
Housing Dialogue

Community Committee Meeting

May 28, 2020

PLAN FORWARD 2050
Lincoln-Lancaster County Planning Department

Appendix D1



Housing

Introduction

Over the next several months the Planning Department will be coordinating presentations with topic experts and discussions on various topics for the Community Committee meetings. This will be one of the key ways the Community Committee will have an opportunity to provide input on these topics. The discussion topic for the Community Committee meeting on May 28th will focus on housing. This document is being provided to you as a resource in advance of the May 28th meeting.

Housing Policies in LPlan 2040

The current City-County Comprehensive Plan, LPlan 2040, contains many housing and neighborhood strategies and goals. All of these strategies and goals are found in [Chapter 7, Neighborhoods and Housing](#). These strategies and goals lay a good foundation for development of PlanForward 2050. Some of these goals have been accomplished over the last 10 years whereas others may be removed or carried forward in the new Comprehensive Plan. A sample of the housing and neighborhood strategies and goals is provided below. These will continue to be discussed and examined as PlanForward 2050 is developed.

Make available a safe residential dwelling for all citizens.
Provide a wide variety of housing types and choices for an increasingly diverse and aging population.
Provide flexibility to the marketplace in siting future residential development locations.
Strive for predictability for neighborhoods and developers for residential development and redevelopment.
Encourage acreages to develop in appropriate areas and preserve farmland.
Expand education for prospective home buyers on the implications of rural living.
Discourage residential development in areas of environmental resources such as endangered species, saline wetlands, native prairies, and in floodplain corridors.
Provide adequate spacing from pipelines and areas where hazardous chemicals could be used and stored; notify property owners and residents along the pipeline about hazards and emergency actions.
Encourage substantial connectivity and convenient access to neighborhood services (stores, schools, parks) from residential areas.
Incorporate interconnected networks of streets, transit, trails, and sidewalks with multiple connections within and between neighborhoods and commercial centers to maximize access and mobility to provide alternatives to and reduce dependence upon the automobile.
Make available opportunities for individuals and/or organizations to raise local food.
Structure incentives to encourage higher densities to make greater use of the community's infrastructure.
Develop new design standards that encourage density, optimize infrastructure costs, and help lower the overall cost of property development.
Encourage well-designed and appropriately placed density, including within existing apartment complexes and special needs housing where there is land available for additional buildings or expansions.
Preserve, protect and promote the character and unique features of urban neighborhoods, including their historical and architectural elements.

Residential Land Inventory Report



The Planning Department publishes an annual report known as the [Residential Land Inventory Report](#). This report summarizes residential building permit activity and residential development approvals in Lincoln. A new addition to the report is an analysis of the residential lot supply in the County. Highlights from the report are provided below, or you can review the complete report online. All information is current as of January 1, 2020.

Building permits were issued for 1,956 residential units in 2019
Of those permits, 658 were for single-family, 1,038 were for multi-family, and 260 were for single-family attached and duplex
Based on the 3-year average of dwelling units permitted per year in new growth areas, there is a 12 year supply of approved dwelling units.
Multi-family building permits for 2019 topped 1,000 units for just the third time in the last 15 years
The amount of infill development has steadily increased in recent years, with the 2015-2019 totals nearly doubling the 2010-2014 totals.
2,708 dwelling units have been added to Greater Downtown since 2010.
Student-oriented housing accounted for 63 percent of Greater Downtown units over the past 10 years.
Based on the 3-year average of dwelling unit permitted per year in rural areas, there is a 5 year supply of approved dwelling units. (Several villages have significant available residential land within their 1-mile jurisdictions that was not included in this analysis.)

Community Indicators Report

The Planning Department publishes an annual report known as the [Community Indicators Report](#). This report is used to evaluate and monitor changes in the community and assess if assumptions in the Comprehensive Plan continue to be valid. The report is divided into six major areas of interest, including Housing (beginning on page 25). A sample of the key housing indicators are provided below, and you can view the full report online. (The Community Indicators report on 2019 data is underway. The information below is current as of May 2019.)

Hickman and Waverly have shown strong growth over the past several years, accounting for nearly 74% of all small town permits since 2010.
Since 2010, Lincoln has had significantly more multi-family housing than between 200-2009.
The difference between median existing home price and median new home price in Lincoln was \$63,055 (2018 dollars) in 2004 compared to \$125,600 in 2018.
Families who pay more than 30 percent of their income for housing are considered cost burdened by the U.S. Department of Housing and Urban Development (HUD).
In Lincoln significantly more renters are cost burdened when compared to owners with a mortgage.
In 2018, the median sales price of a new detached single-family unit was \$303,500, which is nearly four times (387 percent) of the median family income in Lancaster County. For an existing detached single family unit, the median sales price was \$177,900 which is over two times (227 percent) of the median family income in Lancaster County.

Staff Discussions

Planning Department staff began engaging with various City and County Departments in 2019 to discuss the upcoming Comprehensive Plan Update. Below is a summary of staff comments that relate to housing and neighborhoods.

Discuss the nodes and corridors section of the Comprehensive Plan as it relates to infill.
Discuss the appropriate design and placement of infill; specifically discuss multi-family infill.
Continue to discuss the Livable Neighborhoods Initiative.
It's difficult to define what a livable neighborhood is, but we know what it isn't.
We don't currently have an affordable housing crisis, but we could in the future.
Discuss options for updating or repurposing older slip-in apartment buildings.
Consider using public land for affordable housing projects.
Building & Safety receive lots of complaints about inadequate parking in neighborhoods and about home occupations.
Review the regulations on private roadways to see where they may not be appropriate (i.e. residential neighborhoods).
Downzone areas where there are conflicts between residential and industrial uses.
Multi-modal options and density are good from a health perspective.
Discuss "Active Living by Design" concept to provide housing close to parks, sidewalks, trails, etc.
People who live in severely blighted areas have lower health outcomes. Low income households in stable neighborhoods have better health outcomes.
Continue the goal of having a trail no more than 1 mile from every household.
Discuss urban versus suburban neighborhoods and what makes for good design.
How do we keep currently stable neighborhoods from falling into disrepair?

Affordable Housing Coordinated Action Plan

The [Affordable Housing Coordinated Action Plan](#) is based on previous housing studies and reports, an assortment of data, a variety of input from public stakeholder groups and was influenced by the Mayor's One Lincoln Initiative. This plan seeks to support the development of a housing market in Lincoln that is reflective of the diverse community of residents that makes up the city. The plan aims to identify ways to create housing options for all income levels and ages throughout the City. The top 10 takeaways are listed below, and the full draft document is available for review online.

Lincoln's housing market is affordable for most households, but housing costs are increasing and should be addressed proactively.
Despite median incomes keeping pace, many census tracts in Lincoln are cost burdened.
The greatest shortage of units is for households making less than \$25,000.
Lincoln continues to grow at a steady rate.
Over the next decade, Lincoln will need an additional 17,000 units to support projected population growth.
By 2030, Lincoln will need nearly 5,000 rental units affordable to the lowest income households.
Lincoln's population is generally young, but the number of residents over the age of 65 will continue to grow.
Despite consistent construction activity, the private market is not producing varied housing types.
Lincoln has a number of existing affordable housing units that will need to be preserved.
Multiple factors influence the cost of housing and the ability to produce affordable housing; therefore, multiple partners will have to be called upon to address housing needs.

HBAL Survey Responses

Planning staff had intended to meet with various focus groups as part of our public engagement. Our first focus group was planned to be with the Homebuilders Association of Lincoln. Due to social distancing requirements we instead created an online survey and will follow up in the future to have an in-person discussion. Below is a sample of survey questions and responses we received from HBAL.

Increased density can help the city meet our housing demand while reducing the need for costly infrastructure expansions. How do we encourage increased density while still allowing for market choice?

Not easy. Working with developers to cut through any red tape and making it easier to build housing in pockets of land within the city would be good. Easing limits on lot sizing on newer developments where infrastructure is already in place would also increase density.

Easy, allow the missing middle to grow. Bring a common sense approach to Zoning and design standards. We don't need the 8-12 unit apartments popping up in the residential neighborhoods but we can have some row homes and villa's on the larger properties in town.

We need to look at where people work and "play" and develop small communities that put people closer to their work and free time activities.

Don't require so much "green space" in a new area that is being developed. It's ok if some areas don't have a park or green space. That requirement cuts down the density from 4-5 homes per acre to 3. (For example) what if the homes are closer together or arranged so that there is less green space? That area will be more affordable AND provide higher density while still encouraging home ownership. If someone wants more green space, a park nearby or just space between them and their neighbor, they are can pay more for the lot - market choice will determine that. But if there is no lower costs options, then there is no market choice (with a new home) for those buyers.

The city's future service limit determines where urban infrastructure will be provided over the next 30 years. Are there specific locations that we should prioritize for future service limit expansion?

south and east would still take priority in my opinion. Northwest (airpark) will also continue to grow once the new high school is built.

We the absence of an east beltway and the growth of downtown I don't understand why there isn't more growth west and up and down Hwy 77. It is a great opportunity to let people live in a neighborhood setting and allow for quick access downtown.

Southeast and East

any where that land is more affordable so we can keep lot prices down and housing more affordable. we have plenty of expensive South lots.

Retailing and schools are the biggest draw to south Lincoln, and I assume will continue to be. There has also been a lot of interest in SW Lincoln areas, but little interest in North Lincoln.

What are possible solutions to expand affordable housing in Lincoln?

Working with developers to cut through any red tape and making it easier to build housing in pockets of land within the city would help affordable housing. Regulations account for a major cost in housing construction so any regulations that could be reviewed at a local level without compromising health and safety could lower the cost of construction and help affordability. Lot pricing is another larger factor in affordable housing. Having

more lots available in the city should drive down the price of lots making housing more affordable. Along with lot pricing is lot sizing. If any limitations could be reviewed to allow for smaller lots you would reduce the lot cost, increase density, and expand affordable housing.
First define affordable housing. Enact by ordinance at the local level LB 866 density bonus and inclusionary zoning act and LB 794 missing middle housing act.
get rid of policy of contiguous growth and allow SID's.
Eliminate code provisions that are not cost effective or self-serving to the industry that proposes the change. Allow looser standards of certain efficiencies.
Allow TIF for residential development-- wherever.
Two things, allow the missing middle to grow. Bring a common sense approach to Zoning and design standards. We don't need the 8-12 unit apartments popping up in the residential neighborhoods but we can have some row homes and villa's on the larger properties in town.
Allow for denser new developments 30' lots cost half as much as 60' lots. People are wanting to build smaller footprint homes. Allow that to happen. If we can build 1,000 sqft homes for \$200k we can allow families to move up to a newer home and relieve the pressure on the affordable homes. Lincoln needs HUNDREDS of new homes priced between \$200K-300K to help create a housing stock of \$100k-150k and cheaper rents.
Reduce government regulations that create increased development cost. Review codes and eliminate codes that don't address life safety, consumer protection, provide a resulting payback that far exceeds the cost (i.e. ducted cold air returns in the 2018 energy code).
If the city could help lower land prices by increasing lots that are available (supply and demand) then housing will become more affordable. The city can help increase the number of lots available by allowing SID!
Less government, Lift stations on lower priced ground, Higher density housing
Our city talks out of both sides of its mouth, first saying we want affordable housing-then in the same sentence they adopt every expensive code change, unneeded energy code, storm water bond, school bond, electrical code, unnecessary radon requirement, nonstop, all raising the cost of new construction, "but we want affordable housing".

