uses. The regulations govern uses and structural characteristics compatible to the airport operations and minimize negative impacts on surrounding residents.

Smaller private airports and airfields are also located throughout the County. The distinction between an airport and an airfield is generally the number of planes using the facility and who is allowed to use them. “Airfields” are limited to use by the residents of a single family home with not more than one plane. All other air facilities, including single family airfields which accommodate guest planes or house more than one plane, are termed “airports.” Within Lancaster County, airports are discouraged within close proximity to homes, schools, hospitals or other areas potentially sensitive to noise.



Airports and Private Airfields in County

RAILROADS

The city and county are currently served by two Class I railroads and one Class III railroad - the mainline of Burlington Northern Santa Fe Railway (Class I), a secondary branch line of the Union Pacific Railroad (Class I), and the Kyle Railroad (Class III), which operates a rail line in southeast Lancaster County via the Omaha Public Power District (OPPD) track from southeast Lincoln to Nebraska City.



Both freight and passenger rail service are offered in Lincoln and Lancaster County. Currently up to 69 trains a day travel east-west through the County.

In recent years, railroads in Lincoln and Lancaster County have been affected by changes in the railroad industry and growth within the City.

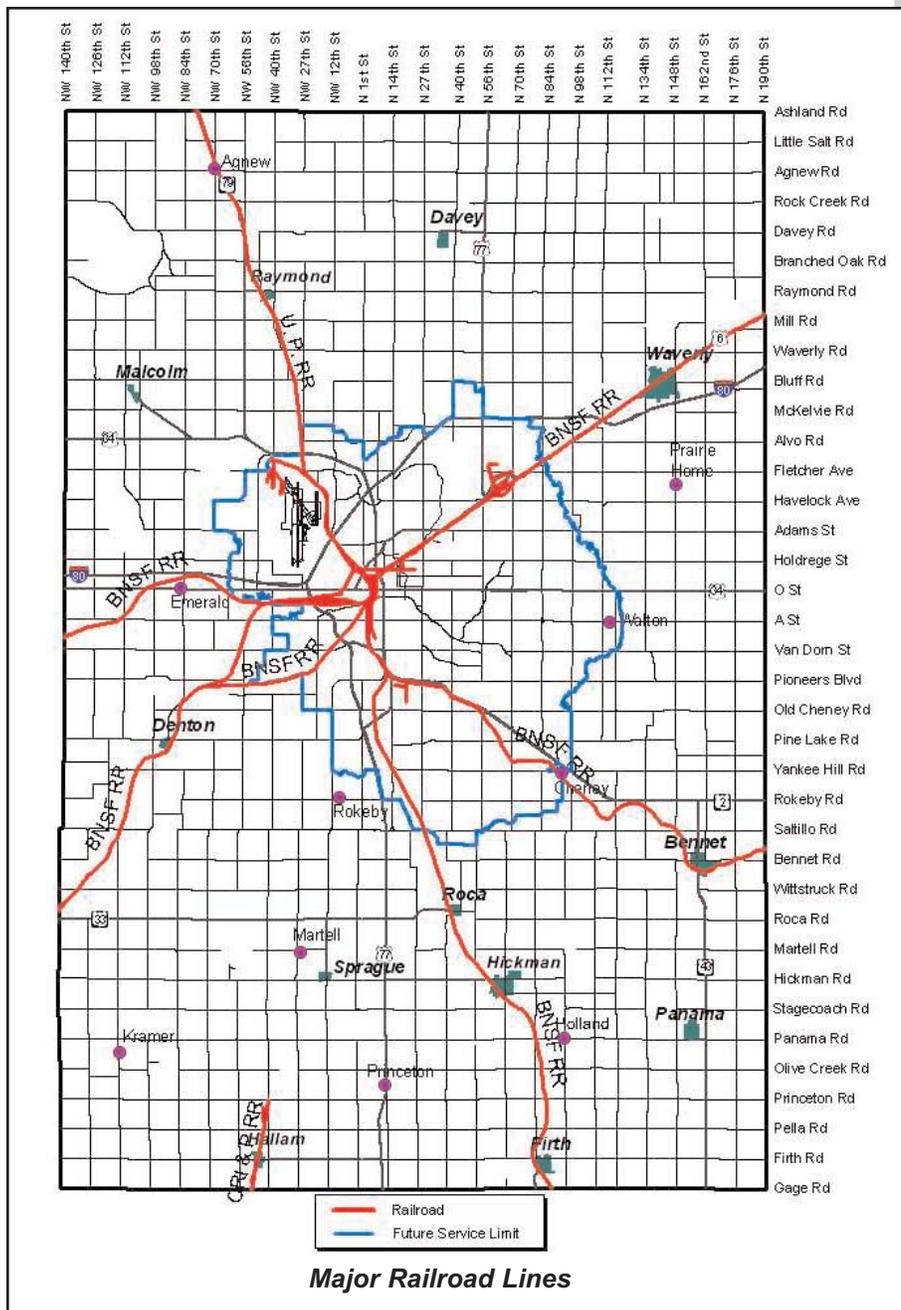
Eliminating at-grade vehicular-train conflicts is a primary objective of the Plan. Removal of such conflicts will enhance safety, reduce delays, and improve emergency access to the surrounding neighborhoods. The Union Pacific Railroad tracks along 4th Street in west

Lincoln have been abandoned. This line ultimately extends from Lincoln to Beatrice, Nebraska, and then south into Kansas. A grade separation project on 'A' Street over the 3rd Street Burlington Northern Railroad tracks will eliminate the at-grade crossings along 'A' Street. This line is operated by the Burlington Northern Santa Fe Railway.

The Antelope Valley project will also eliminate at-grade crossings and enhance the safety and traffic flow to areas north of 'O' Street. As part of the Antelope Valley project, four existing crossings will be closed, and two new underpasses constructed. These projects include:

- The Antelope Valley roadway elevated intersection in the vicinity of N. 16th Street and State Fair Road.
- 33rd and Adams Street extension underpass.
- Closure of the grade crossing at the 35th Street, Adams Street and Cornhusker Highway intersections.
- Addition of a new underpass under the BNSF rail corridor near N. 29th Street.

The Railroad Transportation Safety District (RTSD), a county-wide entity, was established in 1971 to improve transportation and safety at railroad crossings. The funding mechanism provided by the RTSD allows for grade separation projects such as the above referenced to be built. These projects will enhance public safety and transportation efficiency.



GOODS AND FREIGHT MOVEMENT

Goods and freight are currently transported throughout the city and county by truck, rail, air, and pipeline.

In 1999, 174 freight operations employed nearly 5,500 employees in Lancaster County. The total payroll for these establishments approached \$200 million per year. Trucking comprised the bulk of the freight movement services in the county in terms of employees, payroll, and number of establishments.

TRUCK FREIGHT

Truck freight is the most visible form of delivering goods to customers in Lincoln and Lancaster County. Activities generating high truck traffic — especially grain elevators and warehousing operations – were historically located on the periphery of the City. Many, if not most of these, have been absorbed into Lincoln as the city’s corporate limits have been pushed out by growth.

Today I-80, I-180, Highway 34, Highway 2, Highway 77, and Highway 6 all exhibit high commercial truck traffic. Leakage of truck traffic from the State highway system to the city road system have been noted in past studies on Pioneers Boulevard, Holdrege, Adams, 27th and 84th Streets.

RAIL FREIGHT

The majority of rail freight originating in Lancaster County is heavy, bulky agricultural produce. Grain elevators and mills within Lincoln and throughout Lancaster County serve as the primary customers of railroad transportation services. Nine grain elevators throughout Lancaster County and five in Lincoln are served by Burlington Northern Santa Fe Railway (BNSF).

AIR FREIGHT

While the Lincoln Municipal Airport is the county’s dominant air facility in Lancaster County, Omaha’s Eppley Airfield currently serves much of the air freight needs for Lincoln and Lancaster County. Air freight entering Lincoln Municipal Airport arrives through passenger service in small loads. United States Postal Service (USPS) mail is delivered to Lincoln through passenger service. USPS mail is not regularly shipped out of Lincoln Municipal Airport, but rather it is trucked to Omaha’s Eppley Airfield for processing. The majority of private parcel delivery service is also handled through Omaha’s Eppley Airfield.

PIPELINE FREIGHT

There are 17 pipelines in Lincoln and Lancaster County. The majority transport petroleum or natural gas products. One of the lines transports anhydrous ammonia, which is a product used in agricultural production. All of the pipelines are managed by four firms in Lancaster County.

INTERMODAL AND MULTI-MODAL FREIGHT OPERATIONS

Inter/multi-modal efficiency is a key component in freight transportation. Lincoln and Lancaster County residents receive parcel deliveries, general merchandise, petroleum and natural gas, and agricultural produce through a number of different modes. Intermodal freight shipments may be characterized as truck-to-rail, truck-to-air, pipeline-to-truck, and vice versa. Multi-modal shipments may be characterized as truck-to-truck or rail-to-rail activity.

The only intermodal facility in Nebraska as defined by the U.S. Department of Transportation is in Omaha (i.e., a rail-to-truck and vice versa). Parcel delivery is a multi-model operation in Lincoln since out of state parcels are typically transported by air to Omaha's Eppley Airfield and distributed to Lincoln and Lancaster County by truck.

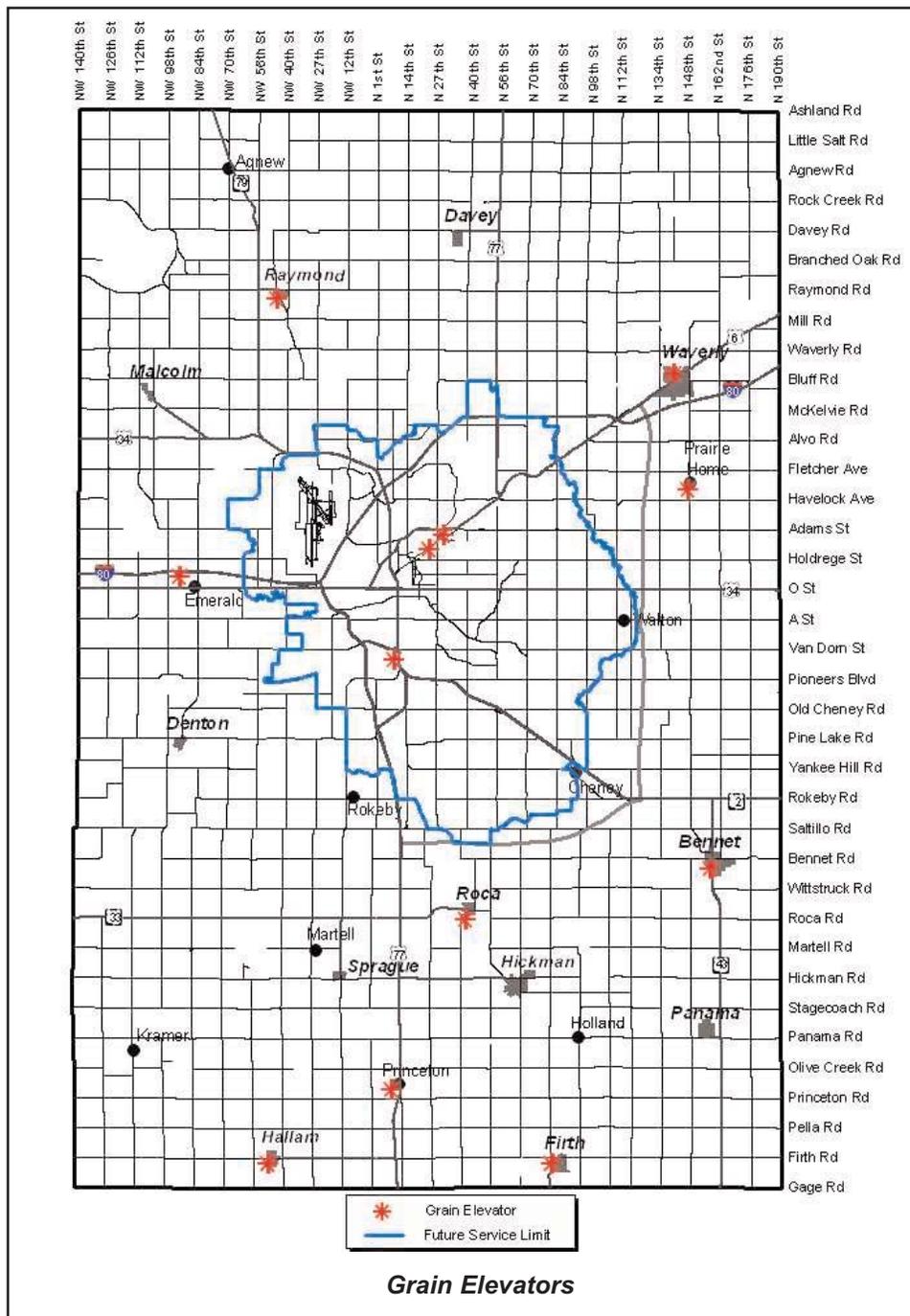
Grain elevators have the potential to be intermodal and multi-modal facilities that connect agricultural products to production sites across the United States. Grain elevators are located within the City and throughout Lancaster County. Most are strictly multi-modal transfer points. Generally, once produce is in Lincoln, it is either processed, stored or loaded to rail to be shipped out of state. Agricultural produce delivered to elevators outside of Lincoln is often transported by truck.

SOLID WASTE

The transporting of solid waste is done largely by truck. Waste destined for landfill disposal is either routed to the primary facility at Bluff Road along Highway 77 or the transfer station located on North 48th Street. The Bluff Road Sanitary Landfill is the destination for all waste except construction and demolition debris. The site receives an average of 25,059 tons per month from 6,406 truck shipments. All vehicle shipments to the Bluff Road Sanitary Landfill are trucks averaging more than four tons of waste per load. The 48th Street station is the designated site for small vehicles. This site receives an average of 7,835 tons of material per month from 4,612 vehicle shipments.

RECYCLING

In the year 2000, approximately 363,400 tons of recycled materials (including construction and demolition material, paper, compost, and waste water sludge) were handled. Private recycling firms are located throughout Lincoln.



HAZARDOUS MATERIAL

The Lincoln/Lancaster County Health Department (LLCHD) estimates that 270,000 shipments of hazardous materials pass through Lincoln each year on Interstate 80. As a general rule, about ten percent of all truck shipments contain hazardous materials. LLCHD also estimates that about 90,000 shipments of hazardous materials pass through Lincoln each year by rail.

COMMUNITY FACILITIES

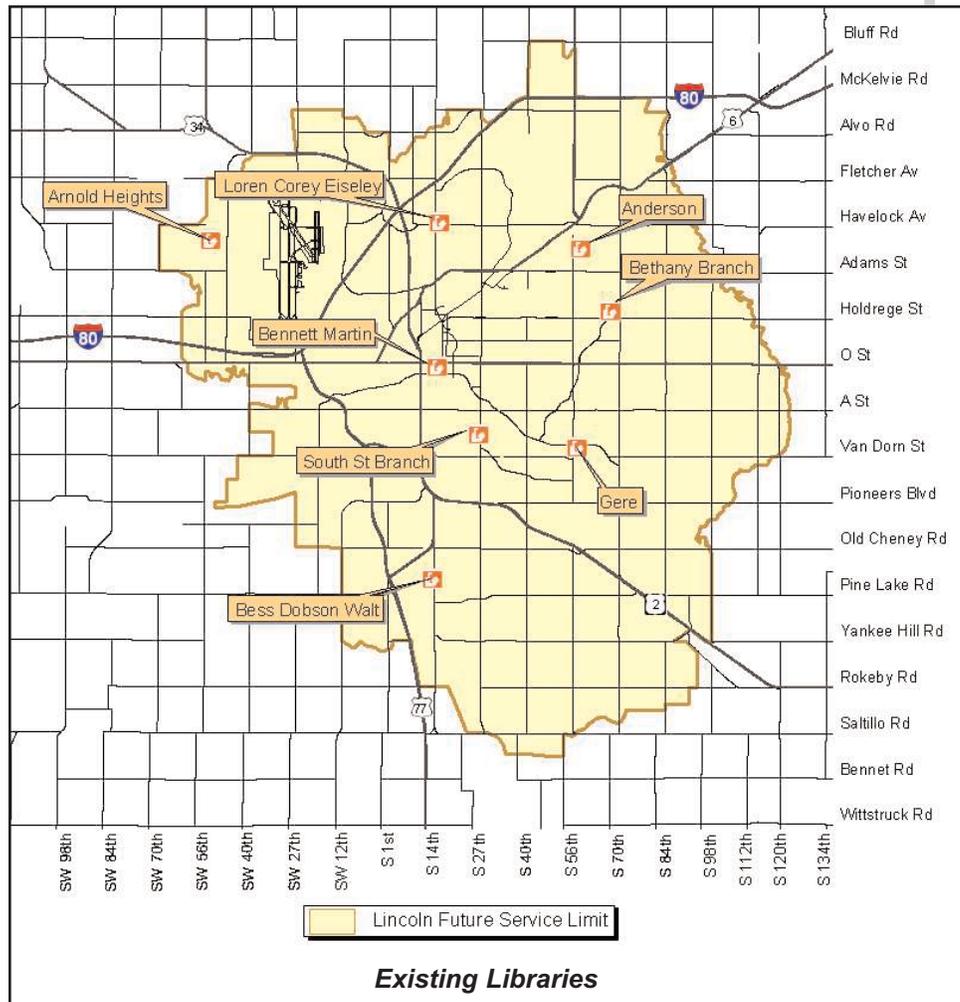
The availability and service levels of community facilities affects the quality of life in the City and County. The community facilities discussed in this section are: libraries, public safety, medical health care, and other public buildings and facilities.

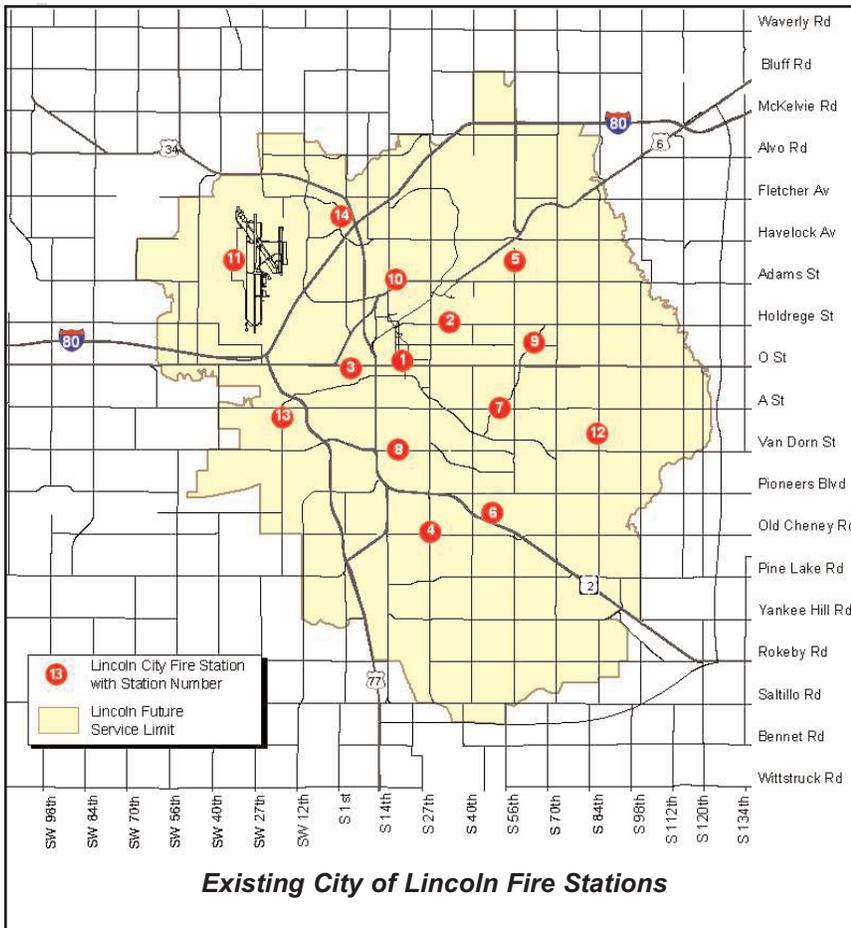
LIBRARIES

The Lincoln City Libraries currently operates the following nine facilities: the Bennett Martin Main Branch Public Library in the Downtown, four major community branch libraries (Victor E. Anderson, Charles H. Gere, Loren Corey Eiseley and Bess Dodson Walt), two neighborhood libraries (Bethany and South Street), one mini-library (Arnold Heights), and the Book Mobile. The Lincoln City Libraries have a branch library in each quadrant of its operational service area.

Through contractual arrangement, residents living outside Lincoln, but within Lancaster County, have access to all services of Lincoln City Libraries.

In addition to Lincoln City Libraries, there are private and other publicly supported libraries in the community. These libraries are associated with colleges and universities in Lincoln. Access to these libraries is determined by each institution's governing body.





PUBLIC SAFETY

FIRE PROTECTION

Lincoln Fire Department

The Lincoln Fire Department currently operates from 14 stations located throughout the City. These stations are distributed to offer the community an average three and a half minute response time. Mutual Aid requests for Lincoln Fire Department service are common for incidents outside Lincoln.

The Lincoln Fire Department's equipment system is designed for use with a public water supply capable of generating 1,500 gallons of water per minute at a residual pressure of 50 pounds per square inch.

The Lincoln Fire Department provides emergency ambulance transport services in the City of Lincoln. Interfacility hospital-to-hospital non-emergency services are

provided by the private sector.

Rural Fire Districts

There are 17 rural fire districts serving Lancaster County. All rural fire district personnel are volunteers. Rural fire districts can provide fire protection, rescue, and emergency ambulance transport. Fire departments are distributed throughout most of the towns and villages, while some are located in the unincorporated areas of the county. Mutual aid requests between fire districts are common for incidents outside Lincoln. Each rural fire district has unique challenges, including response times and water availability.

LAW ENFORCEMENT

Lincoln Police Department

Law enforcement in the City of Lincoln is primarily the responsibility of the Lincoln Police Department. The Department responds to nearly 150,000 service requests annually. It uses five team districts (Northwest, Northeast, Southeast, Southwest, and Central) to deliver law enforcement services throughout



the city. Several satellite sites and one substation (located at 27th and Holdrege Streets) are utilized by the Department. Its primary services facility is the Justice and Law Enforcement Center in Downtown Lincoln.

Lancaster County Sheriff's Office

The County Sheriff's Office provides services throughout Lancaster County, including support to the City of Lincoln. The Sheriff's Office uses satellite sites throughout Lancaster County. It shares the Justice and Law Enforcement Center with the Lincoln Police Department.

Law enforcement in the incorporated communities of Lancaster County (other than Lincoln) is provided under inter-local agreements with the Lancaster County Sheriff's Office.

