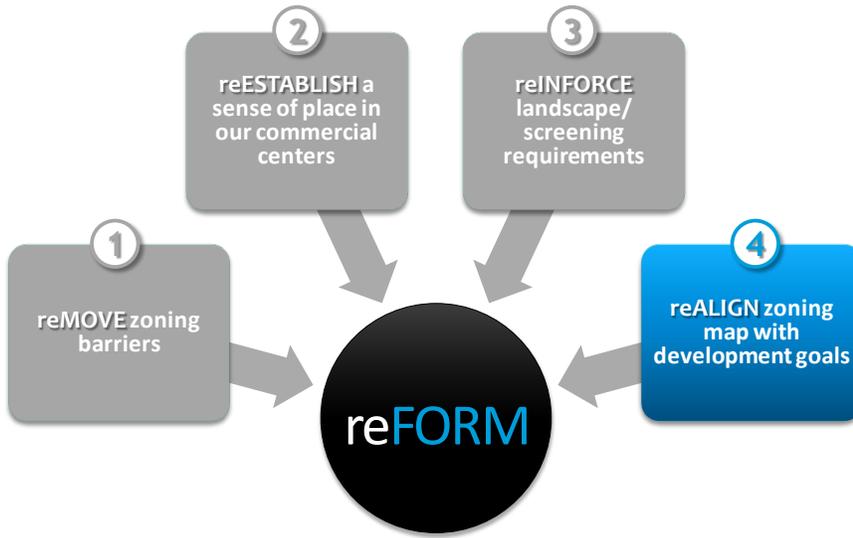


# 4. reALIGN



## GOAL: reALIGN zoning map with development goals

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*LPlan 2040 is the basis for zoning and land development decisions. It guides decisions that will maintain the quality and character of the community's new and established neighborhoods.*

—LPlan2040 (P. 1.2)

*Mixed Use Redevelopment Nodes and Corridors should strive to locate: In areas where there is a predominance of commercial or industrial zoning and/or development, focusing on non-residential areas as opposed to existing neighborhoods.*

—LPlan2040 (P. 6.6)

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### Table of Contents

Objective A. Consolidate similar zoning districts to align with desired design context . . . . . 46

Objective B. Rezone properties to align with desired design context . . . . . 47

Aligning design categories (discussed in the reESTABLISH section of this report) with zoning districts makes the proposed standards easier to follow and easier to enforce. It makes for a more functional development process and streamlines project reviews. To do this there are several considerations that need to be made with regard to the B-1, H-1, H-2, H-3, H-4 and I-1 zoning districts.

Although changing zoning districts may allow uses that were not previously allowed, those uses would be mitigated by the new design standards and proposed increase screening and buffering as discussed in the reINFORCE section of this report.

***Each objective below is followed by a discussion of the considerations related to each of the strategies proposed to achieve the objective.***

### **Objective A. Consolidate similar zoning districts to align with desired design context**

#### **Strategy 1. Consolidate B-1 into other zoning districts.**

B-1 is currently a district found in both Centers and Corridors. All B-1 zoning district locations have been examined to determine the appropriate future zoning based on the current and/or future desired context of the area. If “Corridor” standards are more appropriate, then the properties would be rezoned to B-3 or H-2. For example, the business district of Bethany at N. Cotner Blvd. and Holdrege is currently zoned B-1; the reFORM effort would rezone the property to B-3 because it has the character of a Corridor similar to Havelock or University Place. If “Center” standards are more appropriate, then the properties would be rezoned to B-2, B-5, or H-4. For example, the Bishop Heights shopping center at the northeast corner of S. 27th and Highway 2 is currently zoned B-1; the reFORM effort would rezone the property to B-2 because it is a Center. There may be rare exceptions where B-1 is proposed to change to another district based on the existing and/or future context or zoning of the area. There are many acres of B-1 in the City, primarily in older areas. B-3 is a very similar zoning district that is used in many of the same types of areas as B-1, but does not have a front yard setback requirement. The majority of changes that are proposed are B-1 to B-3.

#### **Strategy 2. Consolidate H-1 into H.3.**

There are only a few areas of H-1 zoning in the City. H-1 is found along I-80. The H-1 zoning district is very restrictive in terms of permitted uses, even commercial ones. In many cases, H-1 is adjacent to H-3 or H-4 that allow a wide-range of commercial uses. It would be appropriate to rezone all H-1 to H-3 given the context and location of these areas.