Housing in Other Comp Plans

Planning staff have been researching what innovative practices for housing and neighborhoods are happening in other cities. Some sample goals and priorities from other cities' comprehensive plans are listed below. You can also view the full documents by clicking on the links that are provided.

Minneapolis, MN Comprehensive Plan

The Minneapolis 2040 Comprehensive Plan includes 23 policies on housing. These policies frame numerous action items that are intended to allow more housing options, especially in areas that currently lack housing choice and in areas with access to frequent and fast transit employment, and goods and services. Other policies encourage creation or expansion of new resources and tools to produce and preserve affordable housing, to minimize the displacement of existing residents, and to ensure housing is maintained to promote health and safety. Some of the key action items are included below, and you can also view the [Minneapolis 2040 Comprehensive Plan online](#).

Encourage affordable living features in residential development that result in lower transportation costs and reduce monthly utility bills for its residents.
Ensure an equitable spacing across the city of affordable housing, supportive housing, shelters, and government placed residents.

Create strategies that reduce the cost of affordable housing, such as design competitions for low cost housing using innovative techniques like prefab and manufactured housing, 3-D printed housing and tiny houses.
Review and revise existing policies, programs, and regulations to remove barriers and support innovative, energy efficient, and creative housing options, such as multi-generational housing that supports large family structures, single room occupancy, shared housing, co-housing, and cooperative-housing.
Invest in transportation infrastructure in locations experiencing growth, particularly in locations that have existing transportation infrastructure that needs to adapt to the demands and opportunities brought by growth.
Promote inclusion of active living design components in housing.
Support district approaches to energy, stormwater, parking, waste management, and public realm systems.

Also of note in Minneapolis is the change to single-family zoning districts. “The plan would allow triplexes to be built anywhere single-family homes are currently allowed. It would also eliminate mandatory parking minimums, which drive up the cost of housing construction, and further incentivize high-density apartment buildings around public transit stations. In addition, it calls for inclusionary zoning to require some market-rate developers to provide affordable housing.” More on this topic can be found by reading this [Article](#).

Oklahoma City, Oklahoma Comprehensive Plan

The Oklahoma City Comprehensive plan, planokc, is organized in a hierarchy with the broadest category being “Big Ideas” that define the overall direction of the plan. Two of the seven Big Ideas are “Housing Choice” and “Thriving Neighborhoods”. Each of these big ideas is explained below, and the entire [planokc](#) can be viewed online.



Housing Choice

INCREASE HOUSING CHOICE AND DIVERSITY FOR ALL LIFESTYLES.

Residents want neighborhoods that offer a variety of housing types such as small-lot single-family homes, townhomes, condominiums, and urban apartments. This corresponds with rising demand for townhomes and single-family homes on smaller lots.

We must provide a range of housing choices in attractive neighborhoods. A full range of housing choices allows households of all ages and types to live close to work, shopping, schools, recreation, and other places that are important to them.

Thriving Neighborhoods

ENSURE STABLE, SAFE, ATTRACTIVE, AND VIBRANT NEIGHBORHOODS.

Stable and resilient neighborhoods are the building blocks of a great city. Better functioning, safer, and more attractive neighborhoods can contribute to achieving important community goals, including improved education for our children.

We should ensure thriving neighborhoods by building and maintaining high quality streets and other infrastructure and amenities; reducing the number of vacant and abandoned buildings; improving schools and neighborhood safety; and protecting historic buildings.

Madison, WI Comprehensive Plan

Complete Neighborhoods

Complete neighborhoods are neighborhoods where residents have safe and convenient access to the goods and services needed in daily life. Complete neighborhoods include a range of housing types and costs, a network of well-connected streets and blocks, usable public spaces, and a system of connected parks, paths, and greenways. Complete neighborhoods have amenities such as stores, schools, and places of worship within walking distance of residences. Employment and more regional shopping, service, and civic opportunities are accessible via nearby transit or a bicycle ride.

The Madison, WI Comprehensive Plan is organized by topic areas, strategies and action items. The topic of Neighborhoods and Housing includes 8 strategies that are listed below. One of the strategies is to develop “complete neighborhoods” which is further explained to the left. The complete [Madison Comprehensive Plan](#) is also available for viewing online.

Create complete neighborhoods across the city where residents have access to transportation options and resources needed for daily living.
Support development of a wider mix of housing types, sizes, and costs throughout the city.
Increase the amount of available housing.
Integrate lower priced housing, including subsidized housing, into complete neighborhoods.
Provide housing options with health and social services for residents who need it most, including residents experiencing homelessness.
Support the rehabilitation of existing housing stock, particularly for first-time homebuyers and people living with lower incomes.
Support neighborhood-scaled schools that offer amenities and services to the surrounding area.
Ensure access to food that is affordable, nutritious, and culturally specific.

New Trends

Seattle Residential Small Lot

The [City of Seattle Comprehensive Plan](#) laid the foundation to adopt a specific zoning district for “Residential Small Lot”. The specific strategy from their Comprehensive Plan is included below. The entire Seattle Comprehensive Plan can be viewed online, and the section below is found on page 52, LU7.9.

“Allow exceptions to minimum lot size requirements to recognize building site created under earlier regulations and historical platting patterns, to allow the consolidation of very small lots into larger lots, to adjust lot lines to permit more orderly development patterns, and to provide more housing opportunities by creating additional buildable sites that integrate well with surrounding lots and do not result in the demolition of existing housing.”

Resiliency Dialogue

Community Committee Meeting

June 25, 2020

PLAN FORWARD 2050
Lincoln-Lancaster County Planning Department

Appendix D2



Resiliency

Introduction

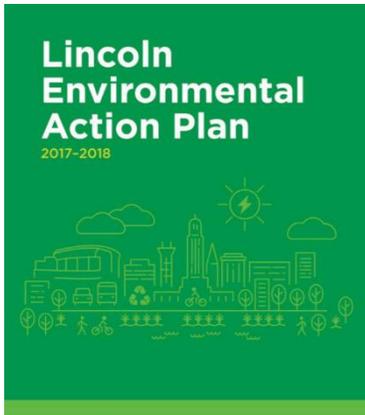
Over the next several months the Planning Department will be coordinating presentations with topic experts and discussions on various topics for the Community Committee meetings. This will be one of the key ways the Community Committee will have an opportunity to provide input on these topics. The discussion topic for the Community Committee meeting on June 25th will focus on resiliency. This document is being provided to you as a resource in advance of the June 25th meeting.

Resiliency Policies in LPlan 2040

The current City-County Comprehensive Plan, LPlan 2040, contains resiliency strategies and goals. All of these strategies and goals are found throughout the chapters in the [City-County Comprehensive Plan](#). These strategies and goals lay a good foundation for development of PlanForward 2050. Some of these goals have been accomplished over the last 10 years whereas others may be removed or carried forward in the new Comprehensive Plan. A sample of resiliency strategies and goals is provided below. These will continue to be discussed and examined as PlanForward 2050 is developed.

Raise public awareness of the impacts of global issues on the local environment and economy.
Identify points of vulnerability based on different impact scenarios.
Facilitate policies that support various means to make Lincoln and Lancaster County more resilient in the face of natural or man-made disruptions.
Develop sustainable practices such as those for building and site design to maximize the preservation of our nonrenewable resources, including land and fossil fuels.
Promote sustainability and resource conservation by preserving and improving housing in existing neighborhoods.
Develop and utilize a measurement tool to evaluate proposed projects and assess existing and proposed neighborhoods in terms of how well they achieve the Plan's goals for design and sustainability.
Use Stormwater Quality Best Management Practices to improve stormwater runoff from new or substantially improved buildings.
Educate the public on the benefits of energy efficient buildings and development.
Improve the City's ability to measure energy use and conservation efforts.
Reduced energy consumption is encouraged in new building construction and in retrofitting existing buildings.
Re-use, recycling, and conservation of natural resources and man-made materials are encouraged.
Promote adequate facilities and services to assure the health, safety and welfare of all citizens.
Land uses with vulnerable populations such as occupied residential structures, childcares, retirement facilities, schools, or hospitals are not recommended to be located within pipeline planning areas. For large high pressure natural gas pipelines, pipeline planning areas are established based upon a formula that takes into consideration the pressure and diameter of the natural gas pipeline. Other uses such as residential garages, commercial and industrial uses, parking lots, open spaces or roads are acceptable uses within pipeline planning areas.
As the community grows, fire and rescue services must be able to respond to changing needs in order to provide public safety services.
As the community grows, law enforcement must be able to respond to changing needs in order to provide public safety services.