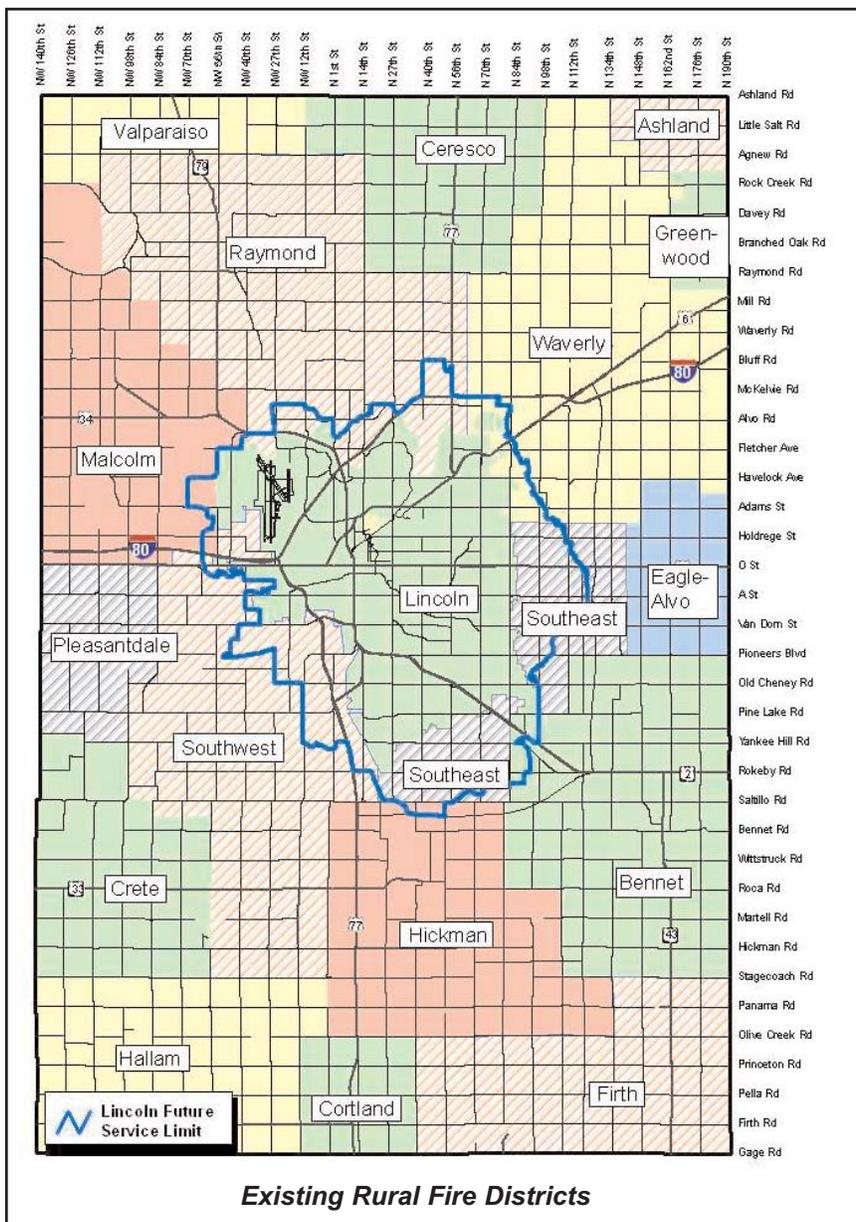
MEDICAL HEALTH CARE

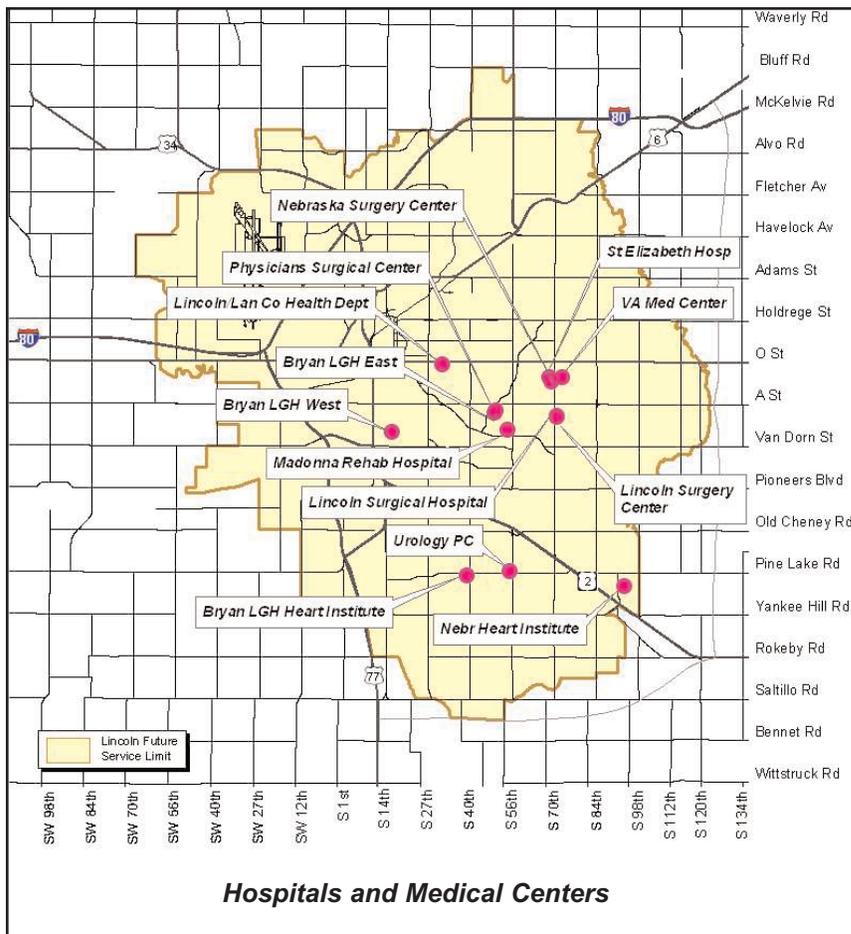
Medical Centers and Hospitals

Lincoln and Lancaster County are served by 3 hospitals, 1 rehabilitation hospital and a Veterans Administration Medical Center. Ambulance services are provided through a combination of private and public providers. There are also a number of other specialized health care facilities, such as nursing homes, treatment centers, specialty clinics, and retirement centers. Medical health care facilities in Lincoln provide more than 900 hospital beds to area residents.

BryanLGH Medical Center is a 583-bed, not-for-profit locally owned healthcare organization with two acute-care facilities (BryanLGH West and BryanLGH East) and several outpatient clinics located throughout the city.

Saint Elizabeth Regional Medical Center is a 208-bed, not-for-profit organization with a main acute-care facility and several off-site speciality care facilities.





Hospitals and Medical Centers

Madonna Rehabilitation Hospital is a 254 bed not-for-profit organization providing medical and rehabilitation services to children and adults with physical disabilities.

Lincoln Veterans' Administration Medical Center is a 113-bed facility providing outpatient services to area veterans.

Health Support Facilities

Minor emergency medical services are also provided at several private facilities dispersed throughout the community. A number of private non-profit organizations provide targeted health services to residents throughout Lincoln and Lancaster County.

The Lincoln/Lancaster County Health Department also provides a wide range of health related services to the residents of Lincoln and Lancaster County.

OTHER PUBLIC BUILDINGS AND FACILITIES

The Public Building Commission is responsible for facilities jointly used by City and County agencies, such as the County-City Building.

As general purpose governments, the City of Lincoln and Lancaster County own, operate and manage numerous buildings, structures, and facilities. Most of these are directly displayed or reflected in the maps and text of the Comprehensive Plan. Among these are fire stations, libraries, park facilities (such as recreation and community centers, and golf course club houses), and utility facilities (such as water reservoirs and water production facilities, wastewater treatment plants, and structures pertaining to the City's sanitary landfill).

Other major government buildings, structures and facilities in the city and county include (address or nearest intersection location):

- Burnham Yates Convention Center (13th and M Streets)
- Carriage Park Garage (11th and L Street)
- Center Park Garage (1100 N Street)
- Community Corrections Center (2720 West Van Dorn)
- Community Mental Health Center (2200 St. Mary's Ave)
- Cornhusker Square Parking Garage (1220 L Street)

PARKS, RECREATION & OPEN SPACE

This section explores the city and county's existing network of parks, recreational facilities, and open space. It includes discussion regarding the various local, State, and private agencies developing and maintaining parks, trails, community centers, and recreational facilities.

LINCOLN PARKS AND RECREATION DEPARTMENT

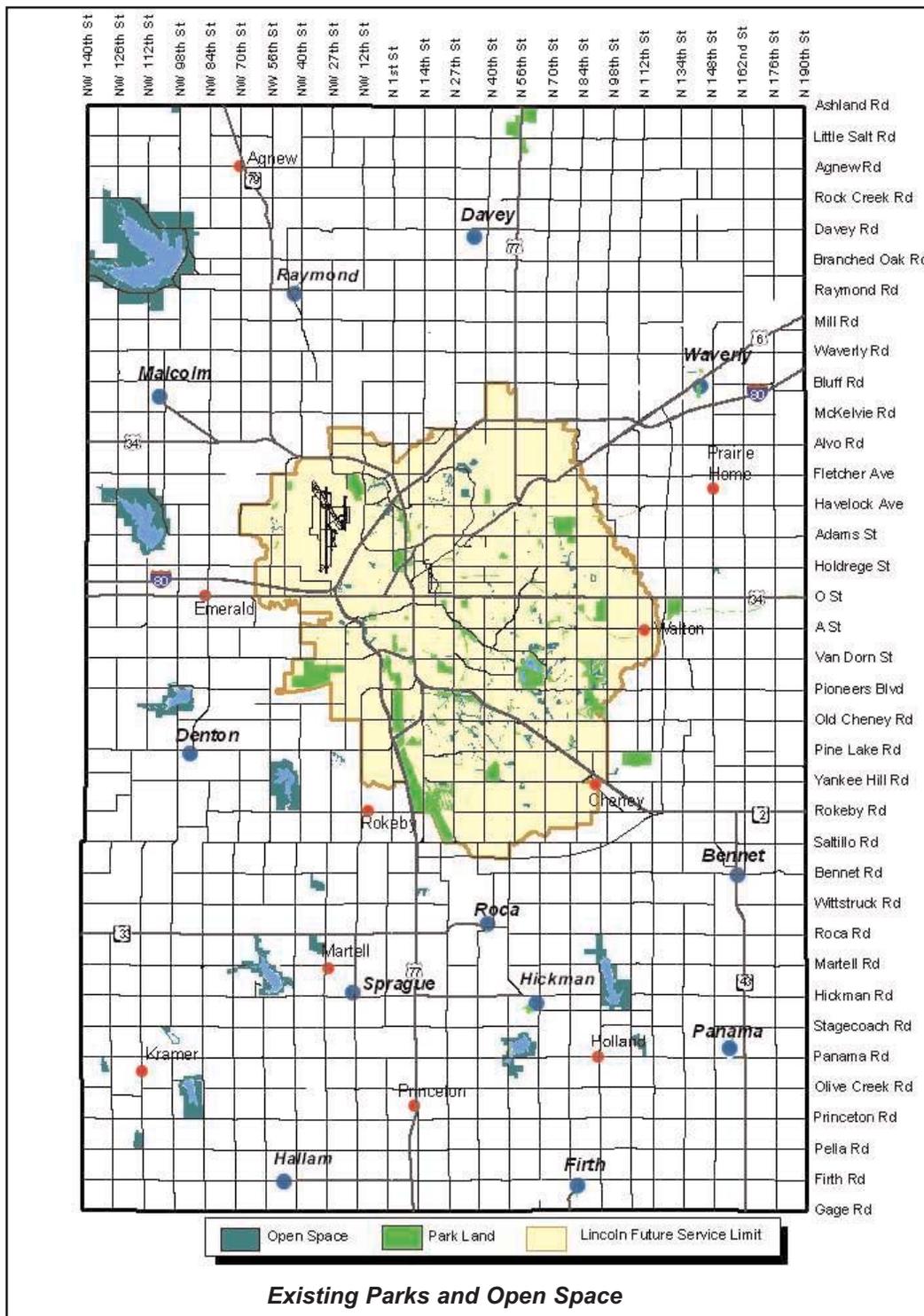
The Lincoln Parks and Recreation Department is the primary public sector provider of recreational services to city residents. The Department manages 102 different sites on 5,474 acres of parks and open space land. The Parks and Recreation Department oversees 224 buildings and 80 playgrounds. It has responsibility for 20 lakes and ponds, totaling 225 acres — with Holmes Lake being the largest water body at 94 acres. The Department also operates five public golf courses, including Ager Junior, Highlands, Holmes, Mahoney and Pioneers.

Lincoln maintains a system of five park types - mini-parks, neighborhood parks, community parks, regional parks and natural resource / open space areas. Within these parks a variety of special purpose facilities are provided.



LANCASTER COUNTY PARKS AND RECREATIONAL SERVICES

Lancaster County does not directly operate parks or provide recreational programs. The County has acquired some park and open space in the past, most notably the 1,475 acre Wilderness Park in the southwest Lincoln area and Interstate Park located along I-180. The City Parks and Recreation Department operates and maintains these areas under inter-local agreements between the city and county.



NEBRASKA GAME AND PARKS COMMISSION

During the 1960's, the U.S. Army Corps of Engineers constructed a number of dams in Lancaster County for flood control and conservation purposes. Seven of these lakes (Blue Stem, Branched Oak, Conestoga, Olive Creek, Pawnee, Stagecoach and Wagon Train) are managed by the Nebraska Game and Parks Commission.



These lakes and State Recreation Areas (SRA) consist of more than 11,000 acres of land and water bodies, providing a variety of recreational activities such as boating, swimming, water skiing, picnicking, fishing and hunting.

In addition, the Nebraska Game and Parks Commission manages seven Wildlife Management Areas (WMAs) in Lancaster County. These areas are intended for a variety of recreational activities such as fishing and hunting. Included in this category are such activities as wildlife refuges, game management areas, access sites to reservoirs, and natural areas. These areas serve as regional parks sites readily accessible to residents of Lincoln and Lancaster County.

LOWER PLATTE SOUTH NATURAL RESOURCE DISTRICT

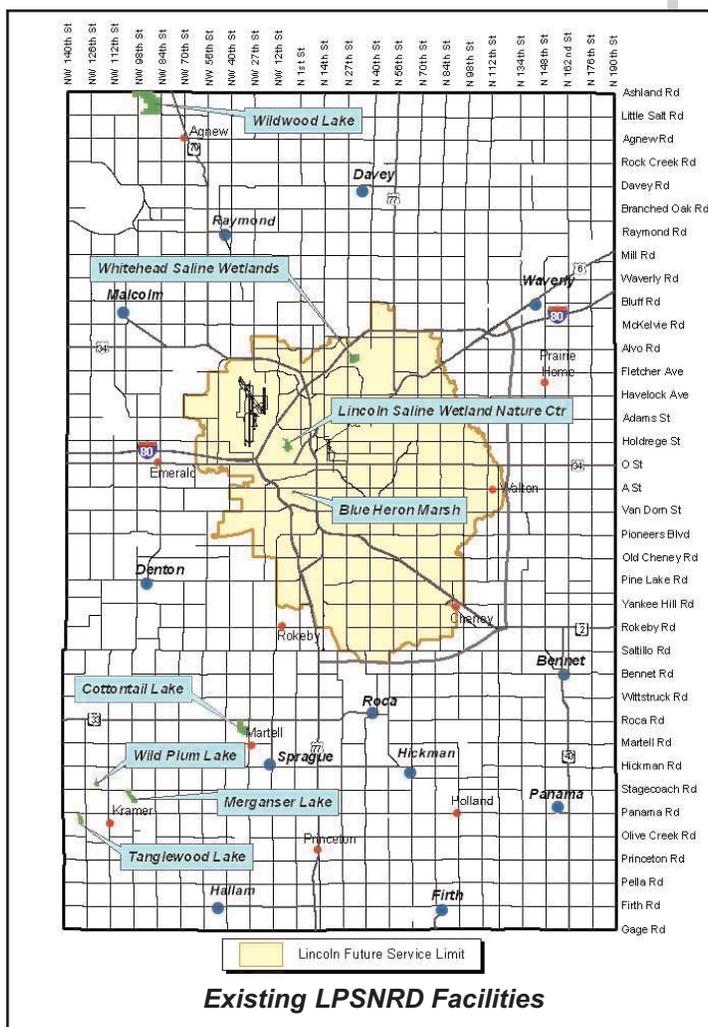
The Lower Platte South Natural Resource District (LPSNRD) manages a number of flood control structures, urban wetlands, and trails in Lancaster County. The five lakes are Wildwood, Cottontail, Merganser, Tanglewood, and Wild Plum. These lakes provide a variety of recreational activities such as swimming, camping, picnicking, fishing, and hunting. Other activities provided at some of the lakes include boating and hiking. Each lake includes a wildlife area for nature observation.

Three urban wetlands areas are managed by the LPSNRD. These wetland areas include the Lincoln Saline Wetland Nature Center, Whitehead Saline Wetland, and the Blue Heron Marsh. Public access to these wetlands may include walking trails for recreation and education programs.

TRAILS

Trails offer a broad variety of benefits for our community, providing not only recreation, but also a safe transportation network for bikers, walkers, and runners. Many of Lincoln’s trails are located within existing parks and recreation areas. Through joint efforts of the City, public agencies such as the Lower Platte South NRD, and private partners like the Great Plains Trails Network, Lincoln has developed an exemplary urban and rural trails system. The Lower Platte South Natural Resources District maintains approximately 16 miles of trails in Lancaster County.

Lincoln Parks and Recreation Department maintains approximately 78 miles of recreation and commuter trails. Of this total, approximately 39 miles – or half – are classified as commuter trails. Lincoln Parks and Recreation has a goal to provide a trail within 1 mile of every household in the city.



The MoPac East Trail connects to the MoPac Trail in Lincoln, linking it to the city’s trail network. The MoPac East Trail stretches from Lincoln through Walton in Lancaster County and into Cass County. The Trail offers year-round recreation for hikers, runners, bicyclists, horseback riding and nature observation.

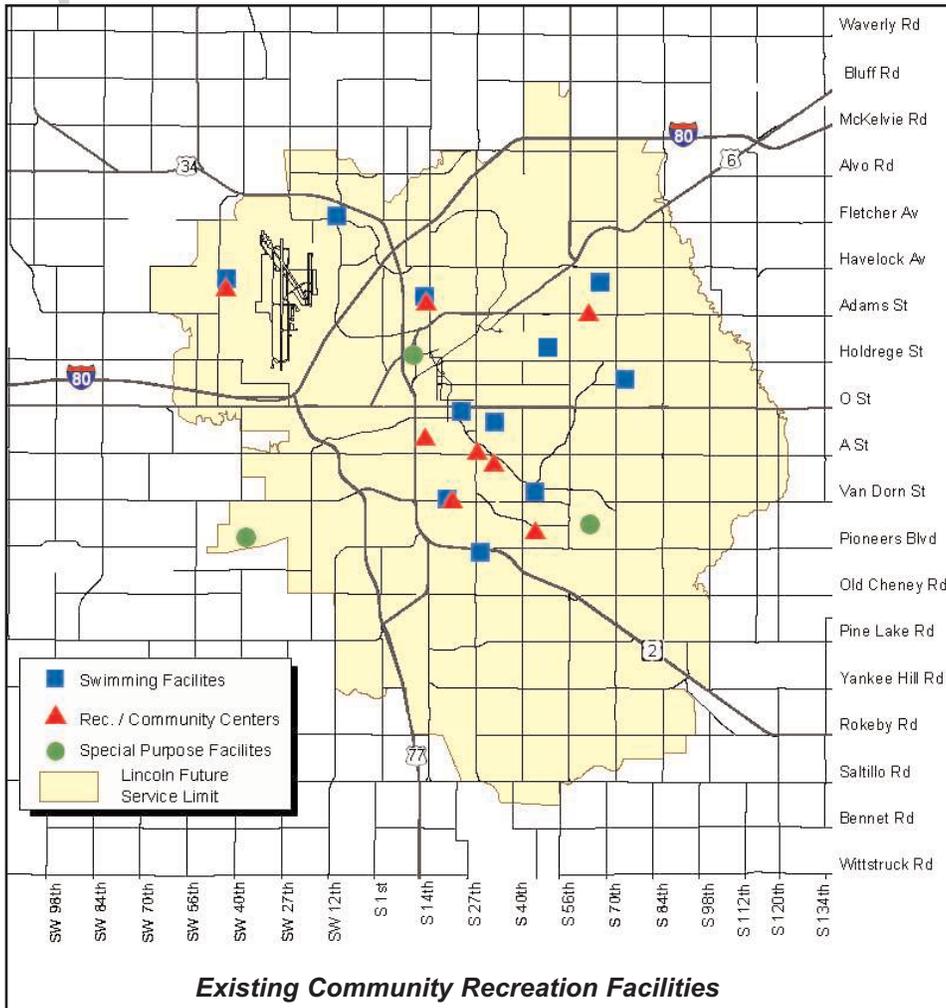
The Wilderness Park trail system, one of four National Recreational Trails in the state, connects to the city’s trail network. The potential for extension of the Wilderness Park trail system south to connect with the Homestead Trail exists, and could continue into the State of Kansas.

COMMUNITY CENTERS/RECREATION CENTERS

The City of Lincoln owns eight recreation/community centers (including an indoor playground), eleven outdoor swimming pools [including nine neighborhood pools, a regional family aquatics center (Star City Shores), and a regional outdoor competitive diving and swimming facility (Woods Memorial Pool)]. All of these facilities are managed by the City’s Parks and Recreation Department.

In addition the City owns and operates three special purpose facilities — the Pioneers Park Nature Center (an interpretive facility for native prairie, plants, animals and landscapes), the Hyde Observatory near Holmes Lake, and an indoor rifle range.

In collaboration with the University of Nebraska and Lincoln Pro Baseball, the City of Lincoln participated in the development of Haymarket Park adjacent to Downtown’s historic Haymarket District. Opened in June, 2001, the complex includes a 4,500 seat baseball stadium and a 750 seat softball stadium. The facility is used by the University of Nebraska-Lincoln Men’s Baseball Team, University of Nebraska-Lincoln Women’s Softball Team, and the Lincoln Saltdogs Professional Baseball Team. The Park is connected to the Haymarket District by a 1,000 ft. pedestrian bridge.



Existing Community Recreation Facilities

HISTORIC PRESERVATION

The community’s interest in preserving and enhancing its historic and cultural resources was codified in 1979 and 1980 by amendments to the County and City zoning codes. The City inaugurated a systematic preservation program, creating a Historic Preservation Commission and Historic Preservation District within the zoning code, and adding a preservation planner to the Planning Department staff.

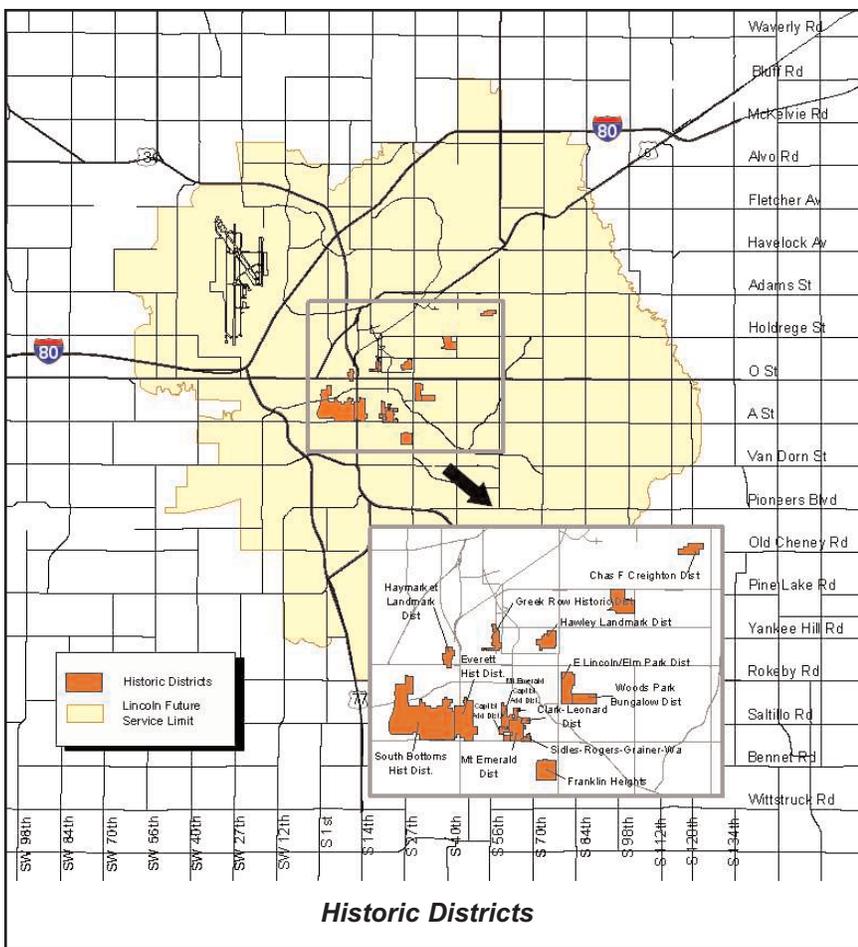


The City program has always worked closely with state and federal historic preservation efforts through the Preservation Office of the Nebraska State Historical Society. This relationship was formalized in 1985 when the city was designated a “Certified Local Government” for purposes of historic preservation, giving it official standing within the national preservation process. In 1988 the City and the State jointly created a Nebraska Capitol Environs

Commission to advocate for improvement of the area around the Capitol. By 1994, the Commission was vested with authority to review public and private improvement projects near the Capitol and its Malls.

Activities of the Lincoln preservation program include survey and research on sites and areas within the county, identification of potential landmarks and districts, and designations of historic properties through Lincoln Landmark and National Register of Historic Place programs.

Over 100 separate buildings, districts, and places have been designated under either or both programs, ranging from the 500 acres of Pioneers Park to CB&Q RR locomotive 710, and from the mansion of Frank Woods, founder of Lincoln Telephone & Telegraph Company, to the cottage of Anna and Rev. Oliver Burckhardt, an artist and her minister husband who were leading members of Lincoln’s early African American community.



Historic resources are by their nature finite, but as knowledge and interest in local history grow, so does our recognition of the significance of an increasing range of historic places.