**Objective B. Rezone properties to align with desired design context**

**Strategy 1. Strategy 1. Rezone H-3 to H-2 where abutting residential neighborhoods.**

In some areas where H-3 zoning abuts residential it would be appropriate to rezone to the H-2 zoning district. H-3 allows for intensive commercial uses. Many uses that are commonly found in H-3 may be considered nuisances by residents and therefore rarely appropriate when near residential uses. H-2 has a similar but less intense list of allowed uses. Therefore, H-2 uses may be more appropriate near residential. This transition to H-2 would allow a current H-3 property owner to continue use of their property with H-2 uses that are more intense than allowed in the B districts but less intense than what is currently allowed in the H-3 district. H-2 zoning would be required to meet "Corridor" standards. (See Chapter "2. reESTABLISH".) Areas such as the north side of West Cornhusker and the north side of West O Street, currently zoned H-3 but are adjacent to neighborhoods and contain more neighborhood service uses, would be appropriate to rezone as H-2.

**Strategy 2. Rezone H-2 to H-3 where it is not abutting residential neighborhoods.**

In areas where H-2 abuts industrial zoning or where there are no residential neighborhoods nearby, it would be appropriate to change the zoning from H-2 to H-3. H-3 would be exempt of the proposed design standards. (See Chapter "2. reESTABLISH".) Most H-2 zoning is currently located near 48th Street and O Street and the Abbot Sports Complex, and Abbott would be appropriate for H-3 zoning.

**Strategy 3. Rezone I-1 to H-2 where it has redevelopment potential and is near residential neighborhoods.**

Similar to the process above to rezone H-3 to H-2 and H-2 to H-3 where appropriate, I-1 zoned land adjacent to residential districts has been examined for appropriateness. Some of these I-1 industrial areas are remnants from former railroad corridors that are no longer

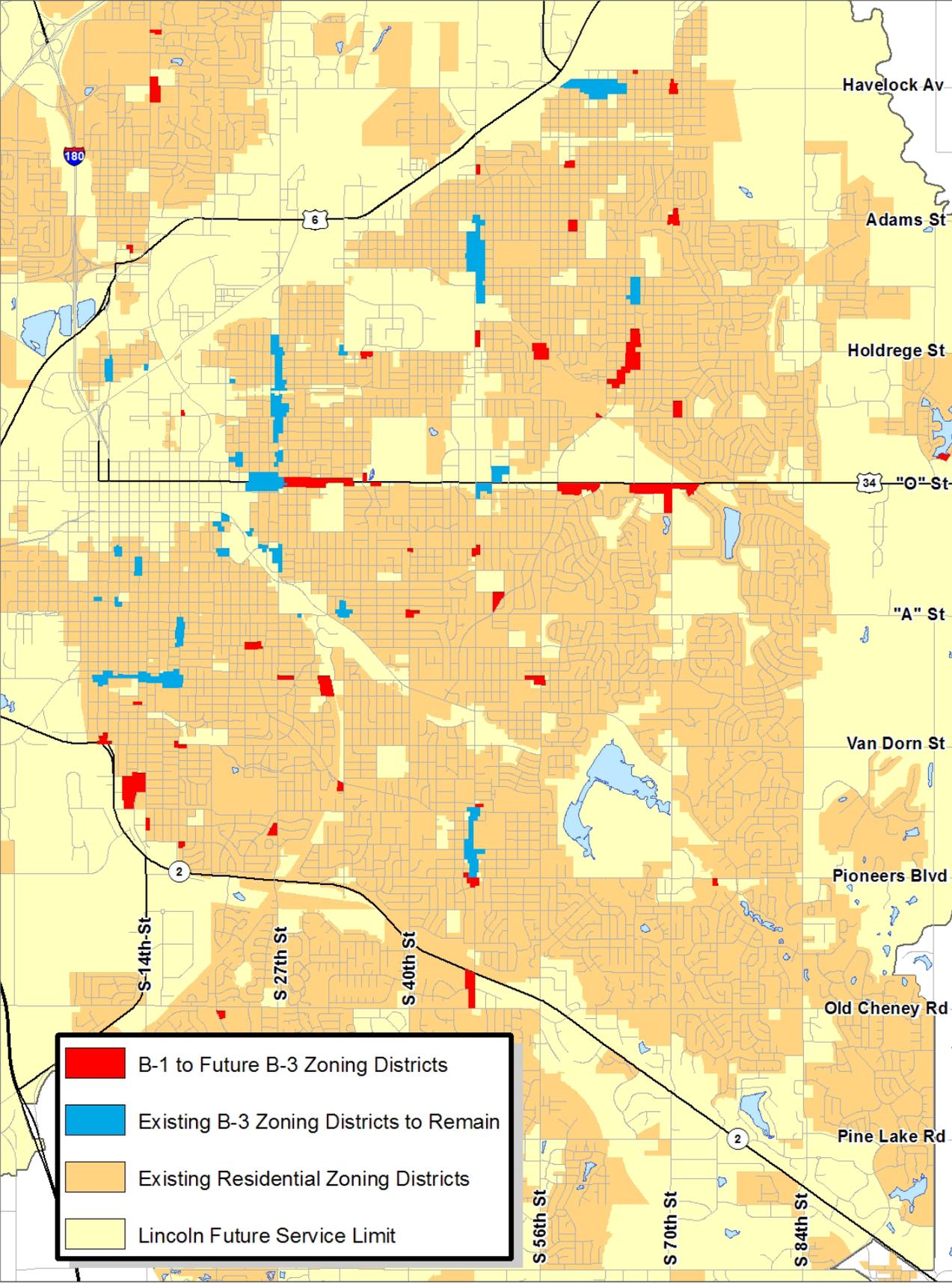
active and are now bike trails. Many of these areas are adjacent to residential districts and are not appropriate for high-intensity industrial uses. Some of these areas should be rezoned from I-1 to H-2. H-2 would allow some commercial uses/very light industrial uses. The change to add residential to H-2 by special permit would help these areas blend back into the neighborhood. Some I-1 areas might change to residential zoning on a case by case basis as well, but not as a part of this reFORM effort.