Discourage residential development in areas of environmental resources such as endangered species, saline wetlands, native prairies, and in floodplain corridors.
Minimize impacts on flood storage when vacant land in the floodplain is developed.
Continue the cooperative efforts of the City of Lincoln, Lancaster County, Nebraska Game and Parks Commission, and the Lower Platte South Natural Resources District on various efforts including land assembly, maintenance, flood control, wildlife and habitat preservation, recreation, and game management.
In new growth areas, the City of Lincoln and Lancaster County have a policy of No Adverse Impact, with a goal of ensuring that the action of one property owner does not adversely impact the flooding risk for other properties.
Urban development in new growth areas will be outside of the floodplain and floodway.
Designate areas for future urban development outside of floodplain and floodway to avoid introducing new development to flood risks and to preserve the important functions of the floodplain.
Develop project approaches which view stormwater as an asset, by working with the natural topography and using wetlands, floodplains, and natural drainage corridors as natural ways to manage flood flows and stormwater runoff.
Develop and implement a floodplain buyout program for the City and County to restore floodplain functions while being sensitive to the need to minimize impacts on neighborhoods and historic districts.
Continue to develop a comprehensive, watershed approach to floodplain mapping and to improve the accuracy by making it a priority to which specific resources are dedicated. Retain City or County property in the floodplain in public ownership, and consider the purchase of easements or land when right-of-way is vacated or other publicly-owned property in the floodplain is proposed for surplus. Retain conservation easements to protect floodplain functions where unusual circumstances merit the consideration of surplus floodplain property.
Promote renewable energy sources.
Promote the conservation and efficient use of energy in all areas.
Development proposals should ensure that there is adequate quantity and quality of water available to serve their project without impacting other customers.
Development actions should not impact Wellhead Protection areas or the municipal water wells serving towns.
Water improvements must be in accordance with the Lincoln Water System Facilities Master Plan and LPlan 2040. The Lincoln Water System Facilities Master Plan will guide future actions and serve as the basis for facilities planning and improvements.
The community encourages site designs that are compatible with the natural characteristics of the site, conservation design for new subdivisions, clustering development, minimizing grading and impervious surfaces, and preserving site hydrology to the maximum extent possible. Naturalized or bioengineered solutions to drainage issues should be used wherever possible.
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.
Continue to encourage and expand wind and solar access to buildings and other land uses.
Incorporate the use of alternative fuels when feasible.
Consider prioritizing infrastructure investment based on projects that can show net energy reduction.
Use landscaping to provide shade to reduce heating and cooling demands and to act as windbreaks.
Reduce and reuse construction and demolition waste.



Lincoln Environmental Action Plan

The [Lincoln Environmental Action Plan](#) (LEAP) is Lincoln's community blueprint for the actions needed to sustain a healthy environment. The LEAP includes strategies under the categories of Energy, Land Use, Transportation, Waste and Water that are being implemented to ensure that Lincoln is protecting our environmental future.

ENERGY
Convert to LED street lights.
Improve energy efficiency in City of Lincoln municipal buildings.
Reduce non-renewable fuel usage in the City fleet operations by 50% by 2030.
Improve energy efficiency of Lincoln’s new homes and buildings.
Expand Lincoln’s potential for solar energy growth.
LAND USE
Replace ash trees destroyed by the Emerald Ash Borer.
Increase urban agriculture opportunities.
Continue to conserve natural lands to support habitat development.
TRANSPORTATION
Develop electric vehicle infrastructure.
Implement the “Green Light Lincoln” program for more environmentally friendly traffic flow.
Reduce vehicle traffic by increasing access to alternate transportation.
WASTE
Increase the recycling rate to 50% by 2030 with a comprehensive residential and commercial recycling program.
Increase waste and recycling diversion in City of Lincoln buildings to help meet the community goal of increasing the recycling rate to 50% by 2030.
Develop a construction and demolition waste recycling strategy for publicly supported construction projects.
WATER
Conserve Lincoln’s water, and plan for future need.
Develop a consistent watershed funding source to prevent flooding, and improve the quality of storm water runoff.

Staff Discussions

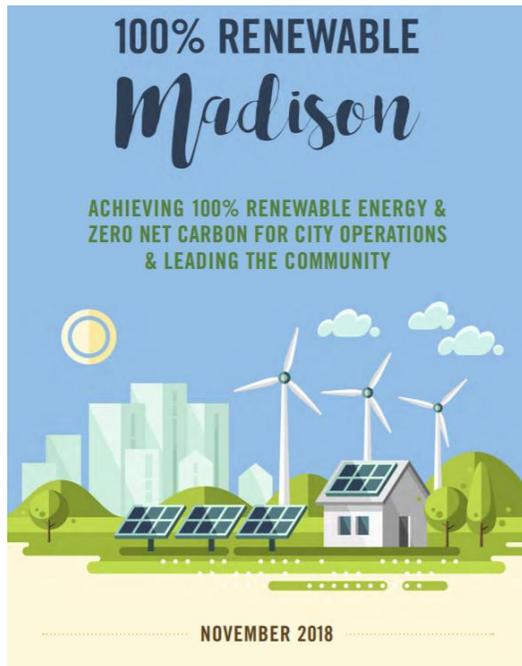
Planning Department staff began engaging with various City and County Departments in 2019 to discuss the upcoming Comprehensive Plan Update. Below is a summary of staff comments that relate to resiliency.

A second source of water will likely be needed by 2050.
LES generation stations should be included in resiliency planning.
Lincoln's Community Rating System is 5 which provides a 25% discount to those who have flood insurance.
Chapter 2 of LPlan 2040 shows a lot of bridge crossings over floodplains. Less crossings would be beneficial for the floodplain but would reduce connectivity in neighborhoods.
Watershed is working on a Salt Creek Resiliency Study.
One Water Concept – don't put water, wastewater and watershed in their own silos but look at all water utilities and issues as a whole. This is a holistic view of the system including downstream impacts. All water has value.
PlanForward should discuss water quality with infill projects.
PlanForward should enhance the sustainability and resiliency sections.
Downzone areas where there are conflicts between residential and industrial uses.
Once in a lifetime storms are becoming more common. Emphasize how climate change impacts health.
Health equity and environmental equity should be discussed more. Low income households are associated with poor health outcomes.
Develop metrics that will evaluate neighborhoods based on livability and identify projects that will increase livability.
A new hazard mitigation plan will be completed in June 2020.
Dam failure inundation maps should be taken into consideration with future growth and development.
We expect StarTran's fleet to be 50% electric in 10 years.
Consider policies to enhance food security – local food production and urban gardens.
There is expected to be a dramatic shift in transportation over the next 30-40 years, i.e. electric and autonomous vehicles.
Salt Creek may have a significant project in the future to reduce the floodplain.
Hazard mitigation projects are underway at the wellfields in Ashland.
Digital divide between those who can afford broadband and those who cannot.
UNL has reinvigorated a sustainability commission.
Social capital has a big impact on a community's ability to rebound after a disaster.
Water restrictions have economic development implications.
Lincoln could see climate refugees coming from other countries.

Other Cities' Resiliency Efforts

Various resiliency planning efforts are occurring in other cities across the county. Some sample goals and priorities from other cities' plans are listed below. You can also view the full documents by clicking on the links that are provided.

100% Renewable Madison – Madison, WI

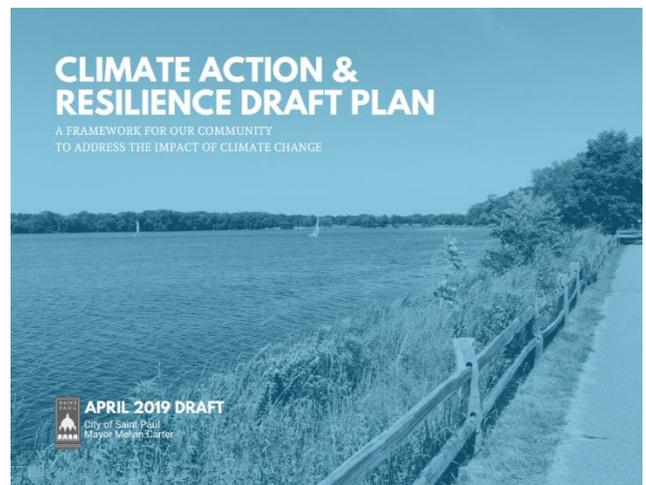


“In joining other cities around the US and the world, the City of Madison is demonstrating its commitment to using low carbon strategies to meet community-wide economic, environmental, and social challenges. Powering city operations with 100% renewable energy will enable city officials to accomplish multiple city policy objectives including job creation and economic development, cost savings to city taxpayers, promoting racial equity and social justice, contributing to long-term public health and vitality through improved air and water quality, and resilience in the face of more extreme weather events. Recent extreme weather events underscore the need for city officials to take bold climate action now.” This plan analyzes three scenarios with strategies and policies for the City of Madison to achieve its goal of 100% RENEWABLE ENERGY AND ZERO NET CARBON EMISSIONS for municipal operations while providing leadership for the greater community. Three principles from the report are included below, and you can also view the [100% Renewable Madison report online](#).

Reducing energy demand from local government operations through energy efficiency and behavioral measures.
Supplying electricity through renewable energy and to the extent possible, generating renewable energy locally.
Supplying remaining energy needs from Renewable Energy Credits (REC) and carbon offsets as a bridge strategy, while Madison continues to invest in efficient transportation, energy efficiency, and renewable energy as opportunities arise.

Climate Action & Resilience Draft Plan – St. Paul, MN

“Saint Paul is taking ambitious action to eliminate our contribution to global climate change by adopting a goal of carbon neutrality by 2050 and reducing emissions 50% by 2030 from business as usual. The city understands that the impact of climate change is already here, and it is necessary to prepare for anticipated disruptions. This plan includes both initiatives to mitigate greenhouse gas emissions and strategies to reduce vulnerabilities for a more equitable and resilient Saint Paul.” The plan prioritized efforts that offered the highest likelihood of early success, laid the necessary



foundational groundwork for later stage strategies, and addressed issues that needed significant lead times. The priorities are listed below, and the full [draft plan](#) is available for review online.

Residential: The highest impact actions will be 1) prevent emissions with the adoption of stricter building energy codes for new development, 2) deep energy retrofits that include building envelope improvement, and 3) electrification of natural gas appliances.

Commercial and Industrial: The high impact actions will be 1) Green building standards for new buildings, 2) efficient operation of existing buildings, and 3) building energy retrofits.

Transportation: Transportation today has surpassed the electricity generation sector as the largest source of carbon emissions and is growing. Eliminating transportation emissions is critical to achieving the goal of carbon neutrality by 2050. Transportation emissions are influenced by three main factors:

1) Land use and urban form, 2) Mode of transportation, and 3) the types of fuels that are used.

Waste and Water: The City of Saint Paul, through Resolution 14-519, established goals of diverting 40% of waste from landfills by 2020 and 80% by 2030. Water priorities emphasize preservation of safe, quality drinking water and promotion of a culture of water conservation and stewardship.

2018 Green Cincinnati Plan – Cincinnati, OH



2018 Green Cincinnati Plan
Adopted May 2018
CINCINNATI

“The 2018 Green Cincinnati Plan includes 80 recommendations to achieve 80% reduction in carbon emissions by 2050, and quantitative metrics to measure the City’s progress. Each of the chapters outlines measurable goals and specific recommendations to improve the economy, quality of life, and environment in Cincinnati. Some recommendations have detailed descriptions and clear next steps, while others are aspirational and exact steps for implementation will require further development.” The full [Green Cincinnati Plan](#) is available online for review.