Survey, research, and designation can begin the process of preserving a community's heritage, but they cannot complete the tasks of utilizing and maintaining historic buildings and areas. Government can provide leadership by its stewardship and continued use of its own landmarks, such as Old City Hall or many of the community's public schools, or by offering surplus properties for rehabilitation by private interests, as occurred with Hayward School and the A Street Waterworks.

The city also offers limited assistance through regulatory or financial incentives, such as special permits for innovative uses of landmarks, or facade improvement loans. In districts such as Haymarket and downtown, the city uses its redevelopment powers to augment and help coordinate private efforts.

But most preservation work must be carried out by individual property owners, and this plan recognizes the central role of private property owners. Advocacy for and interest in historic preservation also draws strength from non-governmental organizations, especially neighborhood associations and the Preservation Association of Lincoln.

The Lincoln preservation program has been especially active in the area of outreach through publications, walking tours, and public presentations. The activities of historic preservation and local history research can create bridges between people of different generations, ethnicities, neighborhoods, and backgrounds, when respect for and interest in the past becomes a community-building activity.

URBAN DESIGN AND CULTURAL RESOURCES

The protection and enhancement of the community's historic and cultural resources is also furthered by the Urban Design Committee, which began as an advisory body to the Mayor by executive order in the 1970's, then was formalized as an advisor to all city departments and agencies by ordinance in 1981. The Committee advises city government on how city policies or projects impact the aesthetics and livability of the city—in other words, on matters of urban design. The Committee is also asked to review design aspects of public/private projects, such as redevelopment projects downtown.



The Lincoln Arts Council, a non-governmental advocacy group, plays a lead role in promoting the arts and especially public art projects in Lincoln. Among the museums that enrich the community are UNL's Sheldon Memorial Art Gallery, State Museum at Morrill Hall, the Chistlieb Gallery of the Great Plains Art Collection and Lentz Gallery of Asian Art.



The Nebraska State Historical Society offers the Museum of Nebraska History and Kennard House, along with its research library and archives, which are well-used by visitors and residents alike. The Lincoln Children's Museum has grown into a dynamic new facility as a private/public partnership, and the Folsom Children's Zoo and Botanical Garden is another partnership which operates a thriving and non-governmental facility on city park land.

Lincoln and Lancaster County are more livable, friendly, distinctive, and economically vibrant due to the contributions of these and other public and private cultural facilities.

EDUCATION

This section examines educational services available throughout the city and county. This includes primary and secondary educational services, community colleges and trade schools, and colleges and universities.

PRIMARY AND SECONDARY

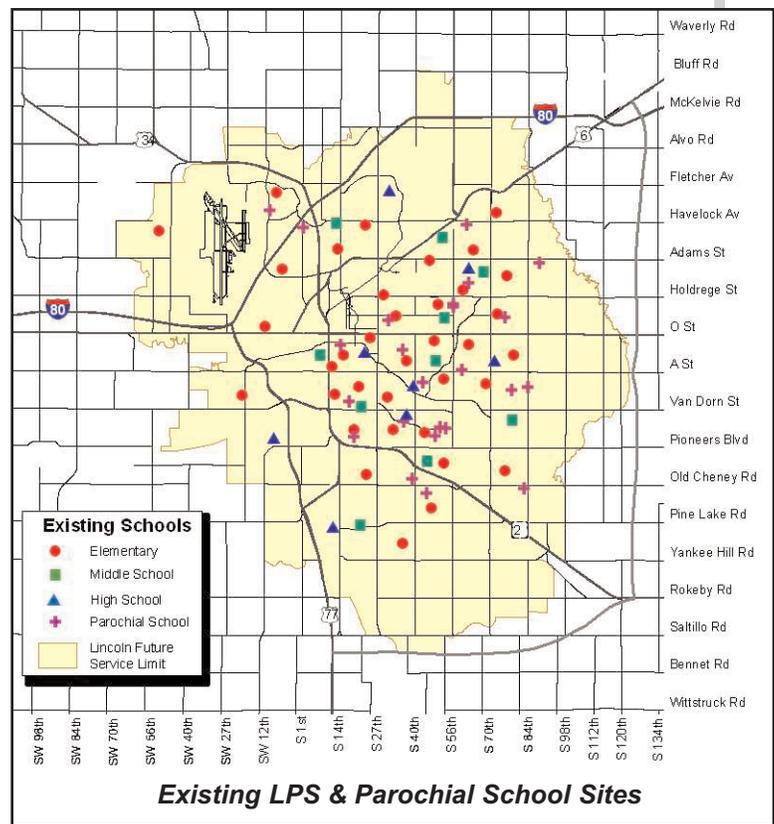
LINCOLN PUBLIC SCHOOLS

The Lincoln Public Schools (LPS) provides kindergarten through 12th grade education to over 31,000 students within the City of Lincoln and surrounding area. The district operates 36 elementary schools, 10 middle schools, 4 high schools (with 2 additional high schools under construction and opening in 2002 and 2003), an alternative education center for high school students, a center for students with behavioral disabilities, a center for expelled students, a Science Focus Program at Folsom Children’s Zoo, an Arts and Humanities Focus Program at the Bottlers Building, and a Technology Focus Program at the Federal Trust Building.

Thirty-six (36) foreign languages are spoken in the LPS System. In response to this increased lingual diversity, LPS offers programs to students whose first language is other than English. These programs are offered at 15 teaching Centers located in elementary, middle, and high schools throughout Lincoln.

Lincoln Public Schools’ English Language Learners (ELL) program teaches English through academic course work such as social studies and science. The ELL program supports students by providing initial instruction in social and academic English, as well as orienting them to school and community culture. Between 1992 and 2001, the number of students participating in ELL instructional programs increased from 368 to 1,452.

The district operates facilities throughout the entire community, distributing educational facilities to all neighborhoods. About half of the Lincoln Public Schools’ budget comes from local property taxes, with the rest coming from state and federal aid and funds from several other local sources.

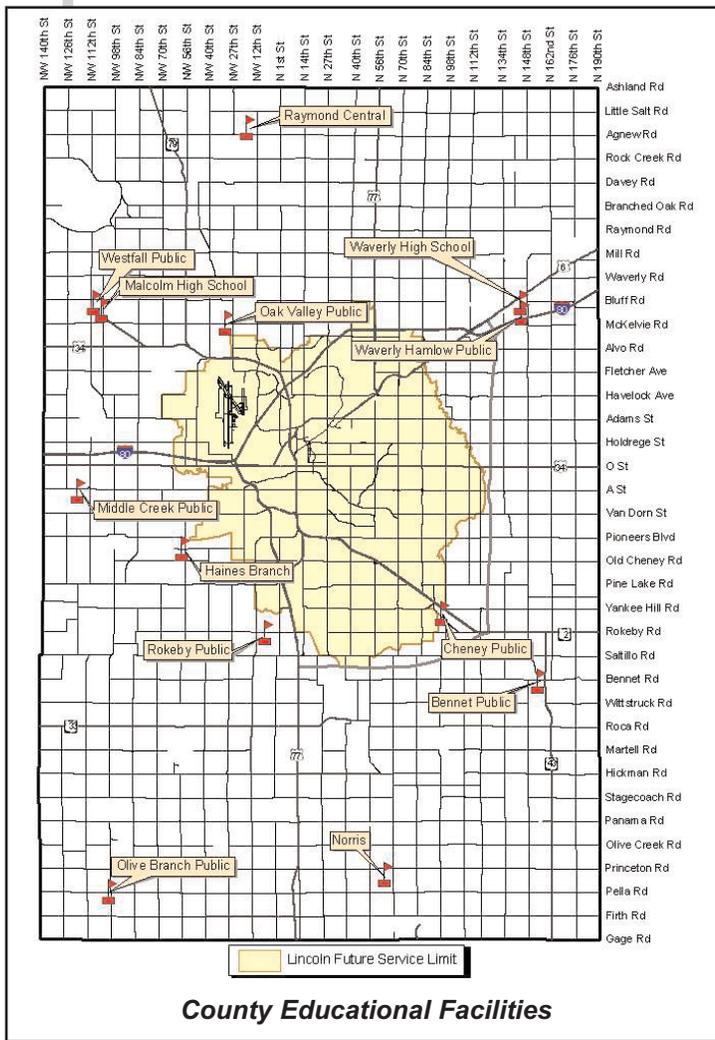


In addition to its educational facilities, the Lincoln Public Schools District Office in east Lincoln houses central administration, itinerant teachers, special education, and the training center. LPS also operates a custodial, maintenance and facility (CMF) building, transportation center, a supply distribution center (DC), a food storage and distribution center, 3 athletic facilities (Seacrest Field/Den Hartog Complex, Beechner Stadium and Stuart Stadium), and a number of smaller storage facilities.

Although the Lincoln Public Schools District includes property outside the City limits, when the City annexes land not within the district, the District's boundaries are extended to incorporate these properties. When this occurs, property owners no longer pay the general levy of the school district they were in, but rather begin paying the LPS general levy. According to state statute, however, any property that was in a school district at the time of a bond election must continue to pay on that district's bond until it is retired, even after property transfers to another district. All property annexed into Lincoln will be subject to any future bonded indebtedness of LPS that is approved after the date of annexation.

Lincoln / Lancaster County School Enrollment Fall 2001	
Lincoln Public Schools	31,581
Lincoln Private & Parochial	6,792
Rural Public School Districts	4,599
Total County Enrollment	42,972

Source: Nebraska Dept. of Education
preschool through 12th grade



RURAL SCHOOL DISTRICTS

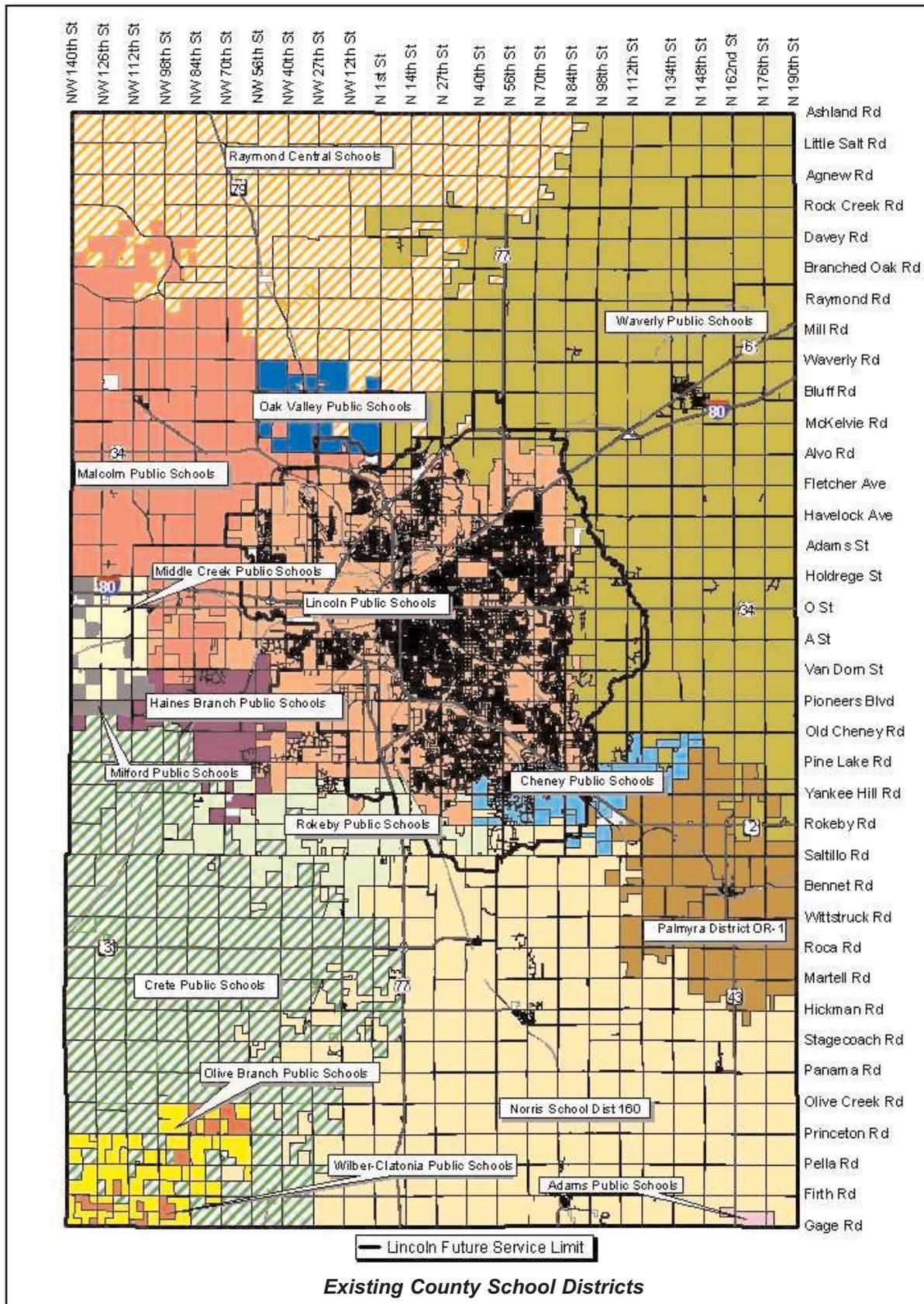
There are 12 public school districts serving residents of Lancaster County. Several school facilities are located outside of Lancaster County. All of the remaining public school facilities are located within incorporated and unincorporated communities, except for the Norris Public School, Raymond Central Public School (Junior and Senior High), Middle Creek Public School, Haines Branch Public School, Rokeby Public School, Olive Branch Public School and Cheney Public School.

PRIVATE AND PAROCHIAL SCHOOLS

There are currently 18 private and parochial elementary schools in Lincoln. In addition, there are four private and parochial high schools: Lincoln Christian, Lincoln Lutheran, Parkview Christian, and Pius X.

COMMUNITY COLLEGES AND TRADE SCHOOLS

Lincoln is home to a community college and several technical and trade schools providing a comprehensive array of higher education and vocational opportunities. These facilities are dispersed throughout the community. Major institutions include Southeast Community College (Campuses: Downtown Lincoln campus at 12th and O Street; main campus near 84th and O Street) and Lincoln School of Commerce (near 18th and K Streets).



COLLEGES AND UNIVERSITIES

Lincoln has four institutions of higher learning, with five campuses located throughout the city. These include the University of Nebraska-Lincoln (Campuses: Downtown and East), Nebraska Wesleyan University, Union College, and the College of Saint Mary.

There are a number of satellite campuses of surrounding colleges and universities located in Lincoln. These campuses provide a range of academic programs from Doane College (Crete) and Bellevue University (Bellevue).

Transit, pedestrian, and bicycle networks should maximize access and mobility to provide alternatives and reduce dependence upon the automobile.

“Transit Corridors”, oriented to transit stops, when properly planned and coordinated, can help organize urban development and revitalize existing commercial centers. Transit corridors should be developed by providing transit stops and greater concentrations of commercial and residential uses along corridors, such as particular arterial streets, in order to minimize transit travel times and maximize ridership.



Mixed-use centers, with higher residential and commercial densities, should provide for transit stops — permitting public transit to become a viable alternative to the automobile.

Linear open space should be developed along major transportation corridors such as the Beltway (all portions) and Antelope Valley.



The Beltways should become multi-use corridors which will include four lanes of roadway, trails and pedestrian facilities, linear open spaces integrated into development and open space patterns in the development of Lincoln, utility corridors, and a potential route for alternative transportation modes. The beltway will not dictate the future – it is the community through its adopted plans that determines future growth patterns and form.

Streets and public spaces should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities. The street network should facilitate calm traffic conditions, provide multiple connections within and between neighborhoods, using neighborhood development aspects such as four way intersections of residential streets, multiple connections to arterial streets, and reduced block lengths.

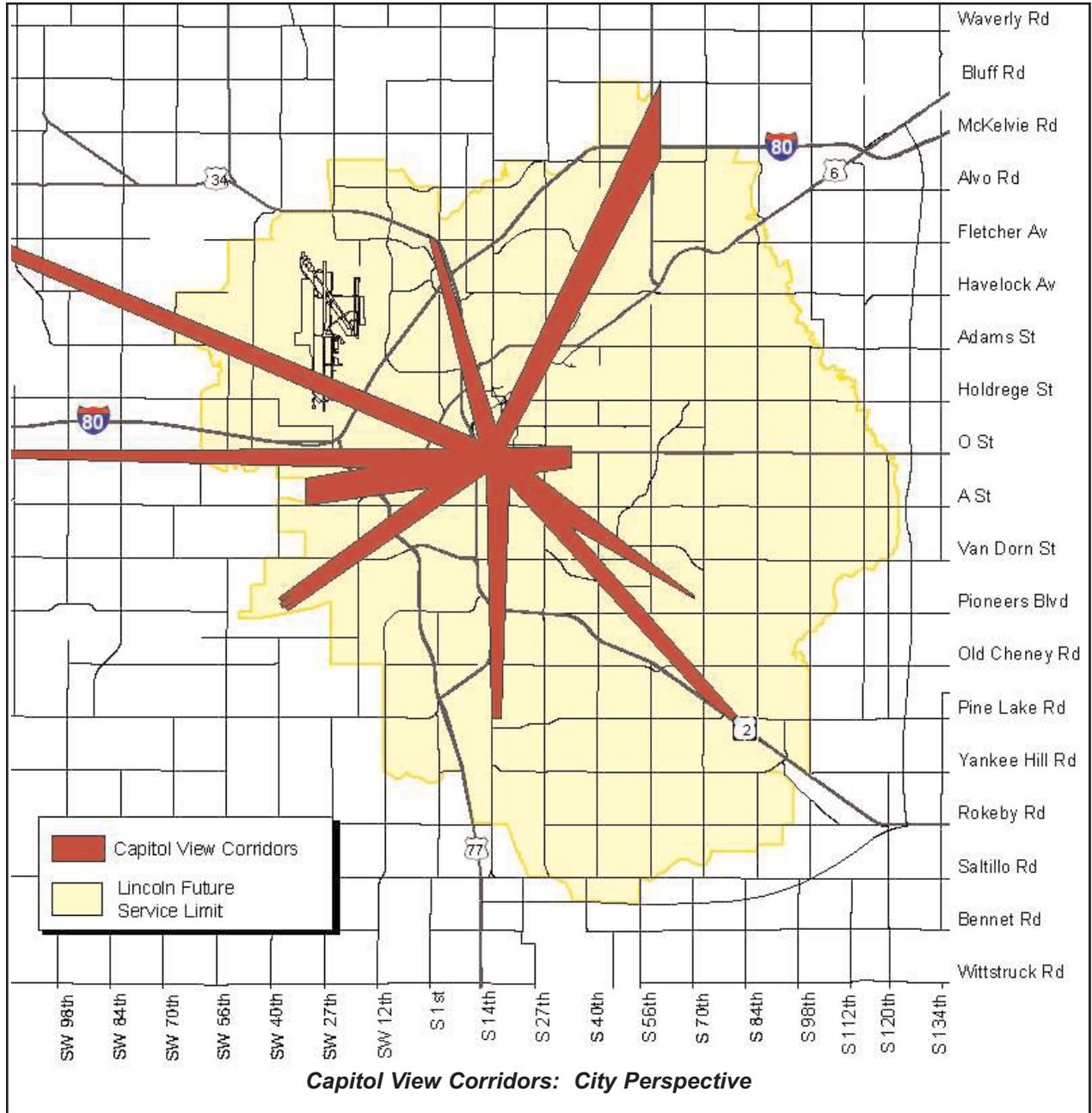
Strip commercial development along transportation corridors is discouraged.

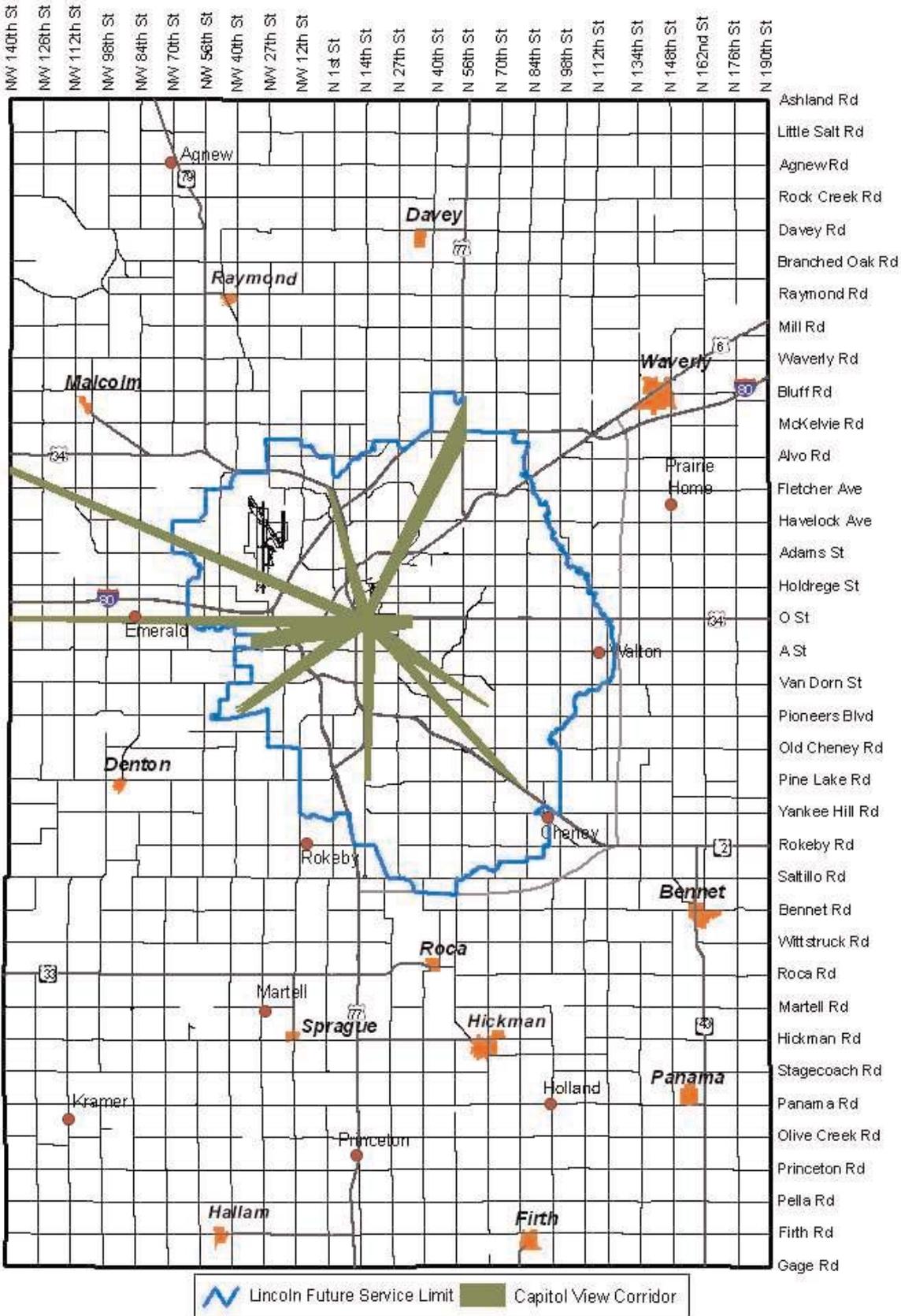
Preserve and enhance entryway corridors into Lincoln and Capitol View Corridors.

URBAN DESIGN AND PUBLIC ART

The American cities generally regarded as especially attractive, such as Charleston, Boston, San Francisco, Savannah, and New Orleans, are older communities with a strong sense of cohesiveness and space. These cities had the advantage that distinctive parts of their fabrics were constructed in previous eras where there were fewer building materials and techniques available, and stronger architectural traditions. In Lincoln, Haymarket and several older neighborhoods demonstrate similar cohesiveness. Today, technology offers much more variety in building materials and techniques. Many contemporary buildings are thought of as “products” that have a more limited economic life. The automobile has generated huge new space and functional demands. All of these factors make it more difficult for communities today to develop and redevelop in an attractive, cohesive manner.

Most cities, including Lincoln, protect their cultural/architectural heritage through formal historic preservation efforts. Lincoln has taken further steps to protect and promote a positive physical character through special design requirements that protect the environs and views of the State Capitol Building -- our community’s signature urban design asset -- and that encourage compatible infill in its older neighborhoods. The Capitol Environs Commission is unique in that its membership includes city and state appointees, and its authority extends to all public and private projects within its district, including State projects. Its authority to identify and project important public vistas to the Capitol should be strengthened.