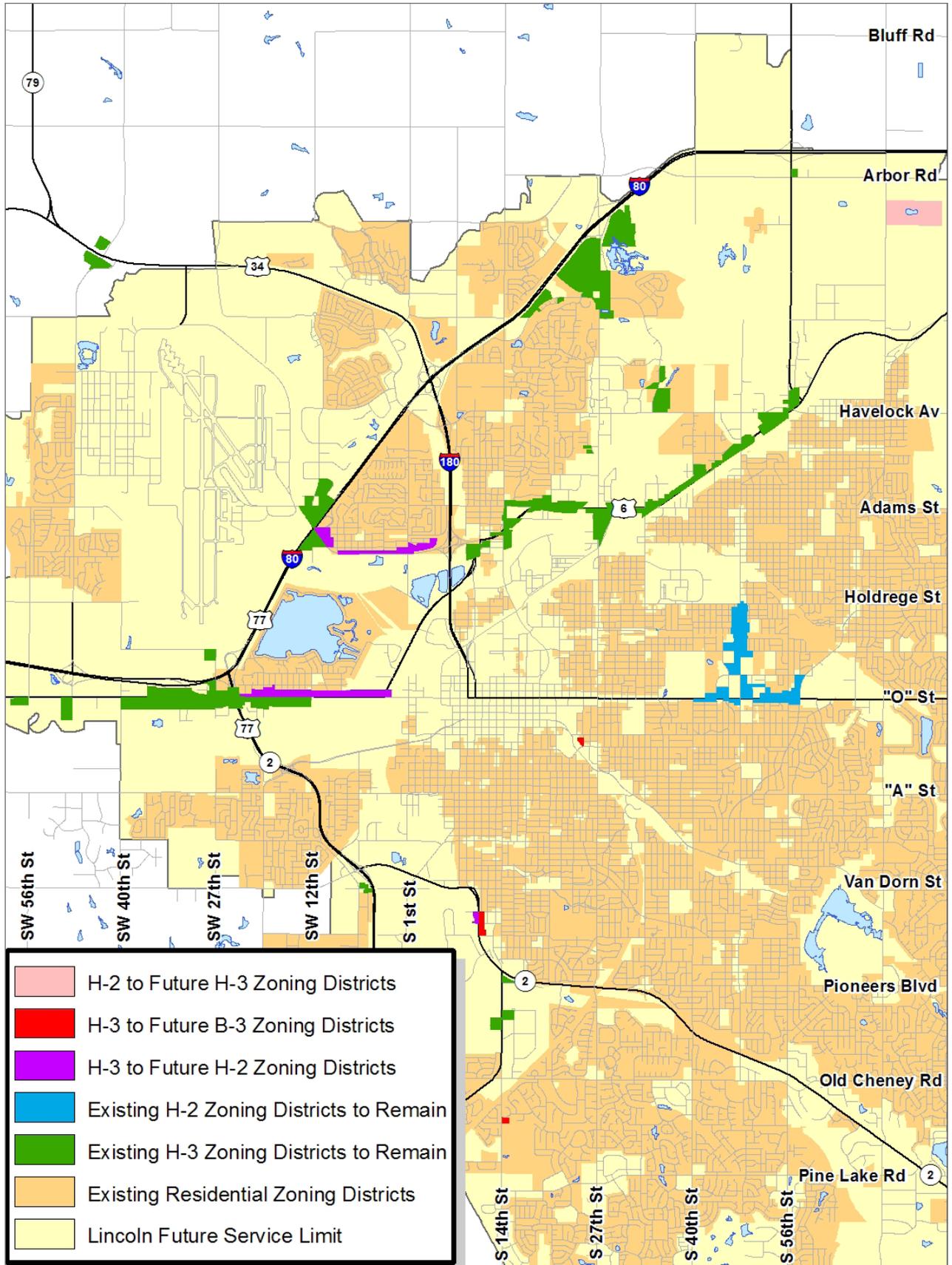
*Infill Housing in Former I-1 Zoning*

**Strategy 4. Rezone some H-4 to H-3 where located in areas that are predominately auto-oriented and isolated from neighborhoods.**