One of the recommendations of the Green Cincinnati Plan is to create Sustainability Districts. “A sustainability district, or 2030 district, is a collection of buildings or neighborhoods that commit to three goals: reducing their building energy usage, water consumption, and transportation emissions by 50% by 2030. Sustainability districts are becoming more popular across major cities in the U.S. with peer cities such as Pittsburgh and Cleveland having active districts.”

Examples of Sustainability Districts:

Cleveland, OH 2030 District

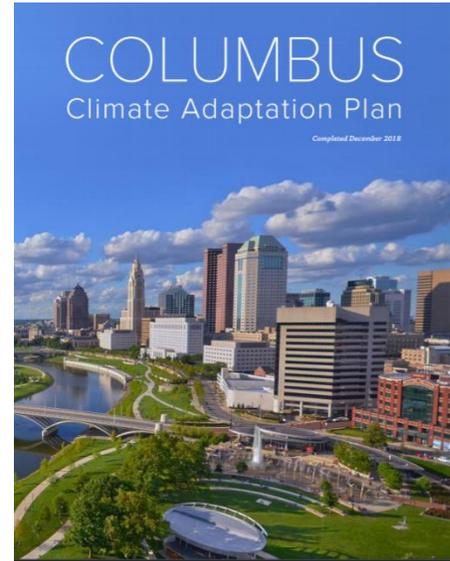
Cleveland is encouraging the building of highly efficient buildings ▪ The district in Cleveland stresses the importance of not only reducing the environmental impact of the building and the construction process, but also 2018 Green Cincinnati Plan 49 increase the owner's return on investment and making the business environment more competitive ▪ <http://www.2030districts.org/cleveland>

Pittsburgh, PA ▪ Pittsburgh is creating small, highly efficient building pockets throughout the city ▪ These pockets strive to reduce transportation emissions and water consumption by densifying the area and building more efficient buildings ▪ <http://www.2030districts.org/pittsburgh>

Columbus Climate Adaptation Plan – Columbus, OH

“The purpose of the Columbus Climate Adaptation Plan (CCAP) is to provide specific, prioritized actions that the City of Columbus, along with its residents, non-profit organizations, and local businesses, can take to make Columbus a more climate-resilient community.”

Recommended climate adaptations are organized under the following categories: Extreme Heat, Air Quality & Energy, Flooding, Water Quality, Water Use, Ecosystems, Emergency Preparedness and Vulnerable Populations. The full [CCAP](#) is available online for additional review.



Climate Action Plan

In summer of 2019, Mayor Gaylor Baird announced a new initiative to create a Climate Action Plan for Lincoln. The Climate Action Plan builds on the work of the existing Lincoln Environmental Action Plan (LEAP) to create common sense strategies that make our community more environmentally sustainable and more resilient to the impacts of climate change. The initiative is being led by Verdis Group, a sustainability consulting firm. The project lead is Kim Morrow, Director of Climate Planning and Resilience.

The process to develop the Climate Action Plan has included the involvement of a Mayor-appointed Climate Resiliency Task Force, a Sustainability Working Group of City staff, the Mayor's Environmental Task Force and the public to develop relevant and actionable strategies that will make our city a regional leader in climate preparedness and sustainability.

The draft plan will be available for public review and comment in September.

Salt Creek Floodplain Resiliency Study

This study is analyzing the Salt Creek Floodplain and will recommend a mix of structural and non-structural measures to reduce the flooding impacts to properties in the floodplain. The project team includes Olsson, a local engineering and design firm, and Michael Baker International, a nationally recognized firm for their work in floodplain management and policy. Additional information can be found on the project website at:

<https://www.saltcreekstudy.com/>

The draft plan will be available for public review and comment this fall.

Portland Residential Infill Toolkit

The City of Portland has created the [Residential Infill Toolkit](#) to serve as a resource to designers and builders of housing. The document provides design guidance for infill projects to make sure they are compatible and appropriate for their setting while also achieving medium-density development. The text below further describes the document, and the entire toolkit can be viewed online.

“The various components of this guide serve as problem-solving tools, highlighting strategies for achieving context-sensitive design in infill development and ways of overcoming some of the unique design challenges of infill development on small sites. The initial components of the Infill Design Toolkit are focused on medium-density residential development (such as rowhouses, plexes, courtyard housing, and low-rise multifamily development).”

Los Angeles County Housing Element

The [County of Los Angeles Housing Element](#) includes a Small Lot Subdivision Ordinance. An excerpt from the ordinance is included below, and the entire housing element is viewable online (see page 27).

“By allowing greater flexibility in lot sizes and widths, small lot subdivisions promote affordable homeownership opportunities. Due to the high cost of housing in Los Angeles County, reducing the amount of land required for new residences could potentially result in a significant reduction in the price of a new house. Lower home prices allow more residents to own their homes, while increased homeownership opportunities in turn contribute to neighborhood stability. Furthermore, small lot subdivisions ease overcrowding by allowing a greater variety in lot sizes, promote urban infill on vacant and underutilized parcels, and add flexibility in design to promote a diversity of housing types.”

Parks, Recreation, and Open Space Dialogue Community Committee Meeting July 30, 2020

PLAN FORWARD 2050
Lincoln-Lancaster County Planning Department

Appendix D3



Parks, Recreation, and Open Space

Introduction

Over the next several months the Planning Department will be coordinating presentations with topic experts and discussions on various topics for the Community Committee meetings. This will be one of the key ways the Community Committee will have an opportunity to provide input on these topics. The discussion topic for the Community Committee meeting on July 30th will focus on parks, recreation, and open space. This document is being provided to you as a resource in advance of the July 30th meeting.

Parks and Open Space Policies in LPlan 2040

The current City-County Comprehensive Plan, LPlan 2040, contains many parks, recreation, and open space strategies and goals. All of these strategies and goals are found in [Chapter 9, Parks, Recreation, and Open Space](#) and [Chapter 3, Environmental Resources](#). These strategies and goals lay a good foundation for development of PlanForward 2050. Some of these goals have been accomplished over the last 10 years whereas others may be removed or carried forward in the new Comprehensive Plan. While the Comprehensive Plan lists over 100 goals and strategies related to parks, recreation, and open space, a smaller sample of the strategies and goals is provided below. These will continue to be discussed and examined as PlanForward 2050 is developed.

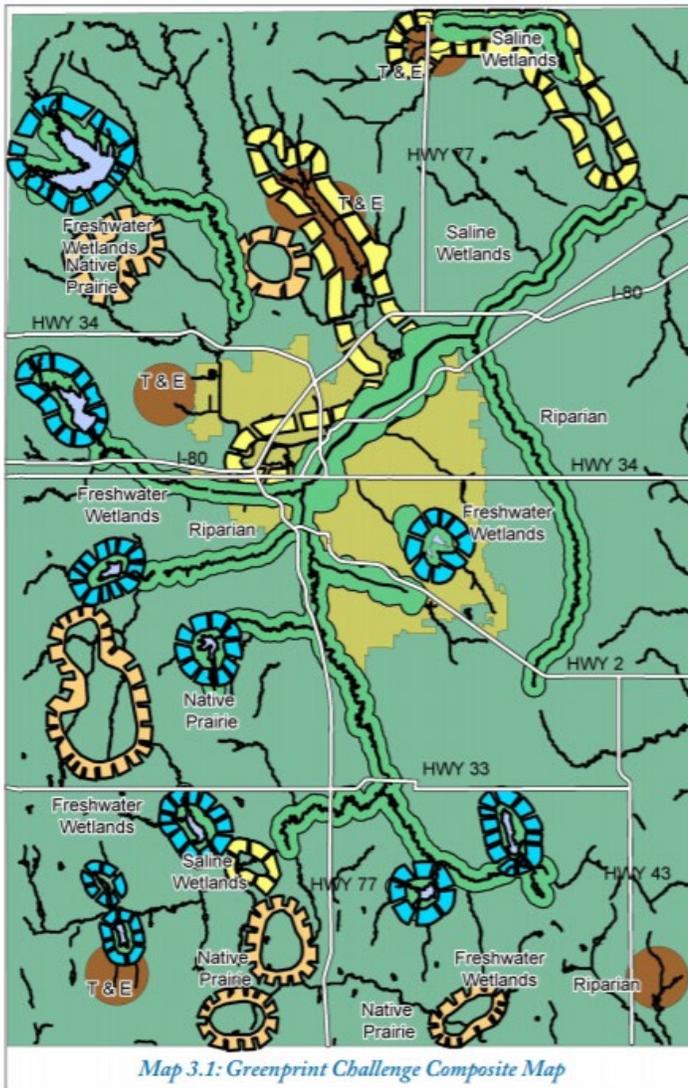
The City should work with the Nebraska Game and Parks Commission and the Lower Platte South Natural Resources District (NRD) to provide recreation facilities around the Salt Valley Lakes and other natural resource sites.
Continue to enhance opportunities for interpretation of native landscapes and ecosystems indigenous to eastern Nebraska through acquisition of additional parcels for buffering and enhancement of visitor facilities at the Pioneers Park Nature Center.
Continue to develop a cooperatives relationship with the Nebraska Game and Parks Commission and the Lower Platte South Natural Resource District to provide recreation facilities within rural areas of the community.
Acquire additional land adjacent to parkland at N 98 th and Adams. This property is currently adequate for a Community Park but it is desirable to increase the size to serve a Regional Park function.
Locate Community Parks on a collector or arterial street to accommodate automobile access and parking; park sites should also be readily accessible by pedestrians and bicyclists from a commuter/recreation trail.
Provide buffering between Community Park activities and adjacent residential areas to minimize traffic and noise impacts.
Select sites for Community Parks that allow for multiple functions, such as stormwater management or habitat conservation.
Locate Neighborhood Parks close to the center of residential areas and within walking distance of a majority of residents; park sites should be readily accessible by pedestrians and bicyclists.
Develop "Sparks" such that site planning and development is coordinated, anticipating that the primary use of the Spark will be school students during the school day and related after school programming; Sparks will be available for use of neighborhood and community residents during the evening, weekend, and summer hours.
Identify opportunities to acquire and develop Neighborhood Parks in established neighborhoods that are deficient in Neighborhood Park resources.
An activity center should include a large multi-purpose space, public restrooms and shared office and storage space for community agencies and organizations offering programs in the center.
Complete a major renovation of Star City Shores, adding new features.