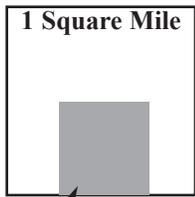
Lincoln Future Service Limit Capitol View Corridor

Capitol View Corridors: County Perspective

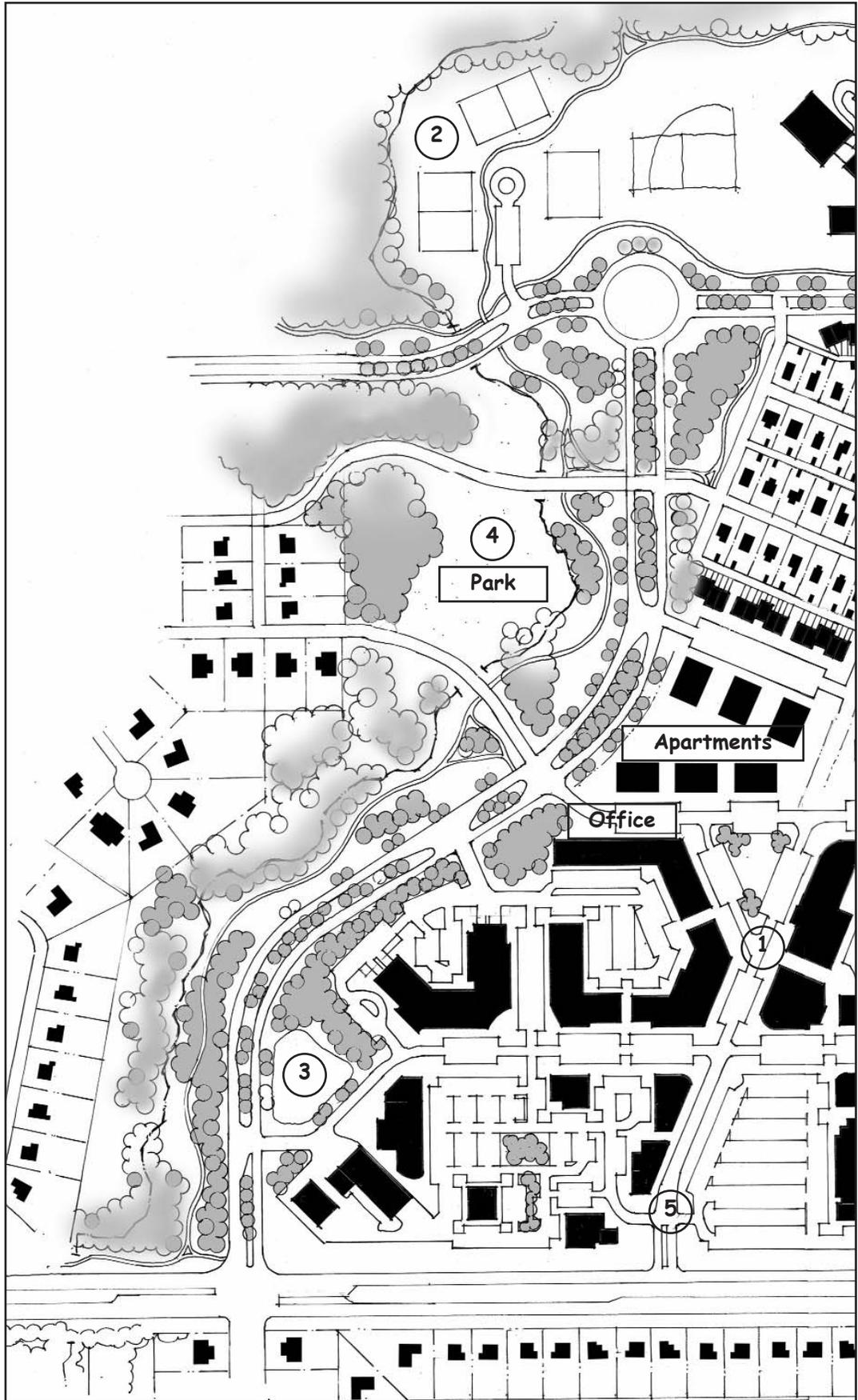


The accompanying image displays how these multiple development principles can be integrated together. It includes principles such as:

- 1 Mix of office, retail and service uses
- 2 Floodplain preserved as open space, ballfields, trails, conservation areas
- 3 Natural environmentally sensitive areas preserved such as existing wetlands preserved & integrated into the development
- 4 Connected green space; encourage linear connected green spaces as much as possible
- 5 Transit stops integrated into commercial center, near arterial and near area



Area of Detail

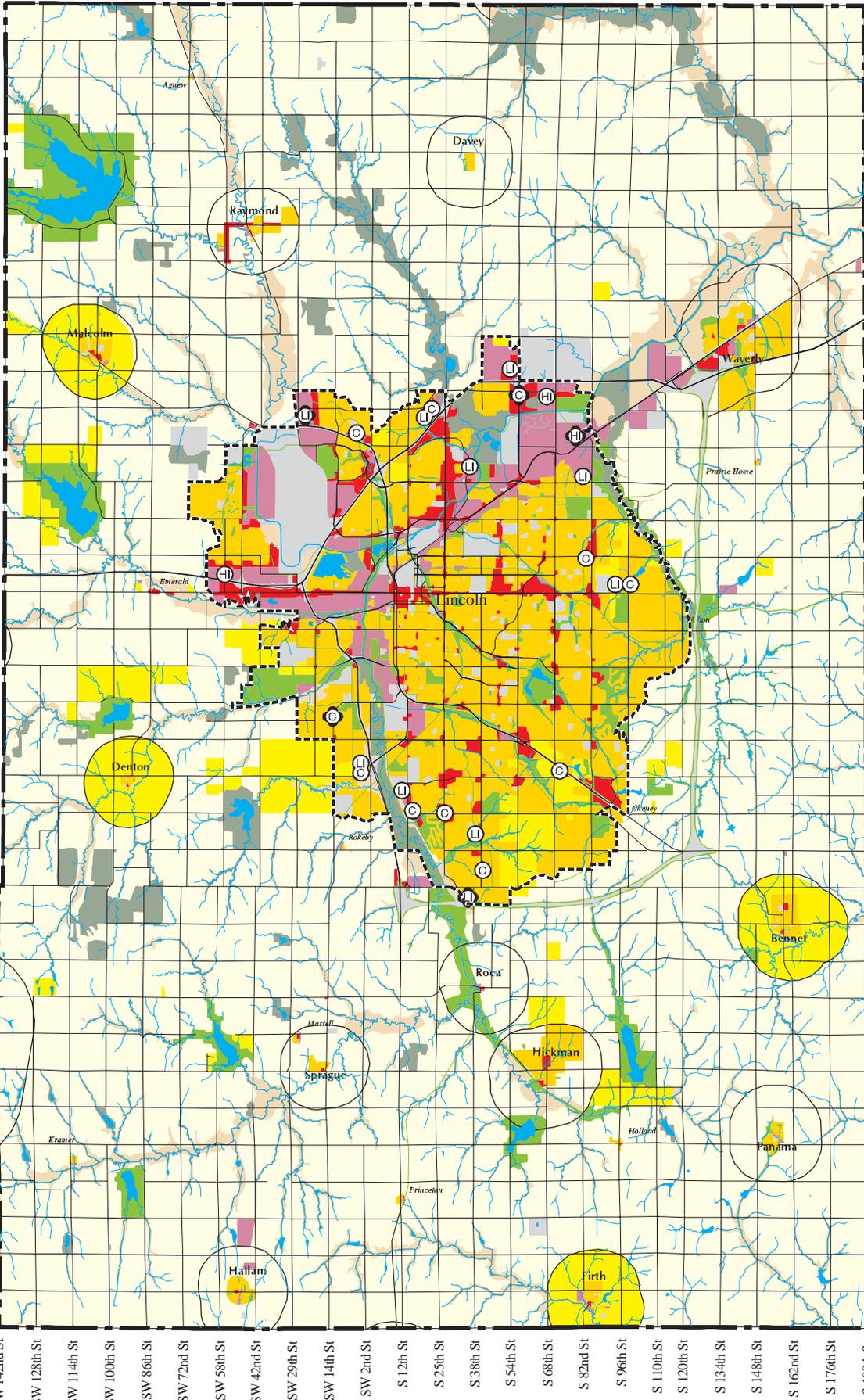


LINCOLN / LANCASTER COUNTY LAND USE PLAN

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 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.

- Residential, Urban
- Residential, Low Density
- Commercial
- Industrial
- Green Space
- Lakes & Streams
- Environmental Resources
- Agricultural
- Agricultural Stream Corridor
- Future Service Limit
- New Proposed Comm / Indus Centers
- (Not Site Specific)
- (Site Specific)



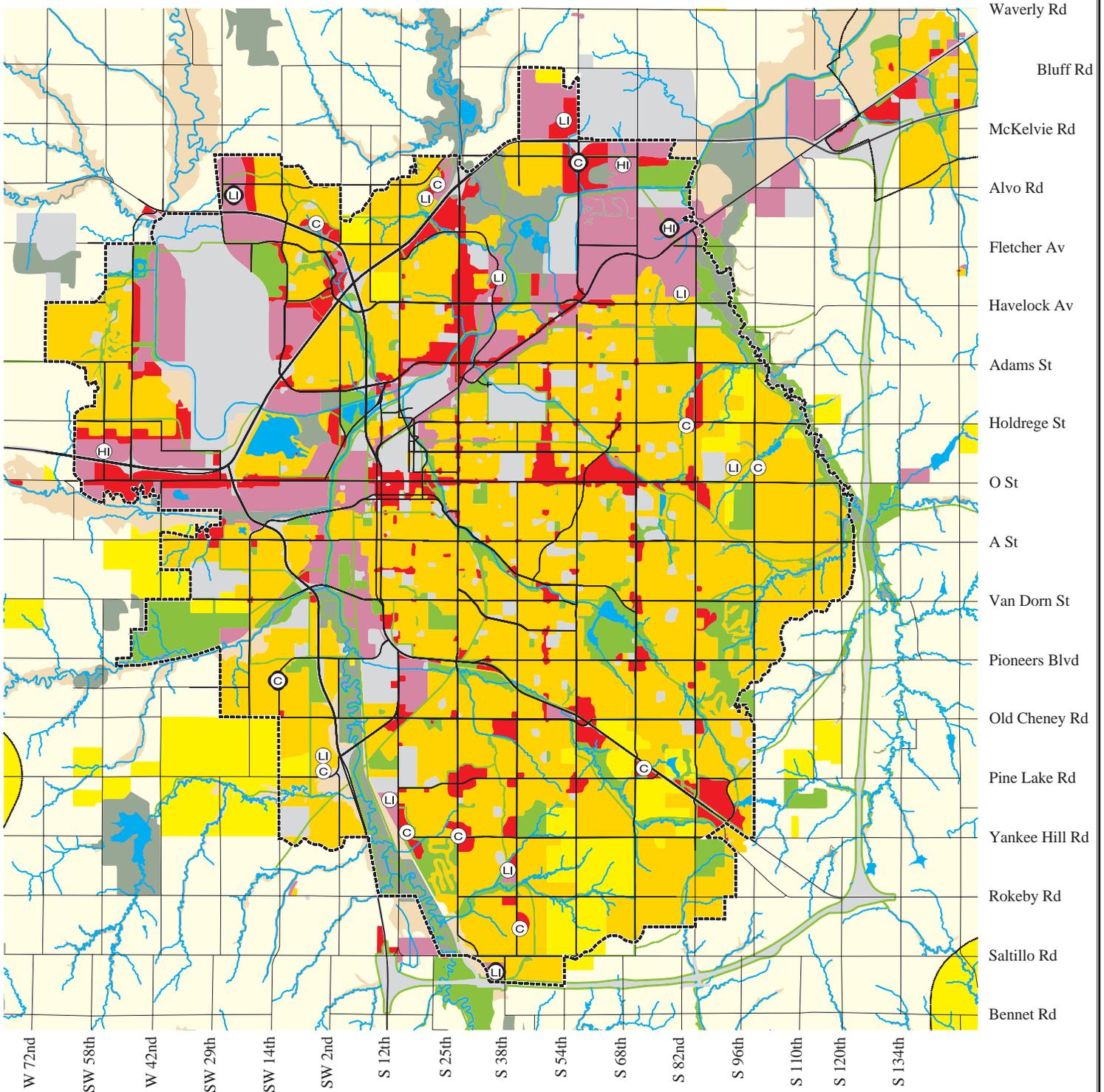
- Ashland Rd
- Little Salt Rd
- Agnew Rd
- Rock Creek Rd
- Davey Rd
- Branched Oak Rd
- Raymond Rd
- Mill Rd
- Waverly Rd
- Bluff Rd
- McKelvie Rd
- Alvo Rd
- Fletcher Ave
- Havelock Ave
- Adams St
- Holdrege St
- O St
- A St
- Van Dom St
- Pioneers Blvd
- Old Cheney Rd
- Pine Lake Rd
- Yankee Hill Rd
- Rokeby Rd
- Saltillo Rd
- Benner Rd
- Wittstruck Rd
- Roca Rd
- Martell Rd
- Hickman Rd
- Stagecoach Rd
- Panama Rd
- Olive Creek Rd
- Princeton Rd
- Pella Rd
- Firth Rd
- Gage Rd

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LINCOLN AREA DETAIL

FROM LINCOLN / LANCASTER COUNTY LAND USE PLAN



LEGEND

- | | |
|--|--|
| Residential, Urban | Lakes & Streams |
| Residential, Low Density | Environmental Resources |
| Commercial | Agricultural |
| Industrial | Agricultural Stream Corridor |
| Green Space | Future Service Limit |
| Public and Semi-Public | New Proposed Comm or Indus Centers |
| | (Not Site Specific) |
| | (Site Specific) |

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 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.

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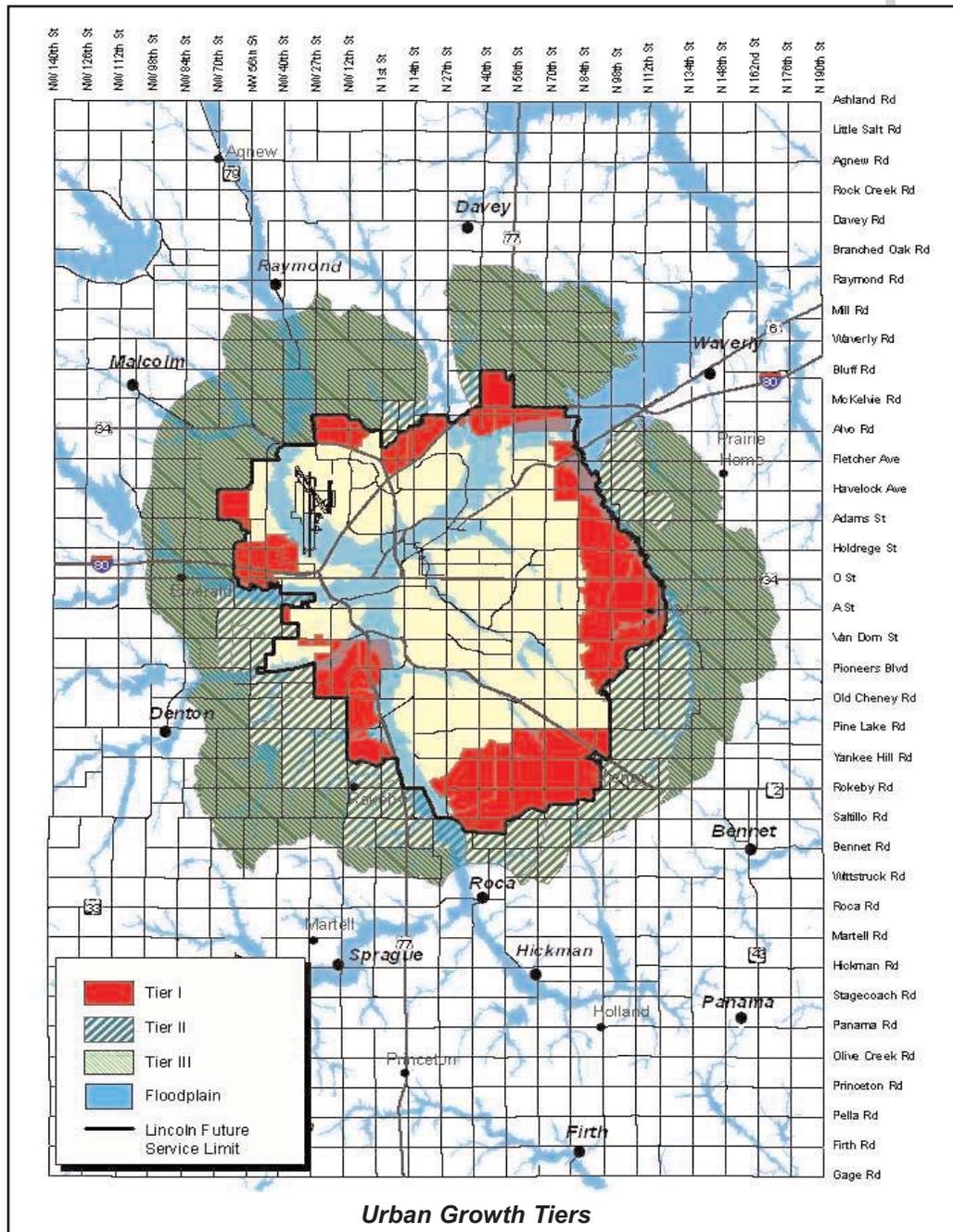
Low Density Residential: Residential areas with densities ranging from 1 to 5 acres per dwelling unit, with a typical density of 3 acres per dwelling unit. Such residential developments are often referred to as acreages.

Urban Residential: Multi-family and single family residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre.

There is one land use plan for both the City of Lincoln and Lancaster County. The above land use categories are reflected in the single Lincoln and Lancaster County land use plan. This one land use plan is displayed in two figures for the purpose of permitting greater clarity of display within the Lincoln urban area. The first figure displays the entire Lincoln/ Lancaster County Land Use Plan. The second figure is a close up on the Lincoln urban area from the Lincoln/ Lancaster County Land Use Plan.

The land use plan displays the generalized location of each land use. It is not intended to be used to determine the exact boundaries of each designation. The area of transition from one land use is often gradual. The Comprehensive Plan also encourages the integration of compatible land uses, rather than a strict segregation of different land uses.

As part of this Plan’s preparation, a community-based task force was formed to examine the long term future of the Stevens Creek basin. As part of that process, the task force developed a series of “Planning Guidelines” describing their vision of the basin’s future. These planning guidelines were drawn upon in the formulation of this Comprehensive Plan. The guidelines should be utilized in the on-going planning activities for the Stevens Creek



basin to underscore the long term importance of this area to the City and County.

The land use plan also displays the generalized land use plans for other incorporated places within the county. These include the cities of Waverly and Hickman, and the villages of Malcolm, Raymond, Davey, Denton, Bennet, Sprague, Roca, Panama, Hallam and Firth.

In many circumstances the land use categories in these plans were different than the categories used in the Lincoln/ Lancaster County Comprehensive Plan. In such instances, adjustments were made for the purposes of this display so that the land uses followed those used in the City-County Comprehensive Plan. These communities and their specific adopted plans should be consulted as the source for decisions within their zoning jurisdictions. Their plans are displayed in order to better coordinate the land use plans for the County as a whole with those of individual towns.

In addition, Waverly and Hickman requested that their goals for the area two miles outside their community be included in the Lincoln/ Lancaster County Comprehensive Plan. These communities only have jurisdiction over a one mile planning area. Their proposed land uses are generally compatible with the principles of this Comprehensive Plan and thus are reflected on the land use plan. It should be noted that these areas remain within the current planning and zoning jurisdiction of the city and county and are thus subject to reconsideration and change by Lincoln and Lancaster County.

Future Service Limit: The land use plan also displays the future service limit for the City of Lincoln. Land inside this line represents the anticipated area to be provided with urban services within the planning period.

TIMING

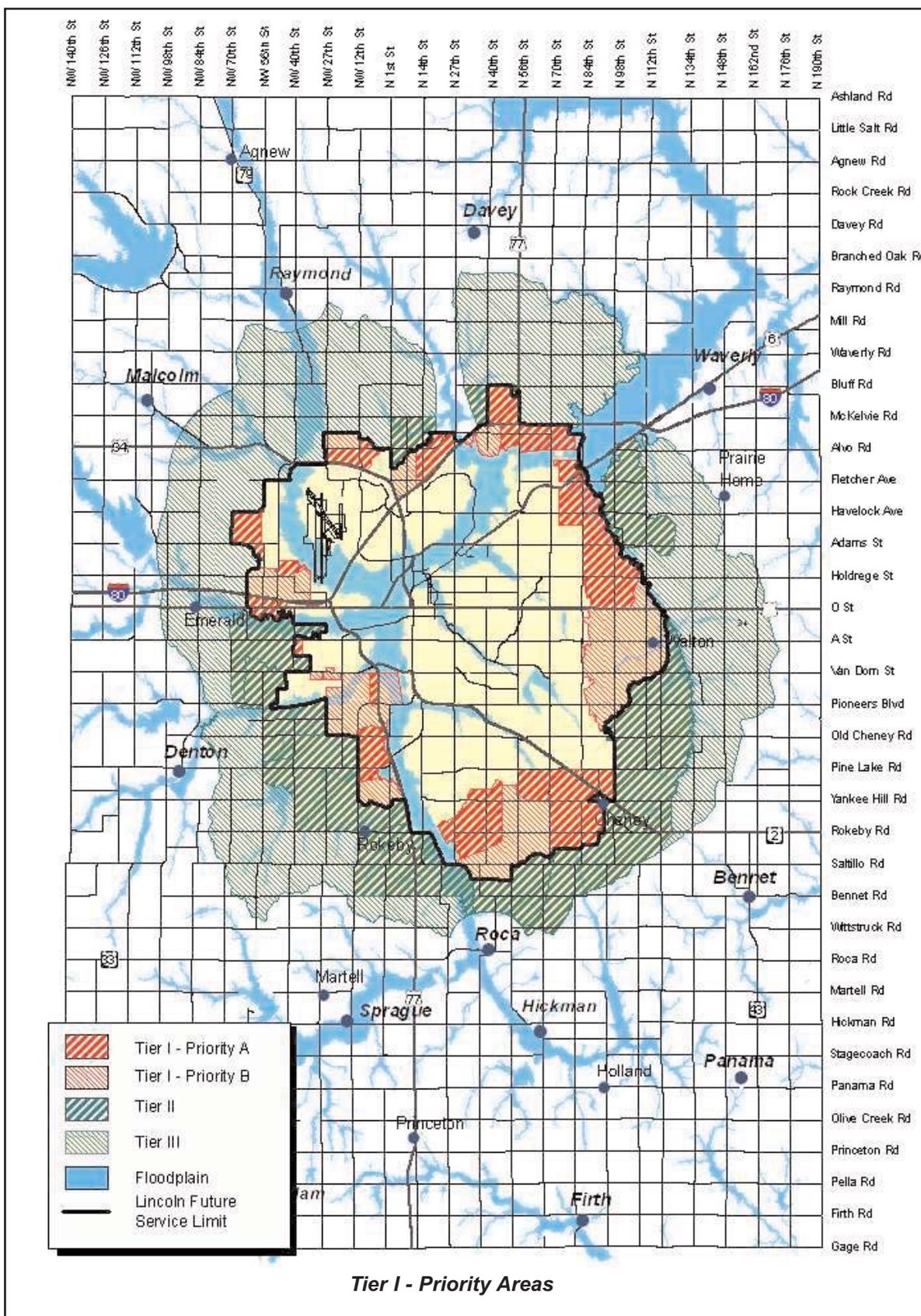
Tier I, II and III

The Comprehensive Plan includes three tiers of growth for the City of Lincoln. Tier I reflects the “Future Service Limit,” where urban services and inclusion in the city limits are anticipated by 2025. Infrastructure planning, especially for water and sanitary sewer facilities, can reach beyond the 25 year time horizon to 50 years and further. Tier II respects this extended planning horizon by showing areas where long term utility planning is occurring today with the expectation that these areas will follow Tier I as the next in line for urban growth. Tier III reflects an even more distant planning area — both in time and geography. Little active planning of utilities or service delivery is likely to occur in the near term in Tier III. A fuller description of each Tier is provided below:

Tier I: Defines the City of Lincoln’s near term growth area – generally a 40 square mile area which could reasonably expect urban services within the next twenty five year period. Land within this area should remain generally in the present use in order to permit future urbanization by the City.

Tier II: An area of approximately 47 square miles intended to serve the following purposes: (1) to define the geographic area the city is assumed to grow into immediately beyond the twenty-five year time frame of Tier I; (2) to serve as the basis for long term, advanced utility planning; and; (3) to act as a secondary reserve area for urban growth should the Tier I area development occur more quickly than assumed for the twenty-five year period. Owing to the intended purposes of this Tier and the uncertainty of when the city may begin providing services to these areas, Tier II should also remain in its present use in order to provide for future urban development.