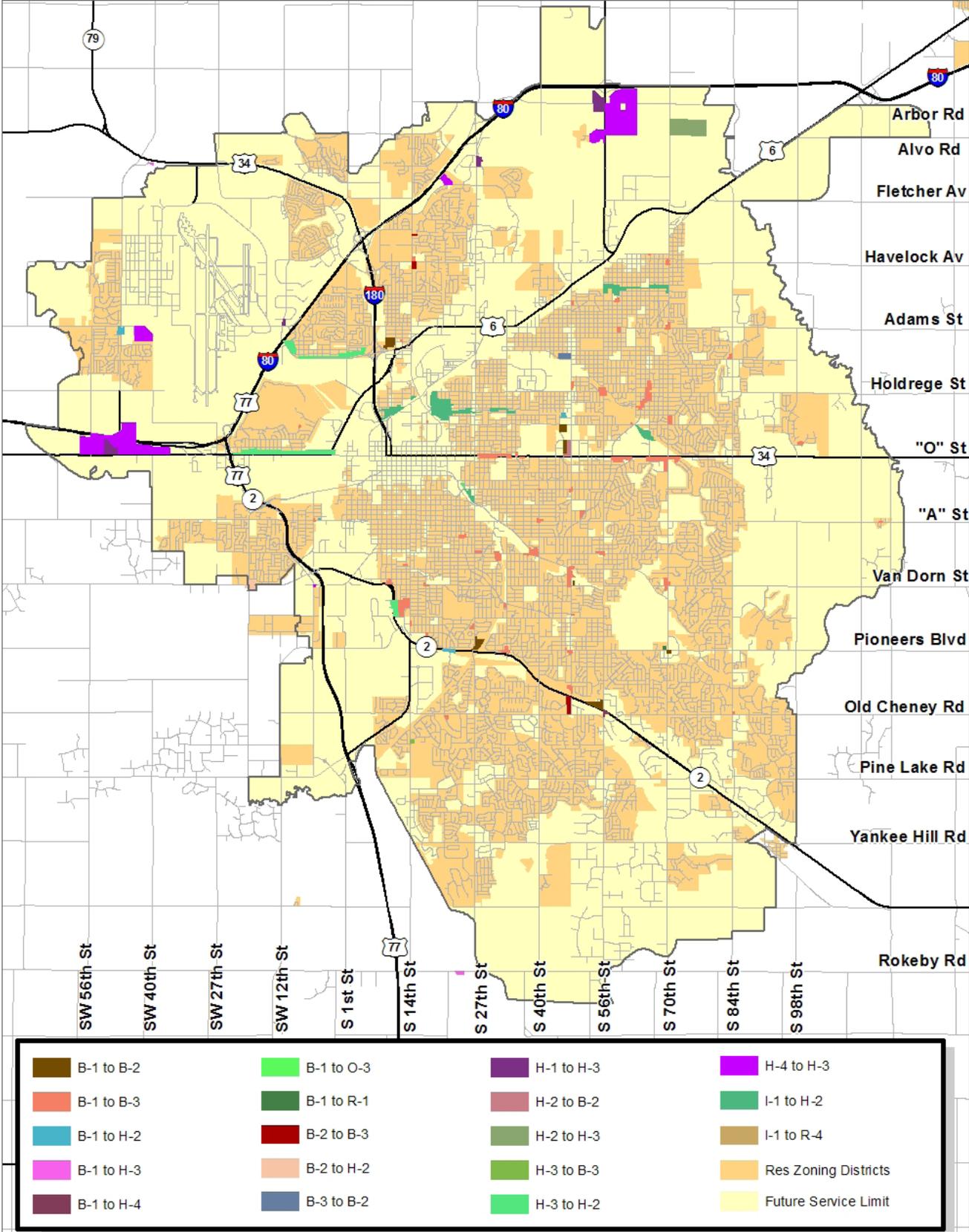
In areas where H-4 abuts industrial zoning or where there are no residential neighborhoods nearby, it would be appropriate to change the zoning from H-4 to H-3. H-3 would be exempt of the proposed design standards. (See Chapter "2. reESTABLISH".) Some H-4 zoning can be found along West O west of Highway 77; this area is not proposed for new residential or mixed use development.



Strategy for Rezoning B-1



Strategy for Rezoning H-2 and H-3



Overall Strategy for Rezoning