Construct a new Community Pool facility similar to Star City Shares at Mahoney Park.
Utilize greenway linkages for commuter/recreation trails.
Promote a diverse mix of tree species and ages in public tree plantings.
In anticipation of the arrival of the Emerald Ash Borer, work with public and private partners to develop and implement a response plan and funding strategy that would involve phased removal and replacement of ash trees and preservation of some high value ash trees.
Replace public ash trees on a one-to-one bases with a diverse mix of tree species.
Lancaster County boasts a diverse set of environmental resources and landscape types that should be respected and maintained.
Urban and rural areas should receive equal priority in the planning process as the natural resource features are found throughout Lancaster County.
Maintaining a balance between the natural and human built environment is always a delicate one. Planning policy and regulatory approaches employed in achieving the Plan’s Vision and Greenprint Challenge should strive to be effective, tempered, pragmatic, circumscribed, and respectful of private property rights.
Plants and animals do not exist in isolation. They interact with each other and reside within an integrated habitat. Implementation of LPlan 2040 needs to respect biological connections that exist today and provide responsive means for maintaining those associations.
“Green space” can come in a wide variety of forms. The policies of LPlan 2040 should strive to incorporate such uses in the full range of urban and rural landscapes.
As cities and villages expand, establishing corridors and districts of green should be part of the growth process. This often requires the advance delineation of these areas and the means for securing their ongoing protection and maintenance.
Securing the long term permanence of green space is a basic dilemma in natural resources planning. The use of “green space development incentives” (e.g., setting aside non-buildable areas, creating green space preserves, density bonuses) should be a primary consideration in implementing this plan.
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.
Continue to develop a County-wide open space plan.
Encourage the retention of linear connections of green spaces wherever possible. Efforts should be made to preserve small stream corridors throughout future developments.
Pursue greenways connecting urban and rural areas. Such corridors should follow stream courses and connect valuable natural resource areas.
Continue the Pioneers Park trail network along Haines Branch to connect with Conestoga Lake and then continue south by the Village of Denton and on to Spring Creek Prairie Audubon Center. These connections would form a corridor encompassing over 2,000 acres of native prairie and two premier prairie education centers – Pioneers Park Nature Center and Spring Creek Prairie Audubon Center.

Parks and Recreation 10 Year Facilities Plan

[The Parks and Recreation 10-Year Facilities Plan](#) is updated every two years prior to preparation of the City operating budget and capital improvement program. Information from the facilities plan is used in developing the Department’s funding request for capital improvements. The facilities plan is organized by quadrants of the city that correlate with the Department’s park maintenance districts. The plan encompasses all facilities managed by the Parks and Recreation Department including parks, trails, public trees, public gardens, pool, recreation centers, and golf courses. An emphasis of the plan is “taking care of what we have” identifying needed repair and replacement of current facilities to keep the open and available to the community. New neighborhood parks and trails in response to community growth to be funded through impact fees collected on construction of new homes are included in the facilities plan. New recreation opportunities are also identified within the facilities plan.

Greenprint Challenge



[The Greenprint Challenge](#) is an integral part of an overall long-range planning effort designed to provide the City of Lincoln and Lancaster County with an approach for sound and sensitive urban and rural development. This approach weaves the community's desire for maintaining and enhancing the long term ecological and economic benefits that derive from our natural and historic cultural environment into our community's planning and implementation process.

Suitable water and air quality, flood plain governance, habitat protection, and soils management all contribute to a vigorous ecosystem. Proper land use planning and plan implementation can also aid in maintaining an overall healthy natural system.

The Greenprint Challenge looks beyond single issues and functions to incorporate common principles of ecological design and considers the multiple attributes and their interactions across various landscapes. The ultimate implementation of the Greenprint Challenge is fundamental in preserving and enhancing the quality of life through the community. Such an integrated system can highlight and enhance natural systems and provide significant social and economic benefit.

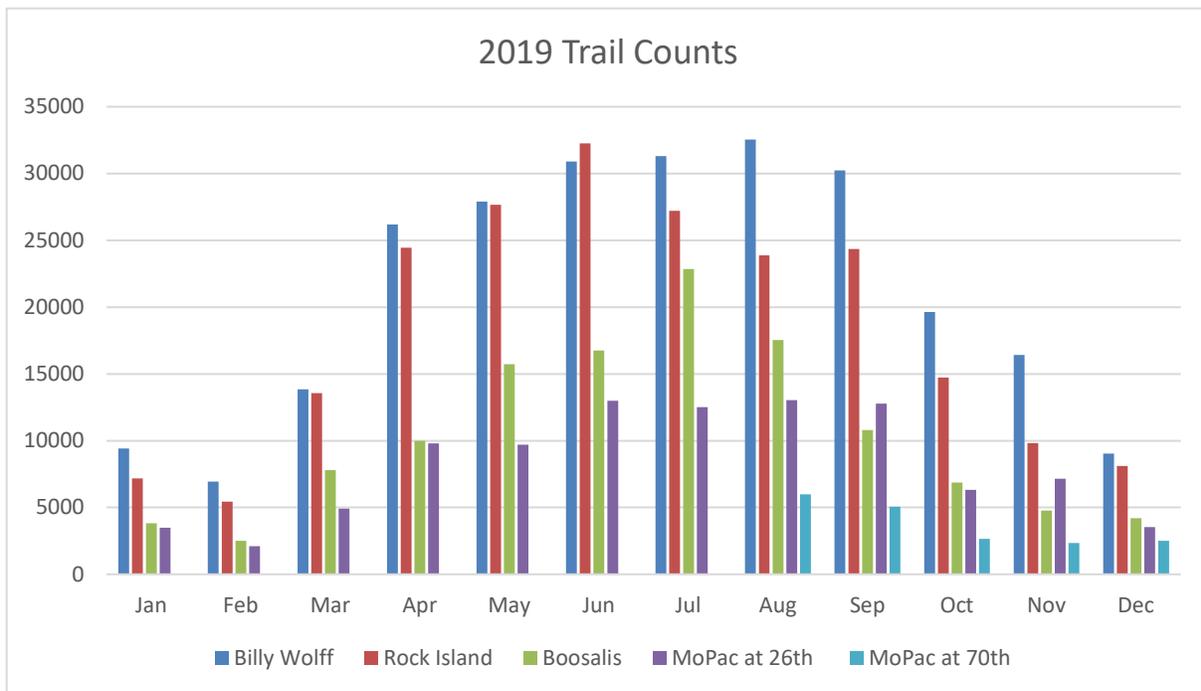
Emerald Ash Borer

The Emerald Ash Borer is a small, metallic-green beetle that is about ½" in length. The larvae feed on the inner bark of ash trees, disrupting the tree's ability to transport water and nutrients. Emerald Ash Borer was confirmed in Lincoln when it was located in a trap within the city limits in August 2018. Of almost 112,400 planted public trees (along streets, in parks and golf courses), nearly 14,150 are ash and does not include trees on private property. The City of Lincoln, in conjunction with the USDA-APHIS and the Nebraska Forest Service Best Management Practices have prepared an [EAB Response and Recovery Plan](#).

Trails

Partnership for a Healthy Lincoln (PHL) approached the City about additional funding that could be used for equipment purchase. The City partnered with PHL and [Great Plains Trails Network](#) (GPTN) to purchase one mobile counter and four permanent counters. The mobile counter was purchased in the fall of 2015. The mobile trail counter is intended to be used for special events (i.e. Streets Alive, etc.) and weeklong counts along the trails network that are not currently served by permanent counters. The four permanent counters were added to the system in 2017, bringing the total number of permanent counters on the trail system to five.

- The Rock Island Trail Counter was installed and has been recording users since July 2014. In 2019, the Rock Island Trail Counter recorded 218,634 users.
- The Billy Wolff Trail Counter was installed and has been recording users since August 2017. In 2019, the Billy Wolff Trail Counter recorded 254,370 users.
- The Helen Boosalis Trail Counter was installed and has been recording users since October 2017. In 2019, the Helen Boosalis Trail Counter recorded 123,628 users.
- The MoPac West Trail Counter was installed in August 2017. In 2019, the counter recorded 98,351 users.
- The MoPac East Trail Counter was installed in August 2017. In 2018, the MoPac East Trail Counter was under maintenance from January through July, The rest of the year, the counter recorded 18,565 users.



Lincoln Parks Foundation

As a non-profit organization, the [Lincoln Parks Foundation](#) works in partnership with the Lincoln Parks and Recreation Department. The Lincoln Parks Foundation’s sole mission is to help sustain and improve the parks and recreation facilities and programs, beyond what city tax dollars provide.

Past successful campaigns include a \$1.7 million renovation Sunken Gardens, a \$350,00 renovation of Antelope Park Rose Garden, a \$4.75 million capital campaign for Union Plaza, a \$2.2 million renovation of historic Sherman Field, and a \$9.6 million capital campaign to Revitalize Nebraska’s Centennial Mall. Current projects include Mini Grants for neighborhood parks, Parker Pals scholarships for children to attend recreation center programs and swimming lessons, a \$5.6 million campaign to renovate Woods Tennis Center, and the development of a tall grass Prairie Corridor on Haines Branch.

Community Indicators Report

The Planning Department publishes an annual report known as the [Community Indicators Report](#). This report is used to evaluate and monitor changes in the community and assess if assumptions in the Comprehensive Plan continue to be valid. The report is divided into six major areas of interest, including Recreation. A sample of the key recreation indicators are provided below, and you can view the full report online.

In 2019, about 83.7 percent of homes (102,724) were located within a 10 minute walk of a City park facility or open area. There were 16.3 percent of homes (20,011) located beyond a 10 minute walking distance.
In 2019, the City of Lincoln had 161 parks and recreation facilities on 7,389 acres of parkland and open space. This figure includes 5 golf courses on 781 acres of land.