Tier III: Provides an approximately 98 square mile area for Lincoln’s longer term growth potential – perhaps 50 years and beyond. While eventual urbanization of this area is expected, the Tier III area extends well beyond any urban-style development envisioned within the present Plan. Tier III should serve as a panoramic vision for City expansion in the distant future. No active development or infrastructure planning should occur within this Tier within the 25 year planning period of the Plan. Tier III should also remain in its present use in order to provide for future



TIER II PRIORITY AREAS

The Plan's premise is that within the next ten years, if the anticipated growth expectations occur, additional areas from Tier II will be added to Tier I. Such change would include amending the Future Service Limit accordingly to reflect the new 25 year planning time frame. For example, in the year 2009, an update of the plan could be completed, with a future service limit for the year 2035, and the Tier I and II areas changed accordingly.

The Tier II Priority Areas map displays the area that should be first considered for addition to Tier I. Development will not take place in these areas while they are designated as Tier II. Designating the priority areas to move eventually to Tier I will aid in infrastructure planning and the orderly development of the community.

To support this objective, a "Public Infrastructure Investment and Growth Strategy" will be prepared for all of the Tier II area. This Strategy should be completed for public review within three years from the adoption of this Comprehensive Plan. The Strategy's purpose is to lay out the community's long term infrastructure requirements and growth objectives allowing for the eventual urbanization of the entire Tier II area. The public services to be considered as part of this process should include streets and highways, water, wastewater, watershed management, public transit, parks, open space, trails, schools, libraries, and other public services.

The process for formulating this strategy should begin with the crafting of "Planning Guidelines" for all drainage basins included in the Tier II area. These Guidelines have already been developed for the Stevens Creek Basin. The Stevens Creek Basin Planning Guidelines should serve as the template for creating the Guidelines for the other basins encompassed in Tier II.

Once Planning Guidelines have been completed for each basin, a unified strategy for urbanizing Tier II would be prepared. This unified Strategy would contain sufficient detail to describe the following for each basin within Tier II:

- General form and character of urban growth
- Major transportation facilities, including streets, highways, trails and pedestrian ways, and potential transit corridors
- Key environmental features and plans for sustaining their long term viability
- Locations for open space, parks, and natural areas
- Major water, wastewater and storm water system requirements
- Schools and educational facilities
- Means for addressing transitional issues as land is converted from agricultural to urban uses

The community desires the efficient use and maintenance of present infrastructure, while providing new infrastructure that supports continued growth and development. The proposed future service limit makes maximum use of existing and planned urban infrastructure. The community needs to pursue the timely development of additional infrastructure to support planned growth in the Comprehensive Plan.

The goal is to find the means to build 25 years worth of improvements over a 20 year period in order to ensure the well-timed delivery of urban infrastructure. The Plan Realization section further describes the mechanisms that will link urban infrastructure programming to local market and growth conditions. It is imperative that there be adequate funds for the maintenance of infrastructure and facilities in the existing urban area as future growth occurs.

Northwest Tier Study: a review should be conducted of the Tier III growth areas, from approximately N.W. 27th Street, north of Highway 34, to West "O" Street, west of N.W. 56th Street, to determine which, if any areas, are appropriate for Tier II designation.

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.

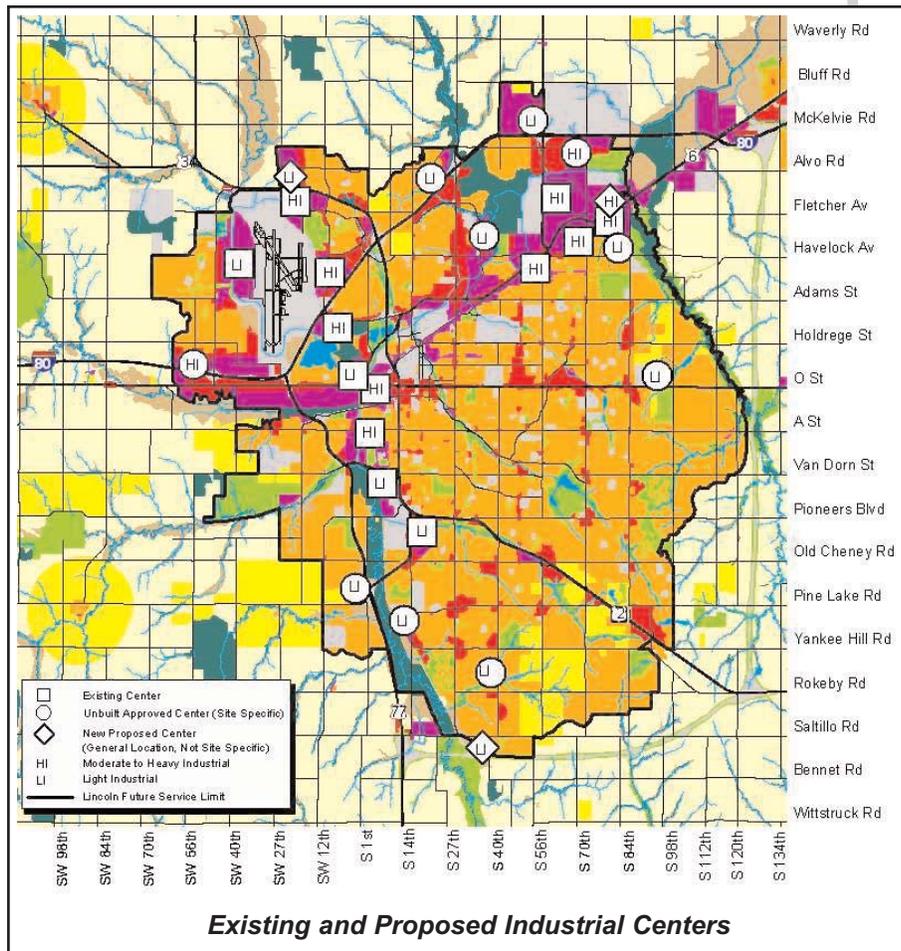
New industrial centers should be distant from existing or planned residential areas. Industrial uses should be located in close proximity to each other.

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.



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:

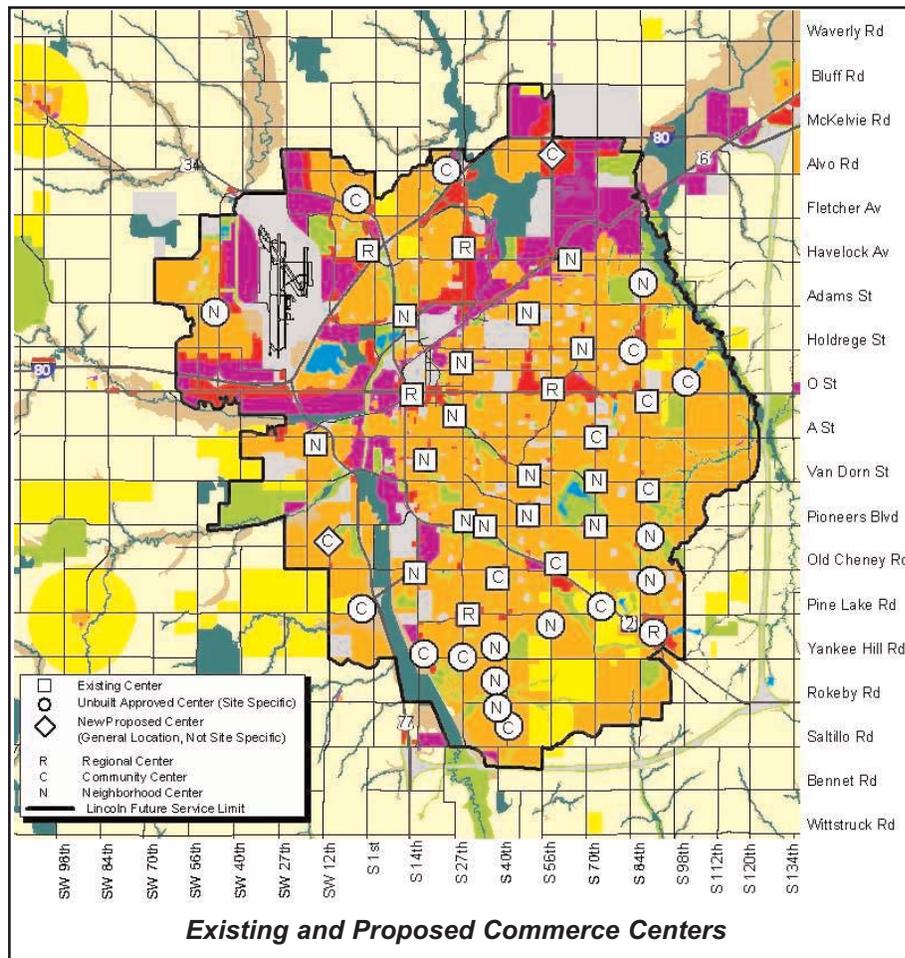
- 1 - Regional Centers (R)
- 2 - Community Centers (C)
- 3 - Neighborhood Centers (N)

The following section describes the general characteristics of each center, the locational criteria to be used in siting such centers, potential future locations, and compatibility guidelines for determining their applicability to a given location.

Guiding Principles applying to all forms of Commerce Centers are:

Commerce Centers should develop as compact clusters or hubs with appropriate site design features to accommodate shared parking, ease of pedestrian movement, minimize impacts on adjacent areas, and possess a unique character.

Commerce Centers should generally contain a mix of land uses, including residential uses. Higher density residential uses should be included in and/or adjacent to all commercial centers. Single use centers are discouraged – for example, office parks should include a supporting retail component, while shopping centers should include an applicable amount of office uses.



Commerce Centers shall be designed and constructed to meet the intent of the environmental resources section of this plan. These centers shall in themselves include green space and enhance green space separation, where possible, among communities and mixed-use areas.

Commerce Centers should be developed as integrated centers – “four corner commercial development” should be discouraged. Centers should be appropriately dispersed throughout the community to support convenience of access and to lessen impacts on infrastructure.

Strip commercial development is discouraged. Commerce Centers should not develop in a linear strip along a roadway nor be completely auto oriented.

New or established commercial uses should not encroach upon, or expand into, existing neighborhoods.

Streets and public spaces should be designed within each center to enhance pedestrian activity and support multiple modes of transportation. Commerce Centers should have convenient access to the major roadway system and be supported by roads with adequate capacity.

Physical linkages (i.e., sidewalks, trails, roads) should be utilized to directly connect Commerce Centers with adjacent development, although undesirable traffic impacts on adjacent residential areas should be avoided or minimized.

Commercial locations should be easily accessible by all modes of transportation including pedestrian, bicycle, transit and automobiles. Centers should be especially accessible to pedestrians and bicycles with multiple safe and convenient access points.

Buildings and land uses at the edge of the center should be compatible with adjacent residential uses. Examples of compatible land uses include offices or child care centers. Buildings should be compatible in terms of height, building materials and setback. Small compatible commercial buildings at the edge could include retail or service uses. Buildings with more intrusive uses should have greater setbacks, screening requirements and be built of more compatible materials.

The most intensive commercial uses, such as restaurants, car washes, grocery stores, gasoline/ convenience stores and drive thru facilities should be located nearer to the major street or roadway and furthest from the residential area. Citizens of the community have become increasingly concerned about “light pollution” and its affects upon neighborhoods and the environment. Lighting, dumpsters, loading docks and other service areas should be shielded from the residential area.

Adjacent residential neighborhoods should have two or more vehicle access points to the center. In general, the major access points to the commercial center should not bring outside traffic through the residential area.

Centers should contain a mix of residential, office, service and retail uses. In addition, other “residential” uses such as multi-family, single family attached, child care centers, and recreational facilities should be integrated within the development. Single use projects, such as office parks, are to be discouraged. Where properly sited, light manufacturing uses may be a part of larger commerce centers, except for neighborhood centers. Centers should create a pedestrian oriented environment in the physical arrangement of their buildings and parking.

The adjacent image of the “Future Commerce Center” displays how these principles might work together in future commercial centers:

- 1 Mix of office, retail and service uses
- 2 Pedestrian orientation, parking at rear, multiple pedestrian routes, buildings and uses close to each
- 3 More intense commercial uses (gas stations, grocery store, car wash, fast food, etc.) nearer to arterial street
- 4 No four corner commercial corners at intersections of major arterial streets
- 5 Transition of uses; less intense office uses near residential areas
- 6 Multiple vehicular connections between residential neighborhood and commercial center
- 7 Encourage commercial development at ½ mile between major intersections
- 8 Provide for transit opportunities in the center design
- 9 Provide public amenities such as recreational facilities, plazas, squares and other types of facilities or meeting areas open to public
- 10 Provide for housing opportunities

Prioritize land acquisition in the Salt Creek Watershed that protects Tiger Beetle habitat. Also investigate incentives allowing land owners to pursue voluntary purchases, conservation easements, or other similar preservation options.

Explore grant opportunities for saline wetland preservation and enhancement.

Coordinate planning for Tiger Beetle and saline wetland protection with the Mayor's Floodplain Task Force.

Seek better coordination (or centralization) of development and construction permits so a more effective assessment can be made of any development plans that might negatively impact Tiger Beetle habitat.

Initiate a public education effort to raise awareness of the Salt Creek Tiger Beetle and its unique habitat.

Native Prairies and Grasslands

Develop planning guidelines, management techniques and supporting policies for preserving native prairies and grassland. For example, these areas remain healthiest when periodic burning is done to support plant regeneration. Notification to adjacent property owners of possible burnings and smoke occurrences must occur as title to property changes. Research into such issues should examine how the implementation of necessary management guidelines can best occur; particularly options for balancing the inherent needs of natural resources features (such as grasslands) with surrounding properties.

Investigate means for encouraging native prairie restoration by private entities.

Utilize the University of Nebraska Center for Grassland Studies in assessing alternatives for grassland preservation and restoration.

Greenways and Open Spaces: General

Develop a county-wide parks and open space plan. (Also see the strategies discussed under Public Agency Administration.)

Continue development of the "Crescent Green" concept to provide a continuous greenway and open space corridor around the west and northern part of Lincoln.

Encourage linear connection of green spaces where possible. Efforts should be made to preserve small stream corridors throughout future developments. When the new crossings of riparian ways are proposed or existing ones expanded, care should be given to ensure that the connectivity is not diminished.

Pursue Greenways connecting urban and rural areas. Such corridors should follow stream courses (particularly along floodplains) and connect valuable resource areas (such as the Salt Valley Lakes, points with special vistas or views, prairie grasslands, cultural and historic sites, and the county's towns and villages).

Ensure that as greenways and open space corridors are identified and created, provisions are made for possible future access points across these areas. This may include, but not be limited to, access for new road alignments, road widenings, utilities, and other similar services.

Crescent Green – The concept of a linear greenway along Salt Creek as it runs through the Lincoln urban area has been in the City's Comprehensive Plan since 1961. The name "Crescent Green" was first used in 1964 as part of an architectural design class. A plan formally describing a "Crescent Green Park" was prepared by the firm of Clark & Enersen in 1977. This plan called for a park to be created along Salt Creek from Wilderness Park north to the city's former landfill near North 56th and Fletcher Avenue. This park would also extend to the west along Middle Creek and Haines Branch.

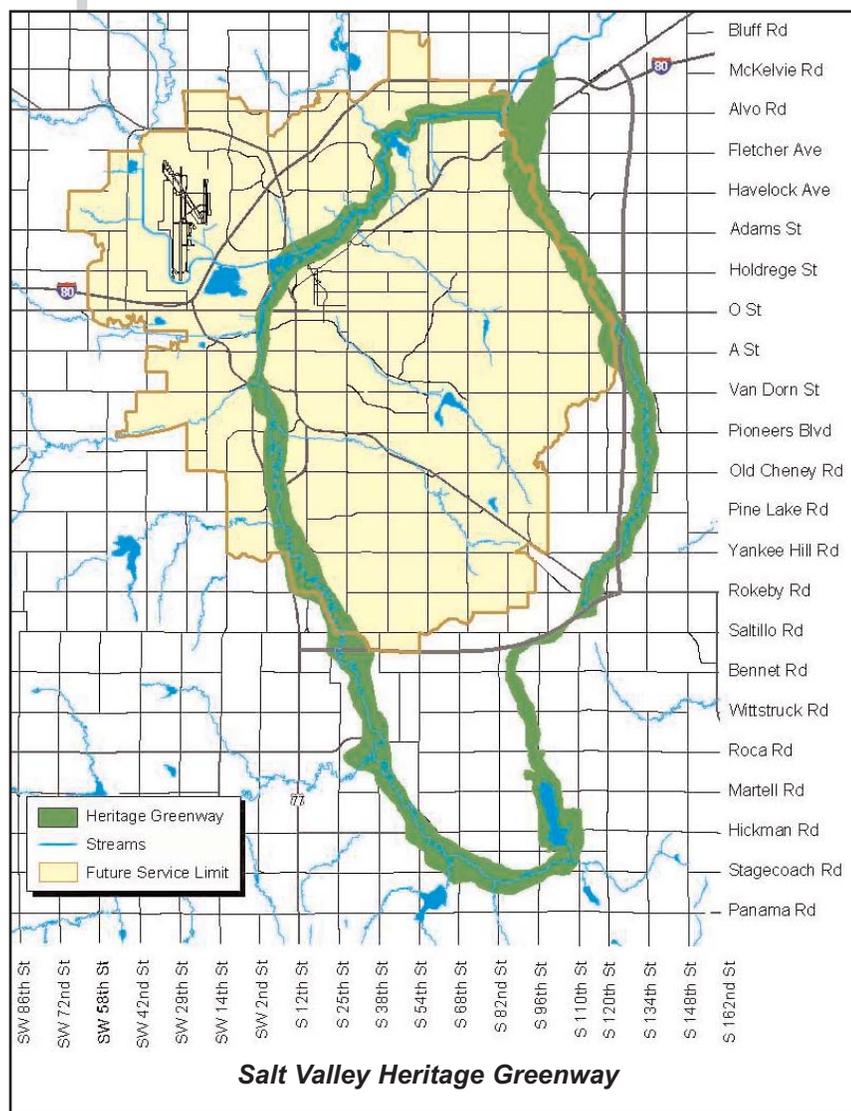
Buffer areas should be sought, as ecologically appropriate, along Greenway stream corridors with significant natural values worthy of continued preservation, and/or to decrease impacts from adjacent future land uses; such impacts may include natural areas protection strategies and/or stormwater management considerations. Further the continued development of the urban forest through design standards and other current planning mechanisms.

Preserve existing tree masses as much as possible by integrating them into future development plans.

Greenways and Open Space: Salt Creek South/Wilderness Park

Pursue the acquisition of additional greenway south from Saltillo Road along Salt Creek. This future greenway should generally follow the 100-year floodplain along Salt Creek, and incorporate the right-of-way of the abandoned Union Pacific rail line. This area could eventually connect a network of trails that would extend into northern Kansas. This extension may be accomplished through a combination of land purchases, conservation easements, donations, and other options.

Work with other incorporated communities within the county — notably Roca and Hickman – to coordinate the Greenway’s extension.



Greenways and Open Space: Salt Valley Heritage Greenway

The Salt Valley Heritage Greenway is a proposed continuous open space “loop” around Lincoln providing a connection with both the urban and rural communities. The Greenway is envisioned to be comprised of conservation easements and fee simple acquisition of selected sites with unique environmental features or recreational opportunities. It would include parks and open space, trails, both active and resource-based recreation, riparian and stream corridors, floodplains, saline and freshwater wetlands, agricultural land, signature landscapes, wildlife corridors, lakes and streams, abandoned rail lines, and transportation corridors. It could be as narrow as a few hundred feet in some places to as wide as a mile around state recreation areas.

This corridor would include the Crescent Green linear greenway along Salt Creek beginning on the north and then proceeding along Salt Creek on the west, including Wilderness Park. It would proceed south of Wilderness Park along the Salt Creek floodplain connecting with the community of Roca. It would follow the Hickman Branch south of Roca and proceed east connecting with the

community of Hickman. From Hickman, the corridor would proceed easterly connecting with Wagon Train Lake tributary to the South Beltway. Following linear open space along the South Beltway east and then north along the East Beltway to the Stevens Creek connection near Walton. The Greenway would follow the Stevens Creek corridor to the north and connect back in with Salt Creek including saline wetlands, Salt Creek Tiger Beetle habitat and the Crescent Green Corridor on the north, forming a continuous open space system.

The Salt Valley Heritage Greenway would provide connectivity with current and future green corridors that extend out from Lincoln such as the MoPac Trail corridor, Murdock Trail corridor, Antelope Valley, Dietrich Bikeway, and Antelope Creek Trail Corridor. It would provide a destination for additional trails as Lincoln continues to grow. The Greenway would also provide access to green corridors that then would extend out into the county to State Recreation Areas (SRA) and natural resource areas and beyond including the following:

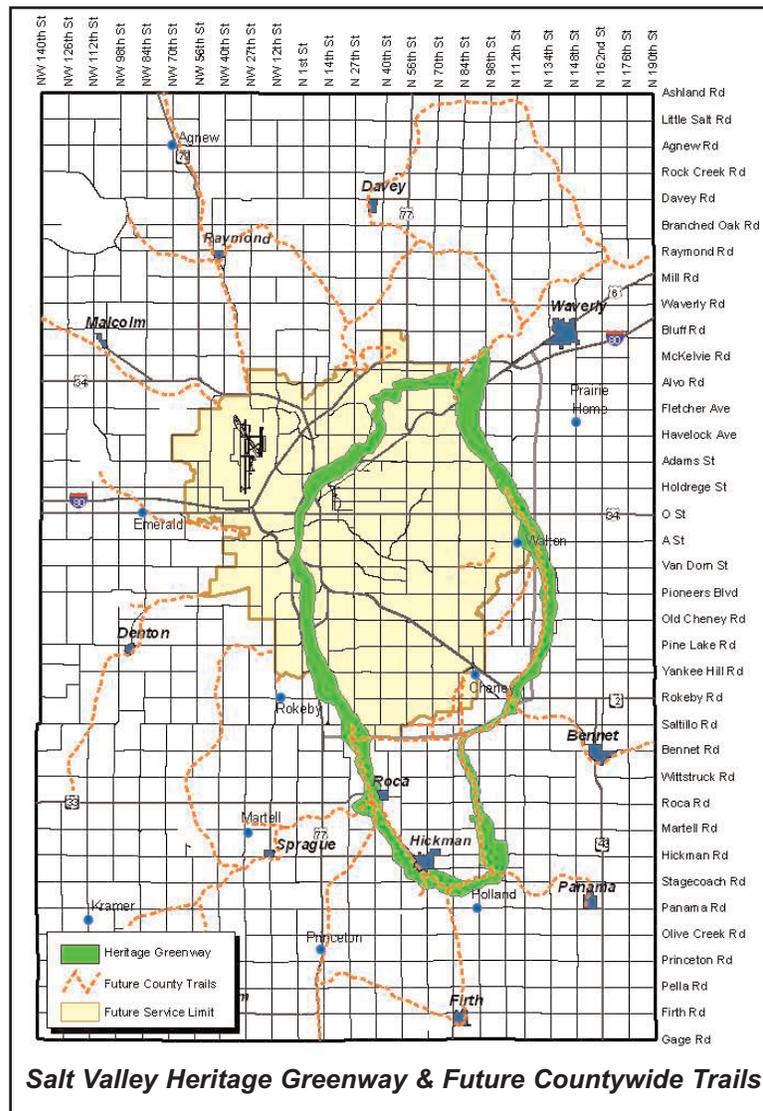
- Cardwell Branch corridor to Yankee Hill SRA
- Middle Creek corridor to Pawnee SRA
- Haines Branch corridor to Conestoga SRA
- Salt Creek corridor to Killdeer and Bluestem SRA
- Oak Creek corridor to Branched Oak Lake
- Salt Creek corridor east and up the Rock Creek corridor

The Salt Valley Heritage Greenway would also provide connectivity with the Homestead Trail that goes to Beatrice and south to Kansas. It would connect with additional rail lines that are acquired for trails in the future.

Use the Salt Valley Heritage Greenway concept to embody the Comprehensive Plan's Vision and environmental resource guiding principles, including:

- Conserve flood-prone areas for storm water management
- Preserve signature landscapes
- Create a continuous commuter and recreational trail loop
- Connect urban neighborhoods, as well as urban and rural areas with unbroken corridors of open space
- Provide links of wildlife habitat and movement areas
- Enhance the value of properties adjacent to and served by the Greenway

Develop a strategic plan for acquiring and conserving lands within the Salt Valley Heritage Greenway corridor through cooperative efforts of public agencies, private organizations, and individuals.



Prepare and distribute information to community residents regarding the functions and value of the Salt Valley Heritage Greenway, and of the plans for its creation.

Identify and pursue funding sources for the acquisition of significant properties forming the Greenway.

Coordinate the planning of the Salt Valley Heritage Greenway with county-wide trails planning and any other relevant on-going planning activities.

Greenways and Open Space: South and East Beltways

Explore alternatives for creating a greenway corridor along the South and East Beltways. This work would occur as the more detailed planning of those facilities takes place. The activities could range from park-like areas existing today along Interstate 180 and Highway 2 in Lincoln, to more riparian settings as are found in Wilderness Park and the Crescent Green areas. The corridor could connect with historic and cultural assets, regional and community parks, lakes, and other recreational areas. It could also provide potential habitat and corridors for animal movement.

Greenway and Open Space: I-80 Corridor (N. 27th to Waverly)

Continue the advancement of the greenway corridor along Interstate 80, between North 27th Street and the City of Waverly. This corridor already includes a number of wetland areas (both saline and fresh water) that are under public ownership – City of Lincoln and the Lower Platte South Natural Resources District in particular. The corridor contains the Warner Wetlands and City’s wetlands mitigation bank. The area is a major entryway into the City of Lincoln and provides associated trail and open space opportunities.

Greenways and Open Space: Stevens Creek Basin

Seek the early acquisition (or the application of other management techniques) of land along Stevens Creek and within the Stevens Creek Basin for future greenways, open space and park uses. Examine possible park and open space potential around Walton where the MoPac and future Stevens Creek Trails will connect.

Greenways and Open Space: Haines Branch Corridor

Enhance the Haines Branch Corridor extending from the City to Pioneers Park, and then to Conestoga Lake. This includes accenting the visual appeal from and of the Bison Trail. From Conestoga, there is the opportunity to connect with the Village of Denton, and then south along the riparian corridor to the Spring Creek Nature Center.

Greenways and Open Space: Trails in General

Pursue the active coordination of all future trail network extensions and enhancements. The urban network of trails should connect employment centers, shopping areas, schools, and residential neighborhoods. Trails should be an integral part of the community’s green spaces and corridors. (See Transportation: Future section of the Plan.)

Seek establishment of trail easements or comparable options along selected county roads. (See Transportation: Future section of the Plan.)

Endeavor to acquire abandoned rail lines for trails as part of an overall open space and recreation system for the county. These may include the Union Pacific line running north-northwest out of Lincoln to Valparaiso and Wahoo, the Lincoln to Nebraska City Burlington Northern line, and the Union Pacific line north of the Jamaica junction and running north toward the Haymarket area in Downtown Lincoln.

UTILITIES

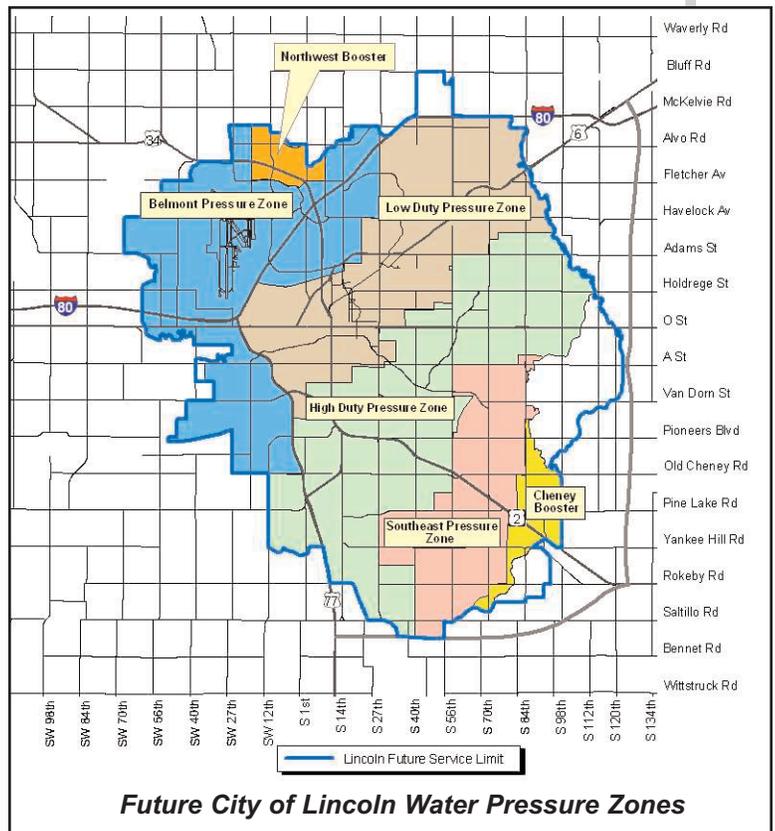
There are many challenges facing the community in providing utilities in the future. As the infrastructure of the community ages, increased maintenance and replacement will be necessary. Sometimes the construction of new utilities conflicts with existing land uses. New technologies may be able to reduce some impacts while others may increase potential impacts. Perhaps the greatest challenge will be to provide for financing all of these improvements — a topic discussed in the “Future Conditions - Financial Resources” section.

This section first looks at a number of overall guiding principles, and then considers the future of individual utilities including water, wastewater, stormwater management and flood control, solid waste, electric services, street maintenance, natural gas service, cable franchise, and telecommunications.

OVERALL GUIDING PRINCIPLES

Continue the City’s growth policy of contiguous urban growth. Urban development will occur in areas immediately abutting the city that reflect a logical and timely extension of urban infrastructure.

The City of Lincoln shall only provide water and wastewater service to properties located within the corporate limits of the city. This policy provides for contiguous growth, allows for efficient long range planning and cost effective construction and management of the system.



WATER SERVICES

LINCOLN WATER SYSTEM AND COUNTY WATER RESOURCES

The Public Works and Utilities Department has completed the Lincoln Water System Facilities Master Plan. The plan is a guide for short term and long term improvements to the infrastructure of the Lincoln Water System during the planning period, as well as potential service extensions beyond Lincoln's anticipated future service limits.

The projected maximum day water demand for year 2025 is 141 million gallons per day (MGD), and for 2050 is 205 MGD based on the assumed population growth rate of 1.5% per year. Additional supply, treatment, and transmission improvements will be necessary to meet these growing demands. The well fields currently owned by the Lincoln Water System have a projected maximum capacity below the projected need for the year 2050. Additional well field property and water rights will need to be acquired to meet these demands.

Lincoln's drinking water currently meets all of the Federal regulations regarding water quality. As new drinking water regulations are implemented, additional treatment may be required.

If substantial additional residential development occurs on acreages and in the towns served by the Rural Water Districts, additional improvements to their systems will probably be necessary.

GUIDING PRINCIPLES

Development proposals should ensure that there is adequate quantity and quality water available to serve their project without impacting adjacent water service.

Development actions should not impact Wellhead Protection areas or the municipal water wells serving towns.

Utility improvements shall be in accordance with the Lincoln Water System Facilities Master Plan and the Comprehensive Plan. The Lincoln Water System Facilities Master Plan will guide future actions and serve as the basis for facilities planning and improvements.

STRATEGIES

Property owners are responsible for the cost to alter the boundaries of the Rural Water District and have their land removed from the district's service area, prior to annexation. The City of Lincoln will be the sole public water district within the city limits. The City of Lincoln and Lancaster Rural Water District No. 1 and Cass County Rural Water District No. 2 should explore options to provide for the systematic expansion of the city water service into the jurisdiction of the rural water districts.

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

Many Lancaster County water users are on private well systems. The Lincoln-Lancaster County Health Department enforces standards on wells. The Lower Platte South Natural Resources District is maintaining a Groundwater Management Plan for the County to ensure the protection of this resource.

WASTEWATER SERVICES

LINCOLN WASTEWATER SYSTEM AND COUNTY AREAS

The Public Works and Utilities Department has completed the Lincoln Wastewater Facilities Plan. The plan is a guide for short term and long term improvements to the infrastructure of the Lincoln Wastewater System during the planning period, as well as potential service extensions beyond Lincoln’s anticipated future service limits.

GUIDING PRINCIPLES

The City’s collection system, in general, will continue to be a gravity fed system that is designed to accommodate urbanization of drainage basins and sub-basins. This system encourages orderly growth within the natural drainage basin boundaries. This policy encourages urban growth from the lower portion of the drainage basin and prohibits pumping of wastewater across basin boundaries. Explore alternative methods, such as lift stations, where practical.

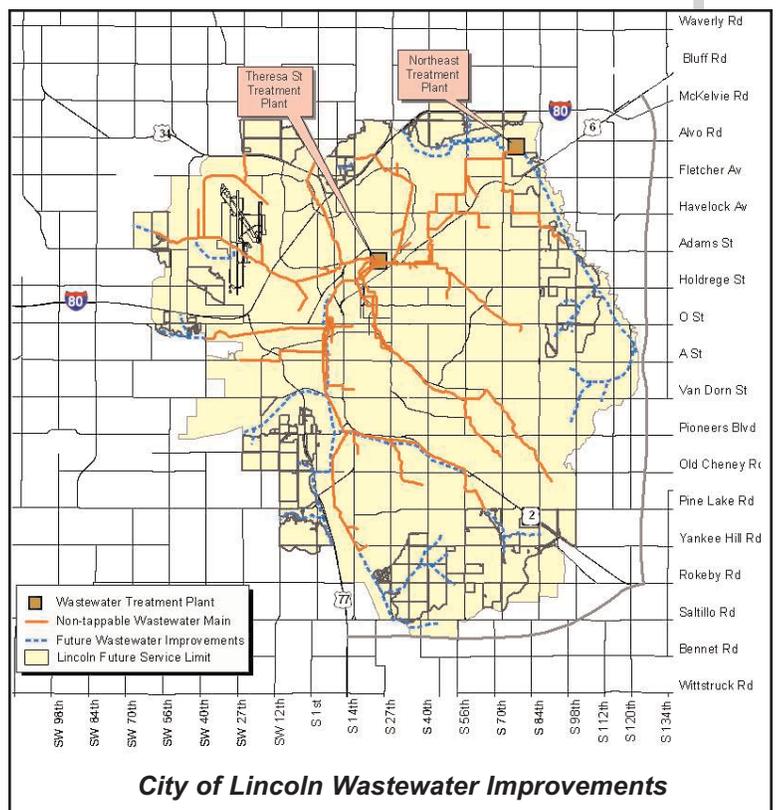
Development proposals should ensure that there is an adequate on-site wastewater system to serve their project without impacting adjacent properties. However, in urban areas, it may be necessary to create assessment districts if a sewer line crosses abutting properties.

Utility improvements shall be in accordance with the Lincoln Wastewater Facilities Plan and the Comprehensive Plan. The Lincoln Wastewater Facilities Plan will guide future actions and serve as the basis for facilities planning and improvements.

STRATEGIES

Maintain and expand programs to recycle and reuse treated wastewater effluent and bio-solids where appropriate.

Much of Lancaster County is not on a community wastewater system, but is served by private, on-site, waste disposal through septic systems and lagoons. Lancaster County has adopted standards for on-site wastewater standards for on-site wastewater treatment systems that are enforced through the Lincoln-Lancaster County Health Department. Larger point sources and community systems are reviewed and approved by the State of Nebraska Department of Environmental Quality.



WATERSHED MANAGEMENT

COMPREHENSIVE WATERSHED MANAGEMENT

The City of Lincoln is in the process of developing an integrated watershed management program combining previously separate floodplain and stormwater management initiatives. This approach recognizes that floodplains, tributaries, and upland areas are all part of a comprehensive, integrated watershed system.

A comprehensive watershed management program will need to incorporate a range of strategies including land use planning, conservation efforts, appropriate standards for floodplains and stormwater, flood warning system development/expansion, stream stabilization, stormwater storage basins, and other structural flood control efforts.

As part of the overall watershed management program, the City is also developing a Master Watershed Management Plan. This plan will provide information and computer models to aid in analyzing stormwater management alternatives. A Beal Slough Stormwater Master Plan has already been prepared and adopted by the City. Similar management plans for other basins will be created and implemented by the City. Such plans are formulated in cooperation with other local, state and federal agencies.



A comprehensive approach to basin planning is crucial as development expands into new watersheds around the Lincoln city limits. Basin master plans ultimately need to be integrated into a unified watershed management master plan for the City of Lincoln and its projected growth areas. Ideally, a watershed master plan would be completed and adopted prior to urban development occurring within a new basin. This would allow projects and recommendations in the master plan to be considered during the review of specific development proposals.

Regional detention sites should be identified and sites reserved in early planning stages. Master planning and the performance and adequacy of stormwater storage basins to prevent increases in peak flows will require continued assessment with the growth of the City. Upstream detention is critical to preventing further increases to the floodplain. Detention facilities should be identified and developed in a manner that causes minimal adverse impact to existing residential, agricultural and other land uses.

FLOODPLAIN MANAGEMENT

In April of 2003, the Mayor's Floodplain Task Force concluded 20 months of work that resulted in floodplain recommendations for the City and County. The Task Force made a clear distinction between recommendations for the "Existing Urban Area" versus "New Growth Areas." "Existing Urban Area" was defined as those areas inside the City limits at the time a new standard is adopted as well as those areas outside the City limits which have a zoning designation other than AG - Agricultural or AGR - Agricultural Residential at the time a new standard is developed. "New Growth Areas" were defined as those areas outside the City limits and zoned AG -Agricultural or AGR - Agricultural Residential at the time a new standard is adopted.

There was general consensus on the Task Force that there would be additional challenges and a greater burden to meet higher floodplain standards within the existing urban area, where pre-existing zoning, lot size, existing homes and businesses, and the built environment in general would be expected to have greater constraints than newly developing areas.

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

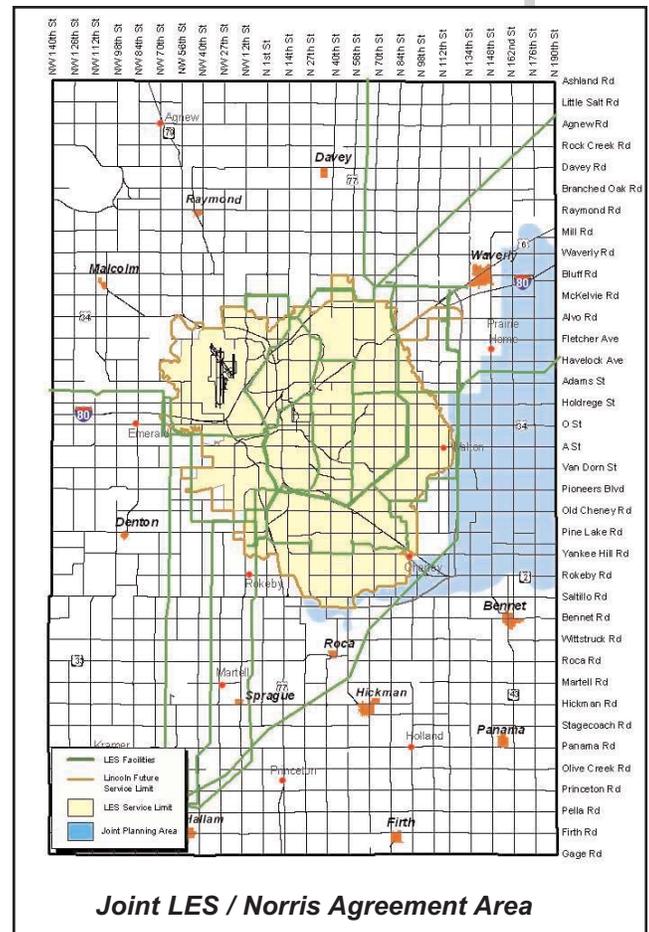
Additional multi-material recycling sites will be required in each new development area to provide for convenient use by residents in growth areas. The growth of population in the County will also require additional recycling sites in villages in the County. Southwest Lancaster County would have the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

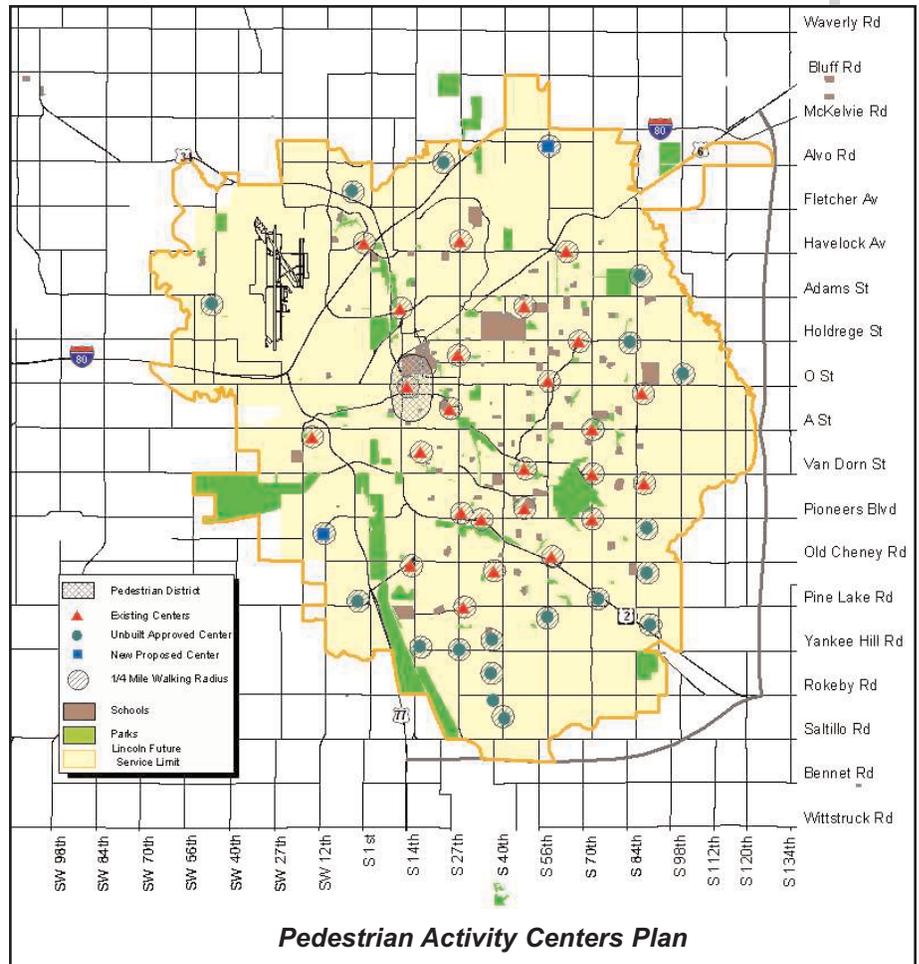
Continue to encourage energy conservation practices with the development of the City and County.

PEDESTRIAN ACTIVITY CENTERS PLAN

Pedestrians are found throughout the community. Their needs can vary by where they are located:

- Pedestrian Districts** - These areas are typically located in settings where people go to walk around, shop, eat, or conduct business.

These districts attract large numbers of pedestrians on a regular basis. They include the Downtown (along with the main campus of the University of Nebraska-Lincoln), University Place, College View, and Havelock. Pedestrian level of service standards in these areas should be high. These areas should have direct, continuous sidewalks with safe street crossings. Visual interest and amenities should serve to attract people to these districts. Future large scale, mixed-use activity districts should be considered members of this category of pedestrian activity centers.



- Activity Corridors and Centers** - These areas tend to be located along arterials, particularly where two major arterials might intersect. These locations often have strip commercial or “L” shaped neighborhood shopping centers. Directness and safety for pedestrians going to, from, and within these corridors and centers should be stressed.

- Schools** - While it might not be critical for the route to school to be picturesque and visually captivating, a safe and secure environment must be provided for students going to and coming from schools. Sidewalks should be direct and continuous with safe street crossings.
- Transit Corridors** - Transit trips begin and end as pedestrian trips. Directness and safety are critical elements.
- Other Areas** - All areas of the community should have safe, secure, and reasonably direct pedestrian connections. Activities of daily living should be available within walking distance. Neighborhoods should include homes, stores, workplaces, schools, and places to recreate. Interconnecting streets, trails, and sidewalks should be designed to encourage walking and bicycling, reduce the number and length of automobile trips, and conserve energy.

Strategies: Pedestrian Activity Centers Plan

- Target pedestrian improvements in areas shown on the Pedestrian Activity Centers Plan. Refine map as necessary. Use pedestrian standards.
- Establish dedicated funding discussed later in this section.
- Give priority consideration to funding pedestrian facilities within the capital improvements programming process.
- Maintain and improve the existing school crossing protection program.

In order to create greater pedestrian opportunities, particularly in the construction of new “multi-modal” roads and the reconstruction of existing roads, sidewalks and safe street crossings should give consideration to pedestrian push buttons, crosswalk enhancements, median refuge islands, bulb-outs, and other design features. In the older built environment, design considerations should be given to similar options with special flexibility sought to minimize impacts to adjacent uses.

PEDESTRIAN STANDARDS

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

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

Strategies: Pedestrian Standards

- Develop minimum pedestrian standards for all new public works projects, including new roadways and reconstruction of existing roadways. These standards should include street crossing treatment, sidewalk design, and landscaping.
- Develop minimum pedestrian standards for private developments to provide pedestrian facilities connecting key destinations such as schools, parks, trails, and activity centers.
- Select a short-term public works demonstration project embracing best practices pedestrian design standards.
- Develop a city-wide database of pedestrian facilities and crosswalks. Develop a dedicated funding mechanism and prioritization process for implementing improvements.
- The planning process is to develop standards that define pedestrian level of service concepts.

PEDESTRIAN FACILITIES COORDINATION

There is currently not a single clearing house for pedestrian planning, design, and engineering in the City of Lincoln. Instead, a number of departments address pedestrian mobility and sidewalks with varying perspectives as part of other job assignments. Often either these conflict with the objectives for pedestrian design, or the specific job descriptions put pedestrian planning, design, and engineering at a lower priority than other tasks.

The City should clearly identify the organizational responsibility for pedestrian facility planning, design, engineering, and implementation. This should include responsibility for reviewing and developing pedestrian policies and standards for public and private developments, addressing pedestrian improvements needs, developing and updating the Pedestrian Activities Center Plan map, applying for state and federal grants, and prioritizing pedestrian improvements.

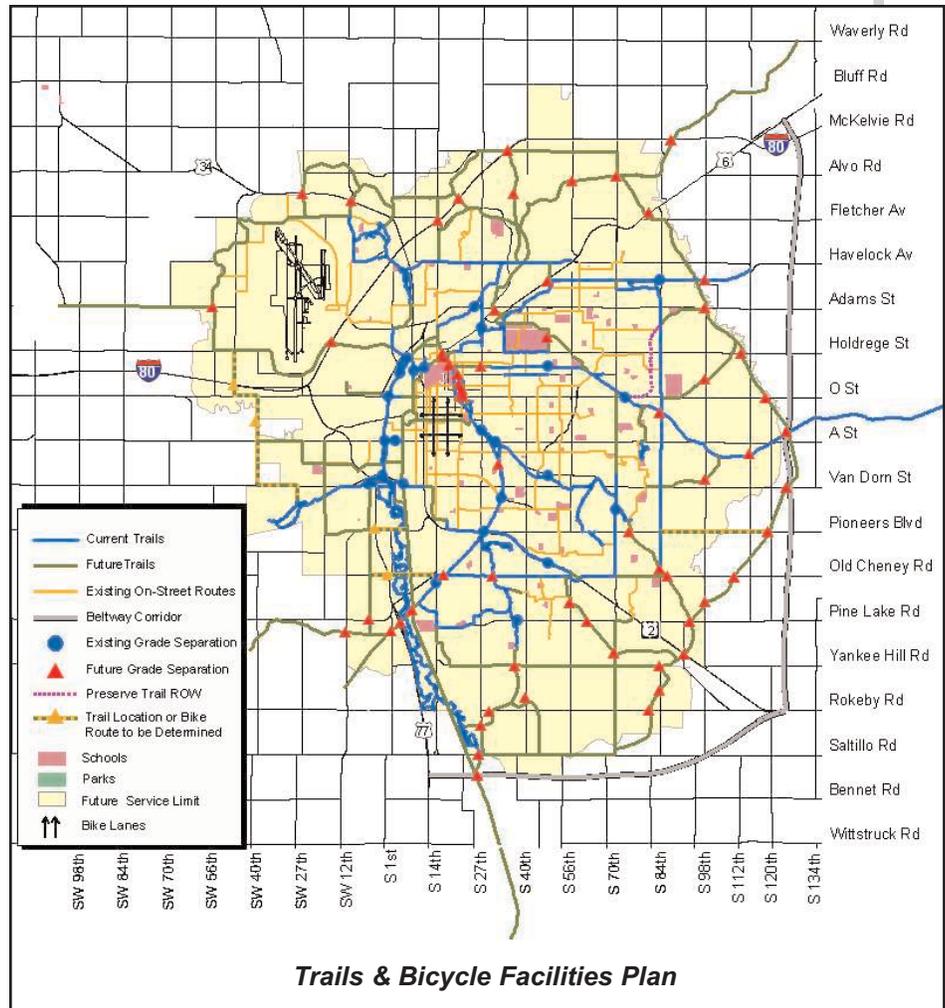
BICYCLE AND TRAILS STANDARDS FOR DEVELOPING AREAS

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.