Staff Discussions

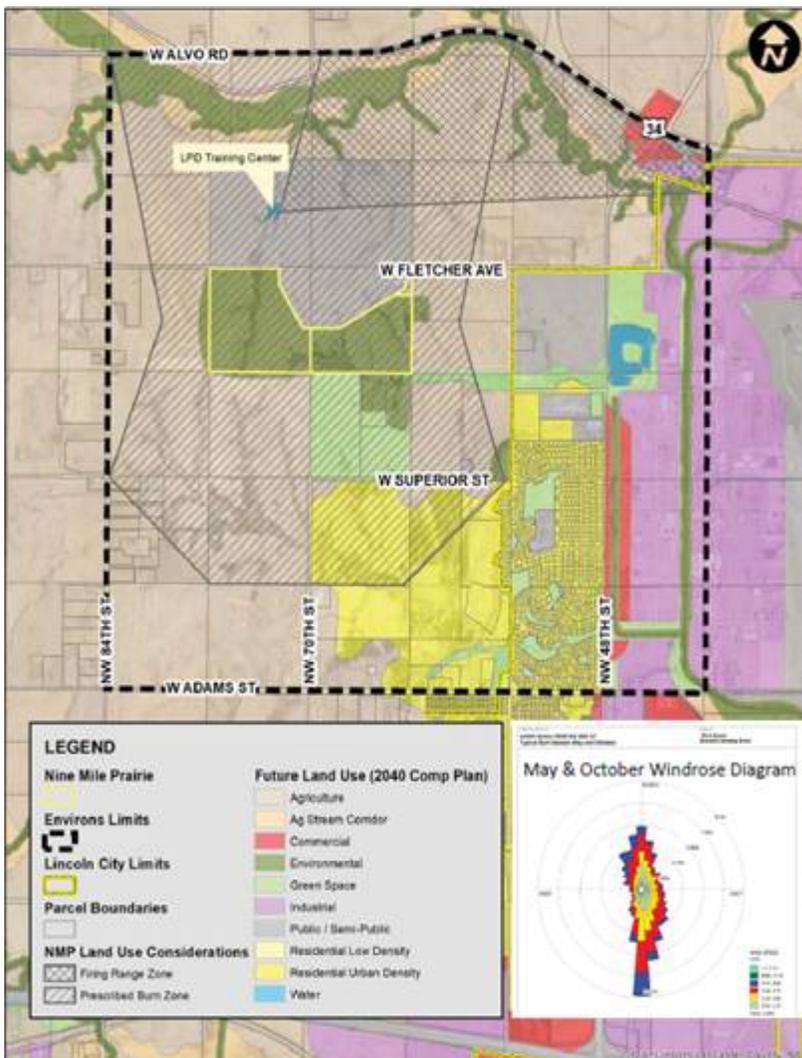
Planning Department staff began engaging with various City and County Departments in 2019 to discuss the upcoming Comprehensive Plan Update. Below is a summary of staff comments that relate to parks, recreation, and open space.

Reviewing the possibility of installing a bike park with jumps and tracks.
Discuss the option of a plant conservatory similar to Lauritzen Gardens in Omaha.
Keep an eye on new and emerging trends in sports. Currently adventure sports are becoming more popular.
There will need to be a discussion about adding another community park while looking to 2050.
There may be an opportunity for a new community park, and potentially a regional park, in the Stevens Creek area.
Jensen Park could be the 6 th regional park in the community.
Parks has an overall goal to have more baseball and softball fields and a tournament baseball facility in the Oak Lake area.
Parks is considering a second aquatic facility.
Continue to develop multiple use facilities between schools, parks, and the YMCA.
Continue planning and management of urban forest.
Continue goal to have trails within 1 mile of every house.
Evaluate street design to slow traffic on neighborhood streets in other ways than just breaking up streets. This makes it difficult for bicyclists and other modes to pass through neighborhoods.
Host a community discussion on another Parks Quality of Life Bond to use for maintenance, repair, and upgrades of existing facilities, as well as installation of new parks and trails in new growth areas.
Discuss the idea of water trails in the community. This may require a need to change state law.
Continue the Prairie in the Parks initiative.

Prairie Corridor on Haines Branch

The [Prairie Corridor on Haines Branch](#) is a tallgrass prairie passage and trail that will build on our nationally recognized trail and greenway system and will link two of Lincoln and Lancaster County’s premier environmental resource and education centers. It will follow the Haines Branch of Salt Creek from the Pioneers Park Nature Center, to the Conestoga Lake State Recreation Area, extend down through the Village of Denton and on to the Spring Creek Prairie Audubon Center. The Corridor will support economic development, build on Lincoln’s nationally recognized trail system, support environmental education and promote the enhancement and preservation of one of Nebraska’s most valuable resources—tallgrass prairie.

Nine-mile Prairie



The original tallgrass prairie stretched from Manitoba to Texas and east to Indiana covering approximately 200 million acres. According to the Nebraska Natural Legacy Project (2011), less than 1% of the original tallgrass prairie area remains today in the continental U.S. and about 2% in Nebraska in remnant pieces of 80 acres or less making [Nine Mile Prairie](#) (NMP) an outlier with an area of 230-acres. NMP and surrounding environs are home to a wide variety of tallgrass prairie plants and animal species that constitute a subset of Nebraska species statewide. Based on research findings, NMP itself is home to over a quarter of the plant diversity across Nebraska and one-fifth of the bird species.

The NMP master plan goal is to encourage and facilitate long-range land management strategies that are compatible with tallgrass prairie conservation and protection for NMP and surrounding area. Furthermore, the planning effort strives to instill an extended management and utilization philosophy in the surrounding public and private-owned landscape that creates a lasting land buffer around NMP. This also includes working with willing landowners within the NMP Environs to manage, protect and conserve tallgrass prairie on their respective properties.

Spring Creek Prairie

Audubon established Spring Creek Prairie Audubon Center in 1998 on the site of the former O'Brien ranch approximately 20 minutes southwest of Lincoln, Nebraska (3 miles south of Denton). The O'Brien family had operated the property as a farm and ranch from the late 19th century to the time of Audubon's purchase of the land.

[Spring Creek Prairie \(SCP\)](#) is comprised of 850 acres of tallgrass prairie, spring fed wetlands and native woodlands. A sustainably built visitor center was constructed in 2006 and is open to the public year round. Over 600 acres of SCP is virgin tallgrass prairie with the remaining prairie acres in some stage of restoration.

SCP is part of a larger almost 3000 acres tallgrass prairie landscape in private and public ownership. This is one of the largest remaining tracts of tallgrass prairie in Nebraska. Tallgrass prairie is one of the world's most threatened ecosystems with only 2% of tallgrass prairie remaining in the world – that number is consistent with the percentage remaining in Nebraska. More than 235 species of birds, 370 species of plants and multiple other wildlife have been documented at SCP. Historic 19th-century wagon ruts from a cutoff to the Oregon Trail also remain visible on the property.

This 850-acre tallgrass prairie sanctuary offers over three miles of walking trails enjoyed by more than 12,000 visitors annually. SCP hosts multiple youth education programs for public and private schools and homeschools within southeast Nebraska. Special events and public programs are held throughout the year as well both at Spring Creek and in local communities.

Spring Creek Prairie also works with many partner organizations and local landowners conduct prescribed fire and other key management practices to sustain the health and diversity of the prairie and the corresponding habitat. SCP also uses grazing from cattle and haying in rotation to support prairie health.

Spring Creek Prairie is also one of the four primary partners, and the southernmost trailhead, of the Prairie Corridor on Haines Branch. The Prairie Corridor project is a long term project focused on linking Pioneers Park Nature Center to Spring Creek Prairie via hiker bike trail as well as promoting the conservation or restoration of tallgrass prairie between PPNC, SCP, and Conestoga Lake.

Lower Platte South Natural Resources District

The [Lower Platte South Natural Resources District](#) (LPSNRD) operates and maintains 200 flood control dams, 13 miles of levees, approximately 12 miles of urban stream channels, 50 miles of trails, 9 wildlife management areas, 11 public wetlands, and monitors ground water quantity and quality. This is done in a six county area of southeastern Nebraska in nearly one million acres of land. LPSNRD also provides project planning and management for additional projects/studies, environmental education, and administers programs that provide annually over \$1M in cost-share assistance to landowners to install best management practices (terracing, meters, buffer strips, well decommissioning, etc.) to improve water quality and protect natural resources.

LPSNRD has a history of innovation and leadership; for example, being among the first of the NRDs to utilize conservation easements as a resources protection tool, to develop and manage recreational trails, to acquire and restore wetlands, and to partner with a municipality (City of Lincoln) in stormwater quality and quantity management. The successful implementation of the programs and projects is due in large part to a commitment of cooperation and collaboration with other local, state, and federal agencies and private organizations and individuals.

Prairie Pines

In 1959, University of Nebraska, Lincoln (UNL) Forestry Assoc. Professor Walter Thaine Bagley and wife Virginia purchased the 145 acre row crop farm with a 10 acre native prairie, that is now the [Prairie Pines Nature Preserve](#). They transformed the farm to woodlands, windbreaks, grassland and wildlife habitat with diverse trees, an arboretum and reclaimed grassland. It became the first “choose-and-cut” Christmas tree farm, the first home for Raptor Recovery, and the first Conservation Easement in Nebraska. Prairie Pines was donated to the University of Nebraska Foundation in 1992 to be “protected forever as a place that would provide a pleasant habitat for all beings – plant and animal.” The Prairie Pines mission is to sustain a habitat for all living things through conservation, education and experience to promote a lasting connection with the natural world and its resources.

Prairie Pines is home to a rich collection of natural resources in its plants and wildlife. That richness is amplified by the restorative, aesthetic and educational experiences to be found. It is a place for wildlife to exist and for humans to discover their place and duty in the natural world, a world that is ever present yet ever changing and inviting discovery. The arboretum and woodland represent a fifty year effort by the Bagleys to create a forest in their lifetime. Planted almost exclusively from seed or seedling, the tree success demonstrates the benefit of planting trees as communities rather than individuals.

Prairie Pines is a collaboration of organizations working together to honor the efforts to the Bagleys. It is owned by the University of Nebraska Foundation, leased by the University Institute of Agriculture and Natural Resources and physically managed by the Nebraska Forest Service. The Prairie Pines Partners 501(c)(3) nonprofit is involved in promoting contact with nature, providing nature-based and natural resource conservation programming, events and increasing public access to the site. Prairie Pines is open to the public every Saturday with plans to expand access in the future. It features many grassed trails and interpretive signage. The proposed Prairie Pines Connector Trail is planned to connect it to the Murdock Trail. This will provide non-motorized access to the site and extend the Lincoln trail system.

Parks, Recreation, and Open Space in Other Comp Plans

Planning staff have been researching what innovative practices for parks, recreation, and open space are happening in other cities. Some sample goals and priorities from other cities’ comprehensive plans are listed below. You can also view the full documents by clicking on the links that are provided.

Minneapolis, MN Comprehensive Plan

The Minneapolis 2040 Comprehensive Plan includes 13 policies on parks and open space. These policies frame numerous action items that evaluate the need for new parks and access to parks. Other policies encourage sustainable water system management, stormwater management, and preserving and enhancing public lakes and waterways. Some of the key action items are included below, and you can also view the [Minneapolis 2040 Comprehensive Plan online](#).