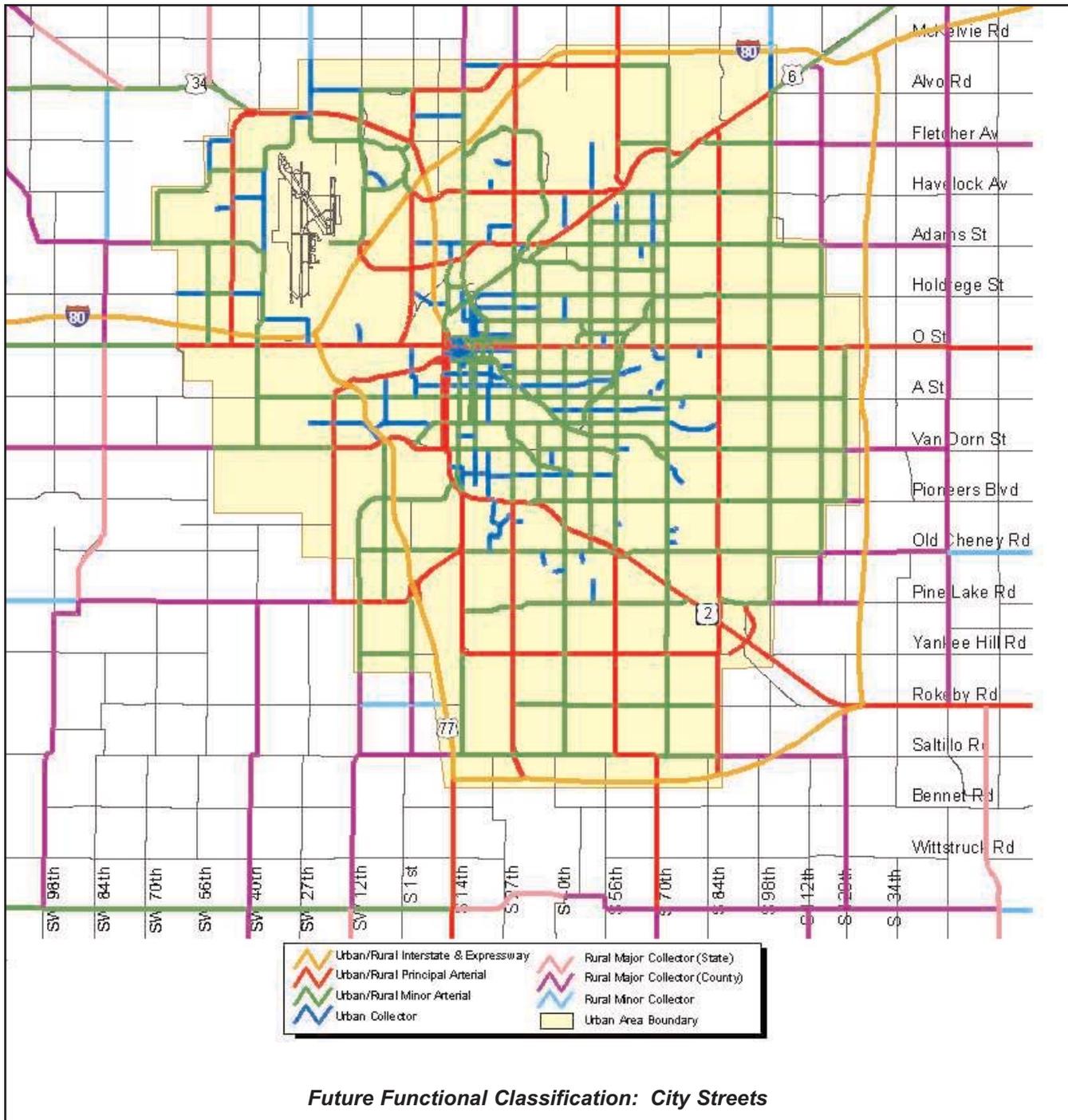
Strategies: Bicycle Amenities

- 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.



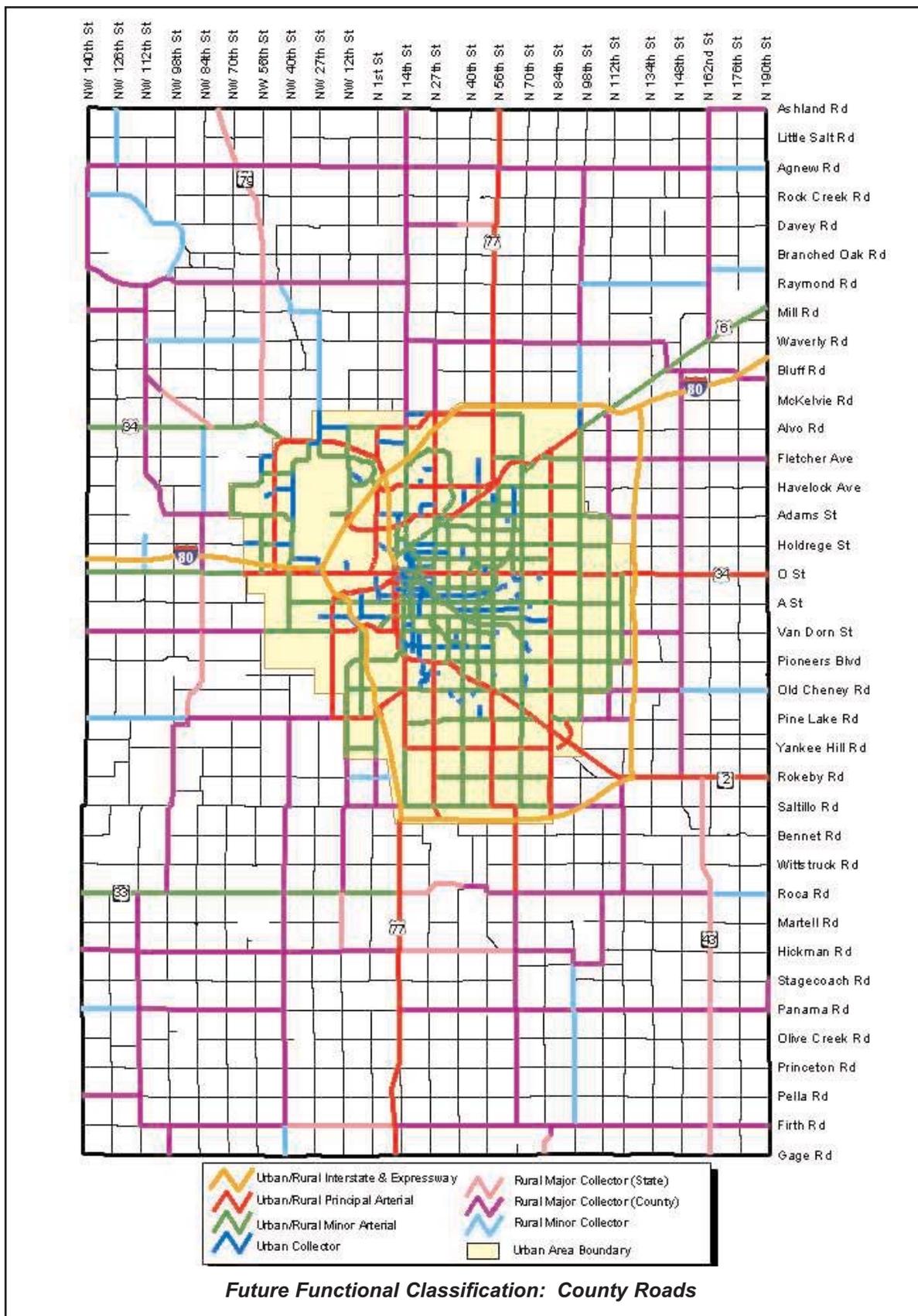
BICYCLE EDUCATION AND ENFORCEMENT

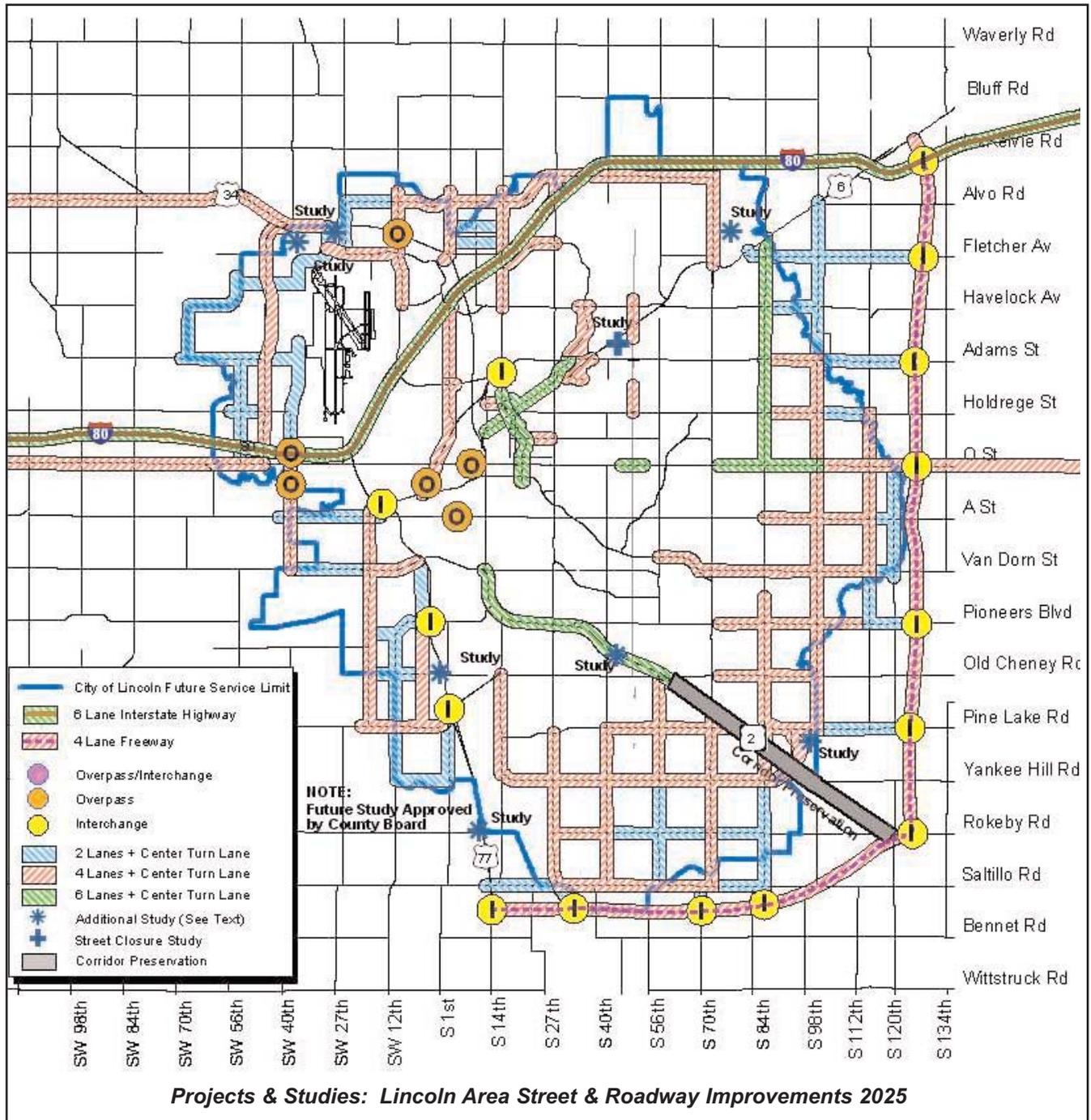
The potential environmental, health, and traffic reduction benefits of bicycles should be promoted. Enforcing the vehicular code for both bicycles and motorists should also be pursued.



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.

URBAN AREA STREET SYSTEM

The long range program for improving the urban area street system is detailed below. This effort involves numerous projects and studies taking many years and costing millions of dollars to complete. Close planning and coordination among various Federal, State and local government agencies and departments will be needed. The planned future urban area street system is presented within the following elements:

- Federal and State Improvements
- South and East Beltway
- Antelope Valley Roadway Project
- “Two Plus Center Turn Lane” Program
- Additional Urban Area System Improvements
- Proposed Studies
- Highway 2 Corridor Preservation
- Right of Way Considerations

FEDERAL AND STATE IMPROVEMENTS

During the planning period, improvements are planned for Interstate 80 and many of the existing Nebraska State Highways in Lincoln and Lancaster County. These improvements can generally be categorized as the widening of roadways or construction of interchanges. All of the projects listed below are considered to have funds committed to their construction during the planning period:

Interstate Hwy 80	6 lanes
US-34, East, 84 th Street to county line	4 lanes + turn lanes
US-34, West, city limits west to county line	4 lanes + turn lanes
US-6, West, city limits west to Emerald	4 lanes + turn lanes
US-6 (Sun Valley Blvd.), “O” Street to Cornhusker Hwy.	4 lanes + turn lanes
West “O” St., N.W. 48 th St. to N.W. 56 th St.	4 lanes + turn lanes
US-77 and West Capital Parkway Interchange	Interchange
US-77 and Warlick Blvd. Interchange	Interchange

The Interstate 80 project is part of the Nebraska Department of Roads’ intent to ultimately widen this facility to six lanes from Omaha on the east to Grand Island on the west. This widening will include reconstructing several interchanges and overpasses as the Interstate passes through Lancaster County. This project could also involve the relocation of certain interchanges and the possible elimination of existing overpasses.

The Nebraska Department of Roads has completed study of portions of US Highway 77 as it passes through Lincoln. This study gave consideration to upgrading the facility to freeway status from its present classification as an expressway. This upgrade will require eliminating existing at-grade intersections. These intersections could be replaced with interchanges, overpasses or the road connection could be eliminated all together with no crossing provided. As part of the US-77/West Beltway project, study for a potential overpass at US-77 and Old Cheney Road and Rokeby Road will be conducted as a joint State/County/City feasibility study, including a traffic analysis, a citizen participation element, an appropriate environmental review, and will be started no later than one year prior to the contract letting of the West Bypass freeway upgrade. The study will comply with FHWA procedures for Federal Aid projects and will attempt to maintain an Old Cheney connection to 1st Street.

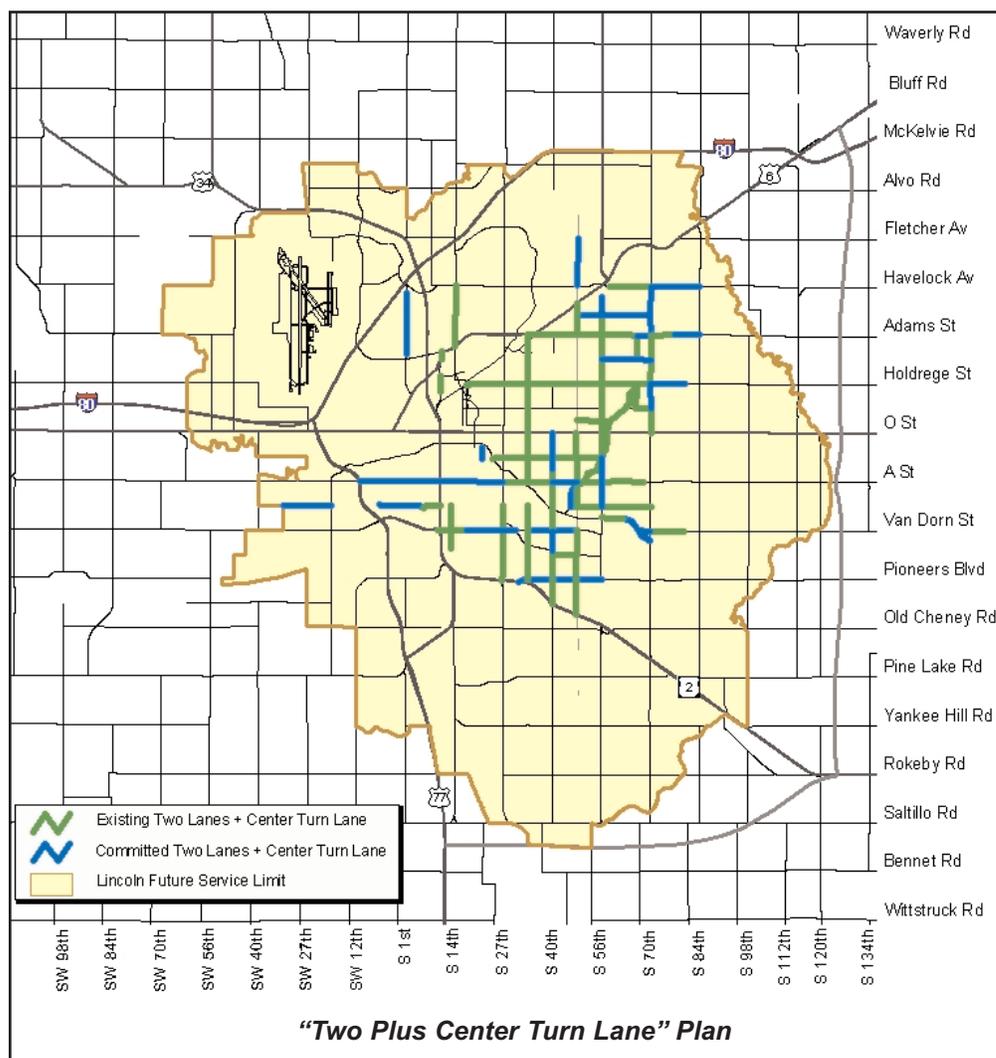
“TWO PLUS CENTER TURN LANE” PROGRAM

As the community looks for ways to minimize congestion on its streets, it is exploring means for completing street improvements that add capacity to the system while preserving the character and viability of the older neighborhoods. To achieve these objectives, the community is committed to an extensive program implementing the “two plus center turn lane” concept across broad areas of the existing city.

Under this concept, streets in many older areas are being improved with a street design that includes two through travel lanes and a single common center turn lane. This approach increases the street’s efficiency to move traffic and improve safety, while minimizing the impacts on the adjacent neighborhood. This design can usually be accommodated within the existing right of way. The Comprehensive Plan recognizes that occasionally small portions of right of way may need to be acquired in order to complete this program’s objectives.

While all arterial rehabilitation projects should be done to a width that can accommodate two lanes plus a center turn lane, actual striping may vary depending on the particular neighborhood circumstance.

This program is considered a priority and is assumed to be fully in place well before the end of the planning period.



ADDITIONAL URBAN AREA SYSTEM IMPROVEMENTS

In addition to those projects described above, numerous other streets and roadway projects are identified for construction or programming during the 25 year planning period.

These projects will generally be the responsibility of the City of Lincoln, although participation from other governmental entities will occur.

These include a wide range of projects for which the City has already committed funds, as well as longer term projects that do not have specifically earmarked funding.

Committed Projects

Fletcher Avenue, Cornhusker Hwy (US-6) to 84 th Street	2 lanes + turn lanes
N. 66 th St, "O" St to "Q" St, part of 'O' St. Project	4 lanes + turn lanes
South 84 th Street, Montello Rd. to Amber Hill Rd.	4 lanes + turn lanes
Pioneers Blvd., 70 th Street to 84 th Street	4 lanes + turn lanes
Old Cheney Road, 70 th St. to 84 th Street	4 lanes + turn lanes
Pine Lake Road, 40 th Street to Nebraska Hwy 2	4 lanes + turn lanes
Pine Lake Road, 84 th Street to 91 st St. to 98 th Street	4 lanes + turn lanes
South 91 st Street, Pine Lake Rd. to Nebraska Hwy 2	4 lanes + turn lanes
South 56 th Street, Old Cheney Rd. to Pine Lake Rd.	4 lanes + turn lanes
South 40 th Street, Pine Lake Rd. to Eagle Ridge Rd.	4 lanes + turn lanes
South 27 th Street, San Mateo Ln. to Yankee Hill Rd.	4 lanes + turn lanes
South 14 th Street, Old Cheney Rd. to Pine Lake Rd.	4 lanes + turn lanes
West Fletcher Ave., NW 12 th Street to NW 31 st Street	4 lanes + turn lanes
NW 27 th Street, West Fletcher Ave. to US-34 Interchange	2 lanes + turn lanes
North 10 th St., Sun Valley Blvd. To Military Rd.	4 lanes + turn lanes
Vine Street, 21 st Street to 26 th Street	4 lanes + turn lanes
Highway 77 and Capitol Parkway West	Interchange
"A" Street and 3 rd Street Overpass	Railroad Overpass
"O" Street, 3 rd Street to 9 th Street, Harris Overpass	Railroad Overpass
South 14 th St./Warlick Blvd./Old Cheney Road	Intersection

Proposed Projects

North 84 th Street, US-6 to "O" Street	6 lanes + turn lanes
North 98 th Street, US-6 to Adams Street	2 lanes + turn lanes
Fletcher Ave., 84 th Street to East Beltway	2 lanes + turn lanes
Havelock Ave., 84 th Street to 98 th Street	2 lanes + turn lanes
Adams Street, 84 th Street to 98 th Street	4 lanes + turn lanes
Adams Street, 98 th Street to East Beltway	2 lanes + turn lanes
98 th Street, Adams Street to Pine Lake Road	4 lanes + turn lanes
112 th Street, Holdrege to Van Dorn Street	4 lanes + turn lanes
112 th Street, Van Dorn Street to Pioneer Blvd	2 lanes + turn lanes
120 th Street, "O" Street to Van Dorn Street	2 lanes + turn lanes
Holdrege Street, 84 th Street to 98 th Street	4 lanes + turn lanes
Holdrege Street, 98 th Street to 112 th Street	2 lanes + turn lanes
"O" Street, 72 nd Street to 98 th Street	6 lanes + turn lanes
"A" Street, 84 th Street to 112 th Street	4 lanes + turn lanes
"A" Street, 112 th Street to 120 th Street	2 lanes + turn lanes
Normal Blvd., 56 th Street to Van Dorn Street	4 lanes + turn lanes
Van Dorn Street, Normal Blvd. to 80 th Street	4 lanes + turn lanes
Van Dorn Street, 84 th Street to 112 th Street	4 lanes + turn lanes

As an existing State Highway, the public right-of-way along this corridor as it runs through Lincoln varies widely — from roughly 150 feet in width, up to nearly 350 feet. The Long Range Transportation Plan calls for widening Nebraska Highway 2 from four to six through lanes for an area from approximately Van Dorn Street on the west, through the intersection of South 56th /Old Cheney Road on the east.

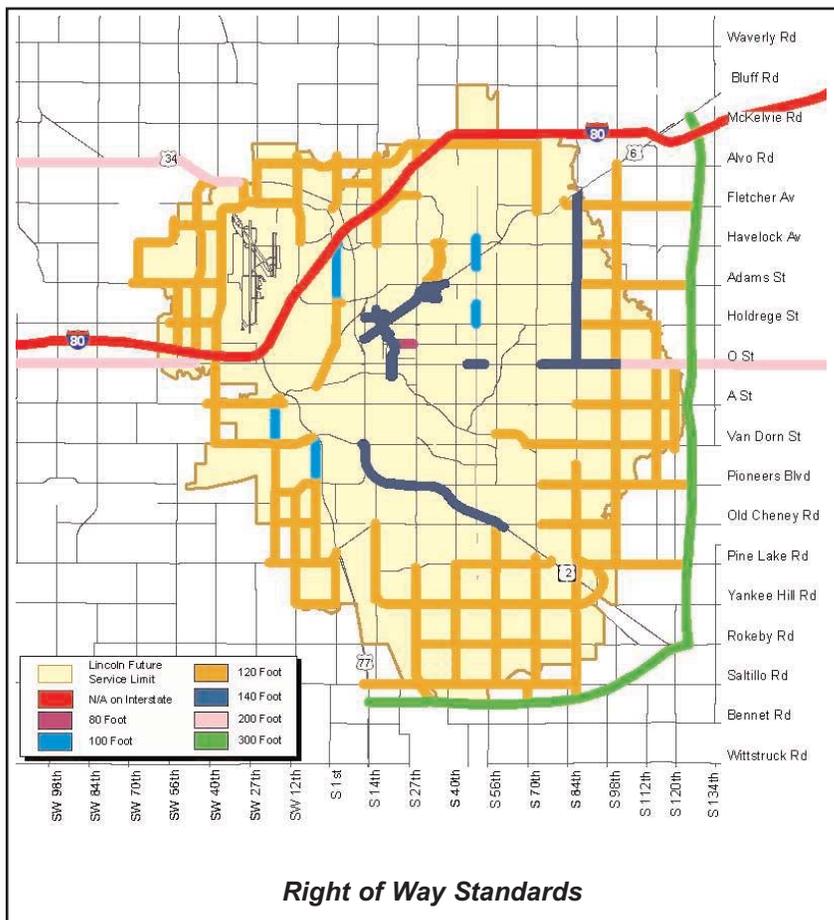
Though no projects are shown in the Plan for the area, the existing corridor along Nebraska Highway 2 from about South 56th /Old Cheney Road to, and through, the location of the future South and East Beltway interchange on Highway 2 should be protected and preserved. The roadway within the corridor could be further improved or the corridor could serve as a multi-modal or multi-use area in the future.

Corridor preservation should include retention of all property within the State’s present right of way area, denial of any additional access points to the roadway, elimination of existing access points should such opportunities arise, and the acquisition of additional right of way should it become available.

Serious conflicts currently exist between local commuter traffic and highway truck traffic. The South Beltway, when completed, will become the official truck route instead of Highway 2. This will present the opportunity to shift “through” highway truck traffic off Highway 2. When the South Beltway is opened, policies should be implemented to deter through truck traffic, preserve the right-of-way corridor, and facilitate local traffic use on Highway 2.

RIGHT-OF-WAY CONSIDERATIONS

Right-of-Way (ROW) widths for projects on the Year 2025 Street and Highway Improvements Plan are displayed on the Right-of-Way Standards Map. For existing and future arterial street projects appearing on this map, the right-of-way is generally 120 ft. in width for “2 Lanes + Center Turn Lane” (2+1) and “4 Lanes + Center Turn Lane” (4+1) projects, and 140 ft. in width for “6 Lanes + Center Turn Lane” (6+1) projects.



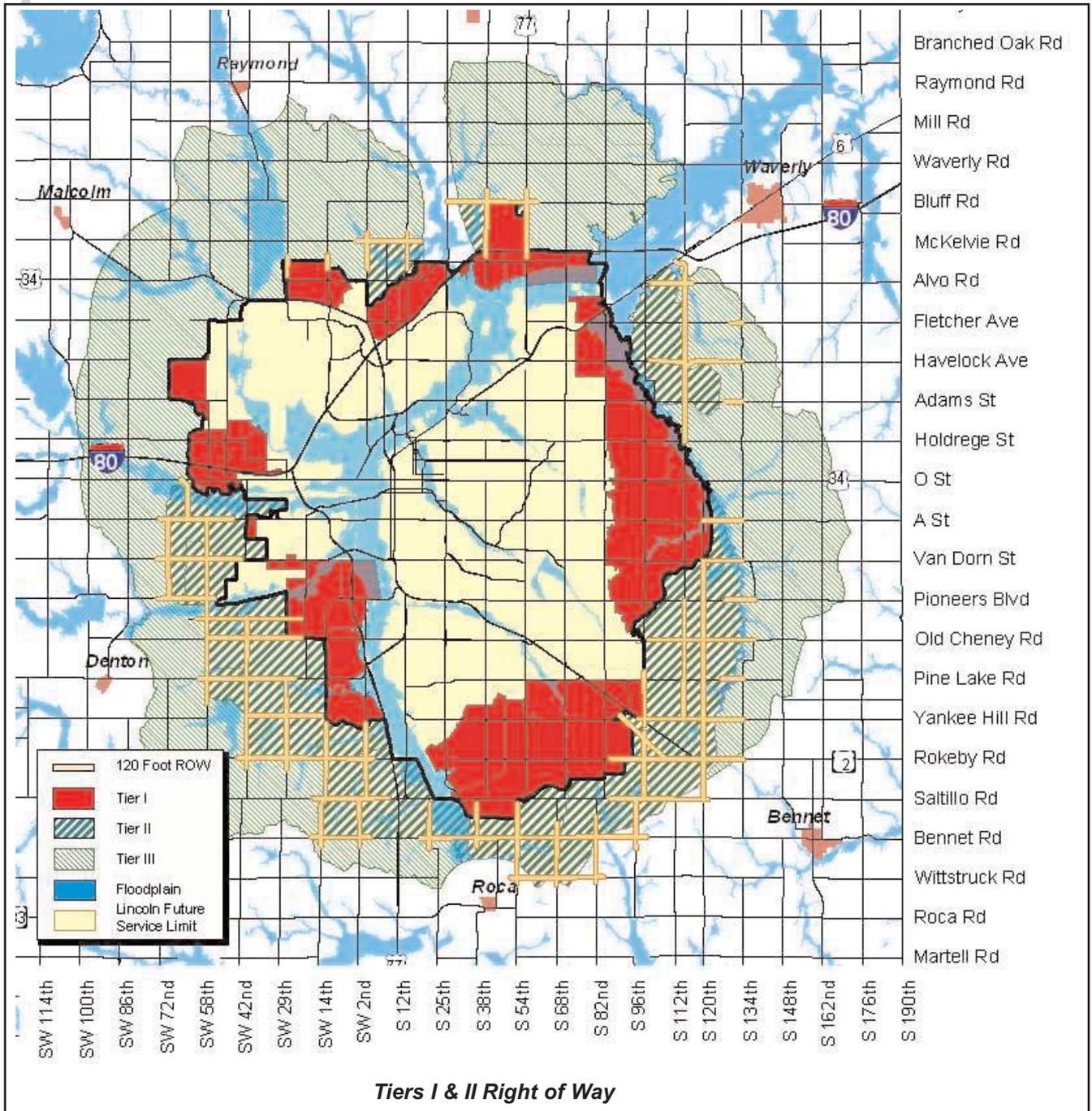
Projects occurring at the intersection of two arterial streets will warrant the further dedication of public right-of-way up to 130 ft. in width for the “2+1 at 120 ft. of ROW” and “4+1 at 120 ft. of ROW” projects, and 150 ft. in width for the “6+1 at 140 ft. of ROW” projects, for a distance extending two blocks from the centerline (approximately 700 ft.) of the intersection. The length of the intersection improvement should consider the existing and proposed land uses in the general area, traffic studies, and other pertinent information. Signalized intersections occurring along an arterial but not crossing another arterial may also fall under these ROW standards. The standard applies when land uses or other factors demonstrate the need for a wider right-of-way at the location.

Within Lincoln’s future growth Tiers I and II, a public right-of-way (ROW) width of 120 ft. for any potential future arterial street is considered the desired standard for this Plan. This is assumed to include — but is not necessarily limited to — existing section and half-section line roads in these future growth

Tiers. Any ROW obtained to extend or otherwise complete the section line road system in the future growth area should also be done at this desired standard.

There are instances — mostly but not always in newer areas — where trails are to be placed along an arterial street. This may occur in order to provide trail connections and to allow safe trail crossings at arterial streets. When a future trail or bike lane is designated along an arterial roadway then the corridor should be expanded by six additional feet on the side where the trail will be located. The additional right-of-way should be obtained in advance of development.

Within the older established areas of the city, 66 foot rights-of-way are typical. This is normally adequate for a two lane or a two plus center turn lane street design, which is typically 33 feet wide (back of curb to back of curb). Where impacts from even minor widening would be significant, 31 feet (back of curb to back of curb) is an acceptable width.



Tiers I & II Right of Way

COUNTY RURAL ROAD SYSTEM

Improvements to the rural road system will occur throughout the county. The amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements.

The future County Paved Road Network is subject to extreme impacts from the more dense development (close to the City) to those roads experiencing slow to moderate growth (generally outside the three mile limit). These impacts and the resulting improvements vary from simply grading and graveling a road to a 4-lane facility.

Road improvements for the County are triggered based upon daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary.

The first level of traffic volume is in the range of 300 vehicles per day. At this level, the County acquires a minimum of 100 feet of right of way, with additional ROW acquisition standards applying as appropriate. Once the ROW is acquired, the County then grades and installs new drainage structures. The process of grading and graveling provides a road profile that is safer and wider. This profile can accommodate the next level of improvement, which would be pavement, provided the traffic counts continue to increase to the second level.

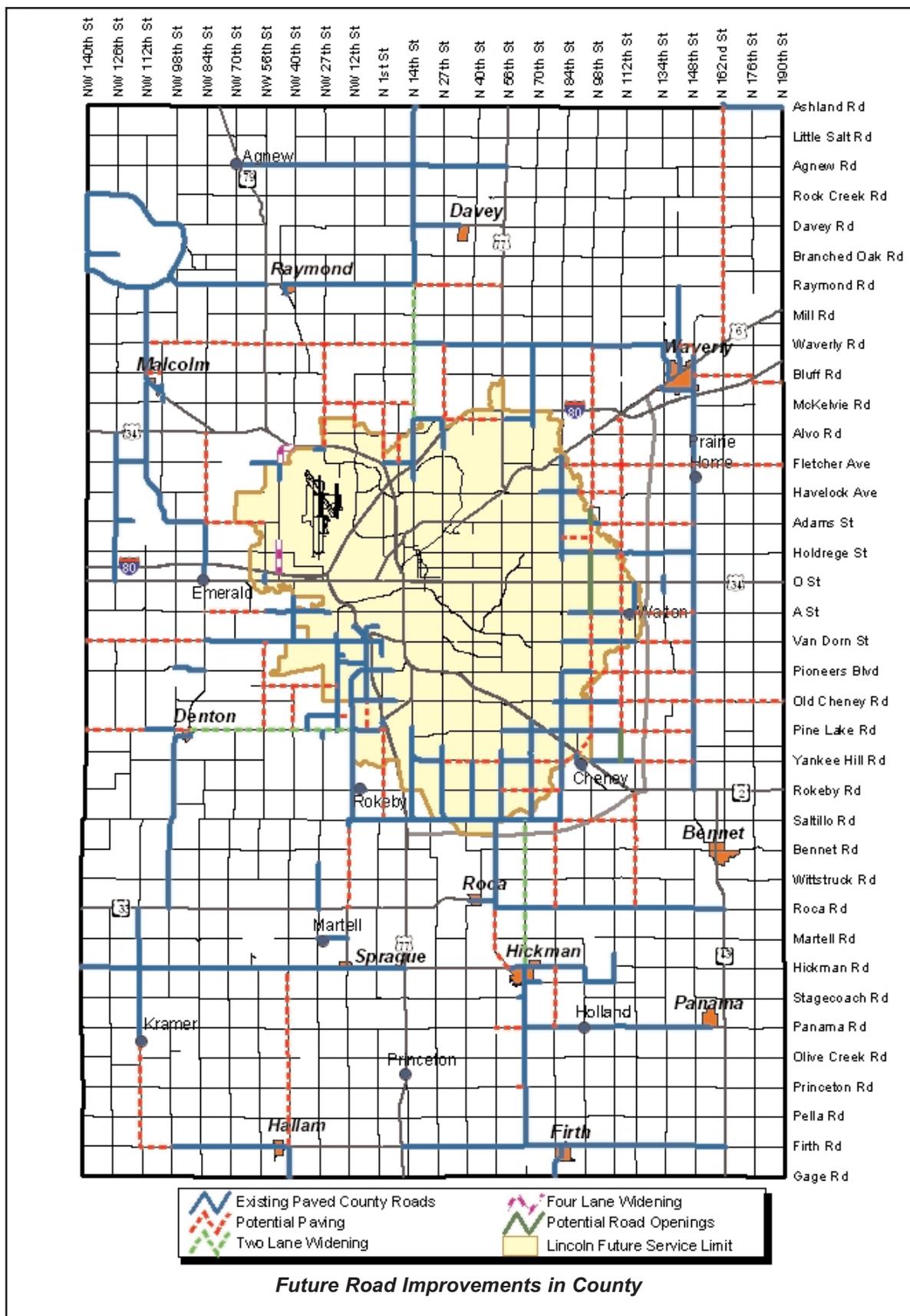
The acquisition of the wider right-of-way will also preserve the future corridors for the larger and more expansive street improvements that will come with the growth of Lincoln. The second level of improvement, which is pavement, is triggered at a traffic volume level of about 400 vehicles per day. This second level should remain as an effective transportation facility, with the exception of routine maintenance and pavement overlays, until the traffic volumes reach the level of 6,000 vehicles per day. This final level would be the target for looking at the need to install a four-lane divided facility.

The County Road Plan indicates some “road widenings” for those existing two lane paved roads that are no longer adequate for today’s traffic volumes. The County’s road improvement plan also includes new railroad viaducts planned near Hickman and Firth to address increasing competition at rail crossings from both rail and vehicular traffic. New roadway openings included in this Plan provide for continuity in the road system and better serve the adjacent areas. These segments include:

- 98th Street, A Street to “O” Street
- 98th Street, “O” Street to Holdrege Street
- 98th Street, Adams Street to Fremont Street
- 112th Street, Pine Lake Road to Yankee Hill Road

This brief explanation of County road improvements and the different levels of traffic volumes that trigger those improvements is an attempt to show that, generally, there exists a fairly orderly approach to project planning, programming and completion of the appropriate improvement.

This methodical approach does, however, become threatened when development precedes the improvements and becomes the controller of priorities and the limited fiscal resources available for road improvements. New development should locate along those facilities that have already received improvements capable of supporting such development. The Future County Road Improvements Plan shows county roads which are candidates for paving in the future.



PARKS, RECREATION & OPEN SPACE

The city and county have been favored with a long and distinguished legacy of parks, recreational facilities, and open space. The earliest planners and policy makers recognized the strength conferred upon a community possessing an abundant, quality system of parks and open spaces, along with the support facilities to enjoy them. Built upon Nebraska's landscape and local community traditions, the city and county have inherited a treasured trove of emerald jewels and other riches for present and future generations to savor and cherish.

This section examines the Comprehensive Plan principles that will help guide the further enhancement of the community's parks, recreation, and open space. Specific strategies are discussed regarding community parks, neighborhood parks, community and recreation centers, swimming pools, an ice arena, open space and greenway linkages, and the urban forest.

GUIDING PRINCIPLES

In addition to the ideals embodied in the Comprehensive Plan's Vision, guiding principles intended to help direct the contributions made to the community by its parks, recreational facilities, and open space are as follows:

- It is recognized that parks and open space enhance the quality of life of the community's residents and are central to the community's economic development strategy (i.e., the community's ability to attract and retain viable business and industry is directly linked to quality of life issues).
- Signature landscapes are defined as those areas and natural features that are unique to Lincoln and Lancaster County, and residents and visitors therefore directly associate these areas and features with the identity of the community. Acquisition and development of parks and open space areas should conserve and enhance these areas and features.
- It is important that the community continue to acquire parkland and conserve open space areas commensurate with expanding development and population growth. The responsibilities for acquisition and development of parkland, and conservation of open space must be shared among many cooperating partner agencies and organizations.



REGIONAL PARKS

DESCRIPTION

Regional parks are large tracts of land that encompass special or unique facilities and features that are of interest to the diverse groups throughout the community. Sites offer opportunities for a variety of activities, a portion of which are generally centered around natural or environmental features. There is generally an emphasis on preserving natural landscape features as an important element of park design. Regional parks primarily provide opportunities for day use activities that may include picnicking, hiking, sports, fishing, canoeing and boating, and environmental interpretation and appreciation. Fields and courts for organized sports activities may be secondary uses.

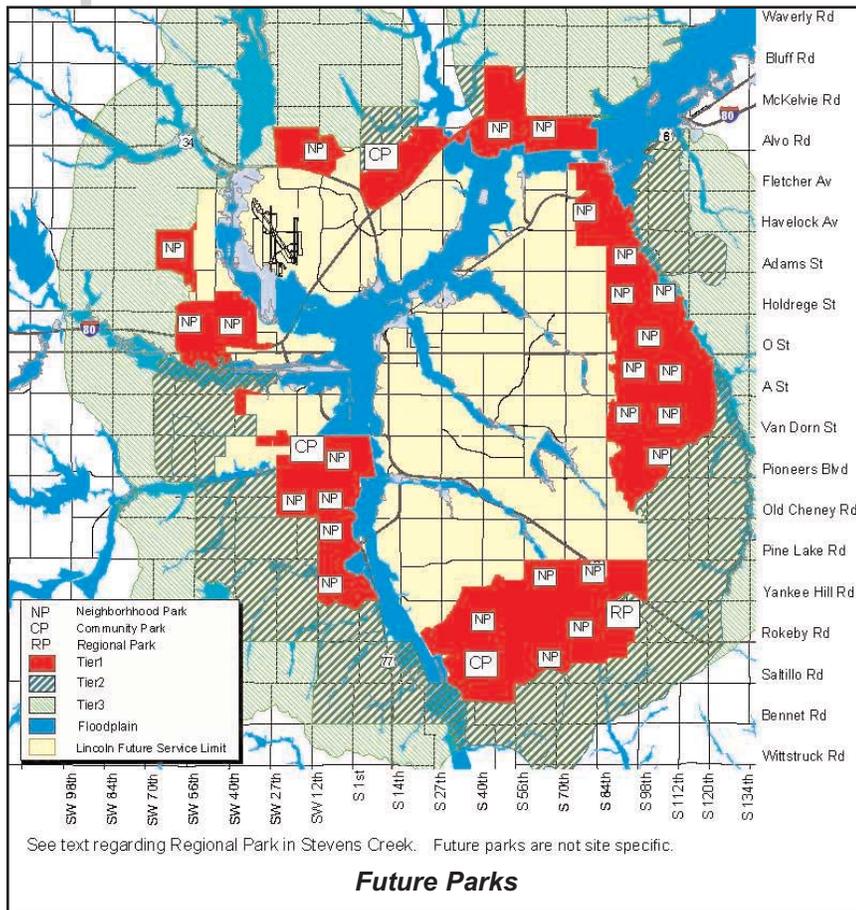
SERVICE AREA

Regional parks provide recreation opportunities of interest to diverse groups throughout the community, and may attract visitors from outside the immediate area.

OTHER LOCATION AND DESIGN CRITERIA

Jensen Park, located southeast of Yankee Hill Road and South 84th Street was acquired with the intent of development as a regional park facility in the future. In addition, acquisition of a new regional park site in the eastern portion of the Stevens Creek Basin is anticipated. Acquisition and development of additional regional parks within the

future urban area associated with Lincoln during the 25 year planning horizon is not anticipated. Rather it is anticipated that the City will work with the Nebraska Game and Parks Commission and the Lower Platte South Natural Resources District (NRD) to provide recreation facilities around the Salt Valley Lakes and other natural resource sites. Ultimately public park areas around the Salt Valley Lakes may gradually transition from management by the Game and Parks Commission to management by the City as the surrounding area urbanizes. Similarly, some sites presently managed by the Lower Platte South NRD may transition to management by the City as the surrounding area urbanizes. Efforts should be made over time to provide trail access to the Salt Valley Lakes and other natural resource sites via connections to the Salt Valley Heritage Greenway and associated tributary stream corridors.



EDUCATION

Quality education is vital to the future of the community as a whole and for each individual. With city and county growth, though, comes the need for additional educational facilities. School districts currently face significant financial challenges in maintaining existing sites, providing for new facilities, and continuing their core goal of providing high quality educational services. Public and private colleges and universities also have similar struggles, as they look for ways to improve their facilities and campuses.

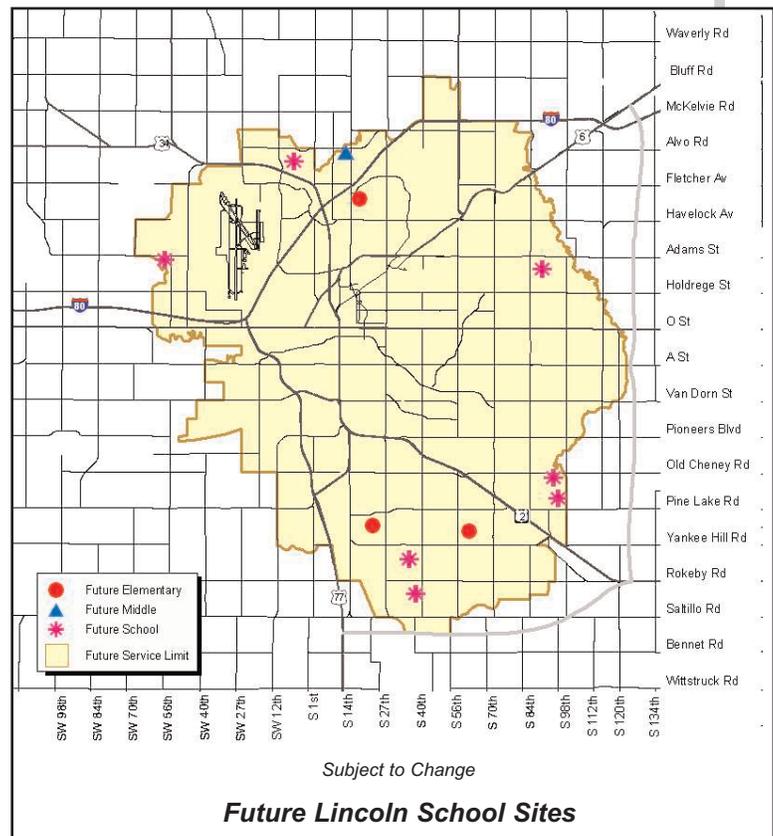
This section looks at the future educational facilities throughout the city and county, including primary and secondary education services, community colleges and trade schools, colleges and universities. It also addresses a series of principles and strategies to be pursued in meeting the community's future educational needs.

LINCOLN PUBLIC SCHOOLS

The Lincoln Public Schools (LPS) has opened two new high schools; Lincoln Southwest, at South 14th Street and Pine Lake Road, in the fall of 2002, and Lincoln North Star, near North 33rd and Folkways Boulevard, in the fall of 2003.

LPS currently owns property for potential school sites that was acquired to support the future development shown in the City-County 1994 Comprehensive Plan. In addition, LPS owns 3 other sites between 84th and 98th Streets in the Stevens Creek drainage basin. Staff from LPS and City departments continue to work together to identify potential schools sites that meet the needs of the present Plan.

Lincoln Public Schools has made a substantial investment in renovating and improving existing schools throughout the Lincoln area. Between 1987 and June, 2000, LPS spent over \$64 million on improvements to 25 older elementary and middle



schools (source: LPS letter, June 2000).

In May 2003 LPS completed a 10 year master plan to address the space needs for renovation and new construction of facilities within the district. The generalized location of future school sites is shown in the “Future Lincoln School Sites” figure. LPS will use the Master Plan as a guide as it annually develops renovation and construction plans. The LPS Master Plan is adopted as an approved component of the Comprehensive Plan and will provide direction for future actions and serve as the basis for facilities planning and improvements.

Numerous schools that were 50 or more years old have received new additions such as library/media centers, gymnasiums, or classrooms. LPS has also been actively removing asbestos and making improvements during renovations such as updating heating and cooling systems. This commitment to maintaining older schools is critical to maintaining the vitality of the surrounding neighborhoods. Schools continue to serve as the heart of many older neighborhoods.

In the past few years, LPS has faced significant financial challenges in funding the operation of existing schools. As the community grows, new elementary, secondary, and high schools will be needed during the planning period. Funding for new schools will be necessary in order to avoid overcrowding existing schools. Several elementary schools built within the past ten years are already at their capacity. With current legislative limits placed upon the building and site fund, the only alternative for funding is voter approved bonds.

RURAL SCHOOL DISTRICTS

There are many challenges facing the 12 public school districts serving residents of Lancaster County.

All face financial hurdles in their ability to serve their students. Several school districts, most notably Rokeby, Cheney, and Waverly School districts will also be impacted by expansion of the Lincoln city limits.

In particular, the small districts of Rokeby and Cheney to the south of Lincoln will be impacted by growth in the next 25 years (Tier I) and it is ultimately shown that their elementary school buildings themselves will be inside the city limits sometime after the first tier of urbanization. The City, LPS and each school district impacted will need to coordinate efforts in the future.

Rural school districts also need to plan to accommodate areas designated for acreage residential development. Acreage residential areas provide additional tax revenue, but also the need for more financial resources in order to provide additional transportation services and educational facilities. Grouping acreage residential areas into predesignated areas allows for rural school districts to be able to plan for adequate transportation and educational services in advance of development.

PRIVATE AND PAROCHIAL SCHOOLS

The Catholic Diocese has several sites for potential future schools, including schools near 33rd and Yankee Hill Road and 98th and Old Cheney Road. Additional private and parochial schools are also anticipated during the planning period.

While these public and private institutions are governed separately from the Lincoln City Council and Lancaster County Board, there are significant opportunities to work together toward common and mutually beneficial goals.