Identify parts of the city that have long lacked adequate accessibility to parks as well as areas in need of open spaces to support newly-emerging residential neighborhoods and identify new tools to support equitable park access.

Ensure in locations where park gaps overlap with City-identified priority areas for coordinated development activities, that implementation planning includes conceptual design and funding strategies for new parks.

Continue to coordinate capital improvement planning between the City and Park Board in order to improve pedestrian and bicycle connections to and within parks.
Consider and address physical barriers to park access, such as busy streets, lack of public transit options, and unsafe pedestrian crossings, when conducting citywide transportation planning.
Discourage reduction to existing access to park amenities and encourage proactive mitigation of negative impacts to said potential reductions.
Consider climate forecasts to ensure that infrastructure and water quality investments are informed by climate projections.
Educate and motivate individuals and business owners to reduce negative impacts of road salt on water resources, soil, and drinking water.
Regulate development of land adjacent to public waters in a manner that preserves and enhances the quality of surface waters while also preserving their economic and natural environmental value.
Recognize and promote the value of the built environment and landscape as an asset that enhances community identity and a sense of place.
Consider design approaches that encourage creative solutions for transitions between varying intensities of building types and land uses.
Protect aquatic habitat from invasive species that may pose an economic, water quality or public health issue.
Increase habitat and natural areas around public stormwater infrastructure and natural water bodies while maintaining and prioritizing stormwater function and controlling invasive species through an integrated pest management program.

Oklahoma City, Oklahoma Comprehensive Plan

The Oklahoma City Comprehensive plan, planokc, is organized in a hierarchy with the broadest category being “Big Ideas” that define the overall direction of the plan. One of the seven Big Ideas is “Natural Character.” This big idea is explained below, and the entire [planokc](#) can be viewed online.



Natural Character

PRESERVE RURAL CHARACTER AND NATURAL RESOURCES.

Our rivers, watercourses, lakes, woodlands, prairies, and sky are major assets that are highly valued by citizens and vital to the environment and to our physical and mental health.

We need to recognize the importance of these resources, protect them as we develop, and use regulations and incentives that allow the city to grow without compromising the integrity of our natural and rural areas.

Madison, WI Comprehensive Plan

The Madison, WI Comprehensive Plan is organized by topic areas, strategies and action items. The topic of Green and Resilient includes 9 strategies that are listed below. The complete [Madison Comprehensive Plan](#) is also available for viewing online.

Protect Madison’s water supply and infrastructure to provide safe, clean drinking water.
Improve lake and stream water quality.
Increase the use and accessibility of energy efficiency upgrades and renewable energy.

Acquire parkland and upgrade park facilities to accommodate more diverse activities and gatherings.
Improve and preserve urban biodiversity through an interconnected greenway and habitat system.
Develop a healthy and diverse urban tree canopy.
Improve public access to the lakes.
Reduce landfilled waste.
Support sustainable farming and gardening practices that protect the ecosystem and public health.

New Trends

Bike Park



A bike park typically is a network of trails that takes advantage of the natural elevation for biking, typically mountain biking. Some bike parks incorporate pump tracks which is a circuit of rollers, banked turns and features designed to be ridden completely by riders “pumping” – generating momentum by up and down body movements, instead of pedaling or pushing.

Adventure Sports



Adventure sports are activities perceived as involving a higher degree of risk. These activities often involve speed, height, a high level of physical exertion and highly specialized gear. These include but are not limited to zip lines, climbing facilities, and adventure runs.

Technology

Technology has had an impact on parks, recreation, and open space. Apps and games like Pokemon Go have helped get people out exploring the parks and trails within the community.

Infill & Redevelopment Dialogue

Community Committee Meeting

September 10, 2020

PLAN FORWARD 2050
Lincoln-Lancaster County Planning Department

Appendix D4



Infill & Redevelopment

Introduction

Over the next several months the Planning Department will be coordinating presentations with topic experts and discussions on various topics for the Community Committee meetings. This will be one of the key ways the Community Committee will have an opportunity to provide input on these topics. The discussion topic for the Community Committee meeting on September 10th will focus on infill and redevelopment. This document is being provided to you as a resource in advance of the September 10th meeting.

Infill & Redevelopment in LPlan 2040

The current City-County Comprehensive Plan, LPlan 2040, contains many infill, redevelopment and mixed use strategies and goals. All of these strategies and goals are found in [Chapter 6, Mixed Use Redevelopment](#). These strategies and goals lay a good foundation for development of PlanForward 2050. Some of these goals have been accomplished over the last 10 years whereas others may be removed or carried forward in the new Comprehensive Plan. While the Comprehensive Plan lists over 50 goals and strategies related to infill, redevelopment and mixed use, a smaller sample of the strategies and goals is provided below. These will continue to be discussed and examined as PlanForward 2050 is developed.

Target existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and more efficiently utilize existing infrastructure. Occur on sites supported by adequate road and utility capacity.
Incorporate and enhance street networks with multiple modes of transportation in order to maximize access and mobility options.
Promote activities of daily living within walking distance, and provide sidewalks on both sides of all streets, or in alternative locations as allowed through design standards or review process.
Help to create neighborhoods that include homes, stores, workplaces, schools, and places to recreate.
Encourage residential mixed use for identified corridors and redeveloping Regional, Community, Neighborhood, and Mixed Use Office Centers identified as nodes.
Develop with substantial connectivity between developing or existing neighborhoods and developing or redeveloping commercial centers.
Maintain the urban environment, including a mix of land uses with a major focus on residential uses.
Encourage higher density development with parking areas at the rear of buildings, below grade, or on upper floors of multi-use parking structures.
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.
In proximity to planned or existing neighborhoods and community services, to facilitate access to existing community services or to address a deficiency by providing services such as grocery stores, childcare centers, and restaurants.
Where there is existing or potential for good access to transit, to enhance the public transit system by making it accessible to residents and to facilitate the development of neighborhood multimodal hubs where residents can drive, bike, or walk to a transit stop, go to work, and then shop for their daily needs before they return home.
In areas appropriate for residential mixed use redevelopment, outside of areas identified as Industrial Centers and Highway Oriented Commercial Areas in LPlan 2040 to avoid conflicts with health and safety.
In areas that minimize floodplain and other environmental impacts. Areas within the floodplain that already have

buildings and fill are appropriate for redevelopment; projects that receive public assistance should meet a higher standard to preserve flood storage. This criterion encourages redevelopment while protecting sensitive environmental areas.
Strive for commercial Floor Area Ratios of at least 0.5 within buildable areas designated for commercial development inside the project boundary (including public and semi-public buildings). This strategy encourages significant returns on public investment by developing high-quality properties with sustained value, long-term viable businesses to generate sales tax, and efficient use of land and infrastructure resources.
Strive for residential densities of at least seven dwelling units per gross acre within buildable areas inside the project boundary. This strategy encourages significant returns on public investment by developing high-quality properties with sustained value, supports new businesses in the mixed use center, makes public transportation more viable, and uses land and infrastructure more efficiently.
Develop design standards specific to Mixed Use Redevelopment Nodes and Corridors.
Raise public awareness of and support for infill and redevelopment.
Establish stronger design standards for redevelopment projects to provide assurance that they will blend into the context of, or enhance, the surrounding neighborhood and avoid conflicting visions among developers, neighbors, and city officials.
Revise policies to extend Tax Increment Financing (TIF) eligibility to additional defined areas.
Develop incentives to reduce the cost and risk of infill and redevelopment.
Encourage the establishment of a Community Development Corporation (CDC) or incorporated nonprofit organization that could raise equity for projects, purchase land, offer services, and engage in other activities that promote and support community development.
Examine the potential for extending impact fee exclusions beyond Downtown/Antelope Valley to other designated redevelopment areas.
Revise the Zoning Ordinance to provide more flexibility, particularly in commercial districts. Provide a mechanism for adjustments in older zoning districts to lot area, height, setbacks, and parking standards, similar to the provisions already available for newer districts.
Support and enhance existing infrastructure and amenities.
Consider opportunities for centralized, shared public parking lots and structures beyond the downtown area.

2018 Downtown Master Plan

[The 2018 Downtown Master Plan](#) identifies priorities for downtown physical improvements, catalyst developments, and policies to guide the City of Lincoln, the Downtown Lincoln Association, the development community, and Downtown stakeholders for the next ten-year investment cycle. The previous 2005 Lincoln Downtown Master Plan and 2012 Update have both served their purpose to guide the evolution of Downtown Lincoln guiding over \$1 billion dollars' worth of investment. The 2018 Downtown Master Plan is not an update to previous plans but is a standalone document that will guide public and private investments to elevate Downtown Lincoln as the Center of Opportunity. In addition, the [2018 Downtown Master Plan Background Report](#) provides additional information on the projects from the 2005 plan and 2012 update, and provides a snapshot of downtown development in recent years.

Redevelopment

The Urban Development Department serves as the Redevelopment Authority for the City of Lincoln. As such, the Urban Development Department encourages private investment in projects that strengthen Lincoln. A list of [current and past redevelopment projects](#) is available on the Urban Development Department's website.

Staff Discussions

Planning Department staff began engaging with various City and County Departments in 2019 to discuss the upcoming Comprehensive Plan Update. Below is a summary of staff comments that relate to infill, redevelopment and mixed use.

17th & South Street area is a great redevelopment opportunity
Consider an affordable housing requirement with TIF projects
Near South PUD will be a good example of integrating non-residential uses into existing neighborhoods
Look at updating rehab code, building code to allow for more creativity
How to make suburban environments more like an urban environment
Encourage good walkability and a mix of uses
There are overall trends toward urban living, which doesn't just mean living downtown
Include enhancements to existing areas and consider changes to how newly-developed areas will look 30 years from now
Redevelopment along arterial streets in older neighborhoods
Do we want mix of uses in existing single family neighborhoods? ADUs, home occupations, etc
Consider expanding impact fee exclusion areas

Infill & Redevelopment in Other Cities

Planning staff have been researching what innovative practices for infill and redevelopment are happening in other cities. Some sample goals and priorities from other cities' comprehensive plans are listed below. You can also view the full documents by clicking on the links that are provided.

Minneapolis, MN Comprehensive Plan

The Minneapolis 2040 Comprehensive Plan includes a section on land use and built form. This section, [Land Use and Built Form](#), describes where new housing, workplaces, and retail establishments may locate in the city in order to achieve the plan goals. This guidance is communicated through a combination of policies and maps. The first four policies – Access to Housing, Access to Employment, Production and Processing, and Access to Commercial Goods and Services – form the basis for the Future Land Use Map and the Built Form Map that guide the location and characteristics of new buildings. The Built Form Map guides the scale of development for every parcel in the city, independent of the uses allowed on the site. The built form of all new and remodeled buildings must be consistent with the guidance of the Built Form Map.

Increase the supply of housing and its diversity of location and types.
Support employment growth downtown and in places well-served by public transportation.
Expand and maintain areas for production, processing, and distribution of products, services, and ideas.
Improve access to goods and services via walking, biking and transit.

Support development and public realm improvements near existing and planned METRO stations that result in walkable districts for living, working, shopping, and recreating.
Regulate land uses, building design, and site design of new development consistent with a transportation system that prioritizes walking first, followed by bicycling and transit use, and lastly motor vehicle use.
Ensure a high-quality and distinctive physical environment in all parts of the city through building and site design requirements for both large and small projects.
Strengthen the City's robust neighborhood-based community engagement system to ensure that it effectively and equitably builds people's capacity to organize to improve their neighborhoods.

Oklahoma City, Oklahoma Comprehensive Plan

The Oklahoma City Comprehensive plan, planokc, includes a concept called [Land Use Typology Areas](#) (LUTA). The current development ordinances date from a time when low density and separation of different land uses were valued higher than city



life. Low density increases the cost of services and infrastructure. That, combined with successes at building places that people want to experience has moved the city in new directions. The zoning code discourages the trends toward new development forms. The codes should be modernized to implement the LUTA concept and provide both the flexibility and protection that benefit contemporary developers and their neighbors alike.

The LUTAs permit a variety of uses, but establish permitted ranges of development intensity. The LUTA system achieves compatibility between different types or intensities of uses by implementing performance standards, design guidelines, and transitional methods. These techniques give specific and predictable guidance to builders and developers, and address such areas as operating effects, traffic, parking, design, scale, and safety, avoiding the unnecessary overuse of Planned Unit Developments. A LUTA-based system would incorporate the criteria for locations and supporting transportation and infrastructure established by this plan for individual land uses.

Parking Requirements

Several cities across the country have reduced or eliminated parking requirements from new development. This has been discussed as a tool to incentivize redevelopment in Lincoln, and to a certain extent, parking requirements have already been reduced for specific commercial developments by approving parking waivers. The Downtown Lincoln zoning district (B-4) does not have parking requirements.

Two cities that have reduced or eliminated parking requirements are listed below.

Fayetteville, Arkansas: In 2015 the City Council removed parking requirements for new non-residential development. The Fayetteville Planning Department has not heard any issues with not having minimum requirements for non-residential uses. Their code also includes parking maximums (15% above the previous minimum), and the Planning Commission has generally granted those requests. Click [here](#) to read more on this topic.

Buffalo, New York: In 2017, Buffalo removed parking requirements for all uses across the City. This approval was

part of Buffalo Green Code initiative, or what is known as a Unified Development Ordinance. The effort is intended to support overall urban design, historic preservation and sustainability of the community. Click [here](#) to read more about this topic.

Business & Economy Dialogue

Community Committee Meeting

September 24, 2020

PLAN FORWARD 2050
Lincoln-Lancaster County Planning Department

Appendix D5



Business & Economy

Introduction

Over the next several months the Planning Department will be coordinating presentations with topic experts and discussions on various topics for the Community Committee meetings. This will be one of the key ways the Community Committee will have an opportunity to provide input on these topics. The discussion topic for the Community Committee meeting on September 24th will focus on business and economy. This document is being provided to you as a resource in advance of the September 24th meeting.

Business & Economy in LPlan 2040

The current City-County Comprehensive Plan, LPlan 2040, contains many business and economy strategies and goals. All of these strategies and goals are found in [Chapter 5, Business & Economy](#). These strategies and goals lay a good foundation for development of PlanForward 2050. Some of these goals have been accomplished over the last 10 years whereas others may be removed or carried forward in the new Comprehensive Plan. While the Comprehensive Plan lists over 50 goals and strategies related to the economy, a smaller sample of the strategies and goals is provided below. These will continue to be discussed and examined as PlanForward 2050 is developed.

<i>Strategies for Economic Development</i>
Offer incentives for “primary” employers – that is for companies where the majority of their business and sales come from outside Lancaster County. The City should develop a policy on the use of incentives, such as Tax Increment Financing, for primary employers.
Apply design standards as a tool for economic development. They provide assurances for surrounding property owners as well as prospective developers.
Continue the work of the City and LPED to maintain an inventory of potential economic development sites and their current status in terms of planning and infrastructure.
<i>Strategies for Downtown</i>
The City should preserve and enhance Downtown’s role as: The major office and service employment center, The center of all levels of government, The principal cultural, entertainment, and tourism center, The center for hotels and conventions, The financial center, The hub of higher education, A regional retail center geared toward employees, area residents, visitors, and UNL students and staff, A major focus for new residential reuse, infill, and redevelopment
Retain the City’s government center in Downtown and wherever possible locate local, state, and federal offices Downtown when expansions and relocations are considered or new facilities are located.
Maintain and reinforce Lincoln’s successful Theater Policy; encourage new entertainment attractions to locate in the Downtown.
Encourage higher density development with parking areas at the rear of buildings or on upper floors of multi-use parking structures.
<i>Strategies for Lancaster County, Outside of Lincoln</i>
Locate all new commercial and industrial development within Lincoln or the incorporated communities.
Continue to encourage and permit accessory home businesses, and locate businesses within the commercial areas of incorporated towns as they expand beyond the definition of home occupation.
Continue efforts to preserve the viability of the county’s agriculture industry through zoning, easements, and other means.

<i>Strategies for Commercial and Industrial Development</i>
It is the policy that Commercial and Industrial Centers in Lancaster County be located: Within the City of Lincoln or incorporated villages, Outside of saline wetlands, signature habitat areas, native prairie and floodplain areas (except for areas of existing commercial and industrial zoning), Where urban services and infrastructure are available or planned for in the near term, In sites supported by adequate road capacity — commercial development should be linked to the implementation of the transportation plan, In areas compatible with existing or planned residential uses, In existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently utilize existing infrastructure, In areas accessible by various modes of transportation (i.e. automobile, bicycle, transit, and pedestrian), So that they enhance entryways or public way corridors, when developing adjacent to these corridors, In a manner that supports the creation and maintenance of green space as indicated in the environmental resources section of this Plan.
Revise the Zoning Ordinance to provide more flexibility, particularly in commercial districts. Provide a mechanism for adjustments in older zoning districts to lot area, height, setbacks, and parking standards, similar to the provisions already available for newer districts.
Consider opportunities for centralized, shared public parking lots and structures beyond the downtown area.
<i>Strategies for Commercial Centers</i>
Disperse Commercial Centers throughout the community to support convenience of access and to lessen impacts on infrastructure.
Encourage multiple street connections to adjacent residential neighborhoods to allow convenient access for neighboring residences and pedestrians without the use of arterial streets, but exercise care in designing the street network to minimize undesirable traffic impacts.
Discourage single use centers. Office parks should include supporting retail and residential components, while shopping centers should include supporting office and residential uses.
Develop Commercial Centers as compact clusters or mixed use nodes with appropriate site design features to accommodate shared parking and ease of pedestrian movement, to minimize impacts on adjacent areas, and encourage a unique character.
Discourage auto-oriented strip commercial development; Commercial Centers should not be developed in a linear strip along a roadway or be completely auto-oriented. Design new Commercial Centers in a manner that facilitates future development and intensification of land uses on the site.
<i>Strategies for Commercial Infill</i>
Discourage auto-oriented strip commercial development and seek opportunities for residential mixed use redevelopment and/ or transit oriented development of existing commercial strips.
Maintain and encourage businesses that conveniently serve nearby residents, while ensuring compatibility with adjacent neighborhoods.
Avoid encroachment into existing neighborhoods during expansion of existing commercial and industrial uses, and take steps to ensure expansions are in scale with the adjacent neighborhood, are properly screened, fulfill a demonstrated need and are beneficial to health and safety.
Ensure the priority in older areas is on retaining areas for residential development. Prior to approving the removal of housing in order to provide for additional parking to support existing centers, alternatives such as reduced parking requirements, shared parking, additional on-street parking, or the removal of other commercial structures should be explored.
Encourage efforts to find new uses for abandoned, under-utilized or “brownfield” sites that are contaminated, through redevelopment and environmental mitigation.

2018 Downtown Master Plan

[The 2018 Downtown Master Plan](#) identifies priorities for downtown physical improvements, catalyst developments, and policies to guide the City of Lincoln, the Downtown Lincoln Association, the development community, and Downtown stakeholders for the next ten-year investment cycle. The previous 2005 Lincoln Downtown Master Plan and 2012 Update have both served their purpose to guide the evolution of Downtown Lincoln guiding over \$1 billion dollars' worth of investment. The 2018 Downtown Master Plan is not an update to previous plans but is a standalone document that will guide public and private investments to elevate Downtown Lincoln as the Center of Opportunity.

Section 4.4 of the Downtown Master Plan discusses economic development opportunities for downtown. The section includes almost 40 strategies across the following topic areas:

- Jobs & Office
- Technology & Innovation
- Linkages with UNL
- Linkages with the State
- Retail, Dining, & Entertainment
- Hospitality & Convention Space

Staff Discussions

Planning Department staff began engaging with various City and County Departments in 2019 to discuss the upcoming Comprehensive Plan Update. Below is a summary of staff comments that relate to the economy.

The Comp Plan should include discussion of opportunity zones
We should have commercial property maintenance requirements
Look into addressing uses in the county that are murky today, such as event facilities, landscaping businesses
Strategies to get graduates to stay in Lincoln
Factors related to early childhood – early childhood component to plan
Alcohol policy – will we also be regulating other substances by 2050?
Theater policy
How much industrial to include on future land use map?
Evaluating commercial center designations – neighborhood centers and walkability
Lincoln Partnership for Economic Development items
Additional explanation of some of our policies that draw criticism from the development community such as the four corners development policy
Address abandoned gas stations
Commercial feed lots – stronger language to protect agriculture related uses, large feed lots are agriculture, explain local food
Stronger language and policies about improving our older commercial areas
Minimum FARs for commercial centers, higher density
Address underemployment of immigrant population
Remove parking requirements from all non-residential uses
Bike parking

Business & Economy in Other Cities

Planning staff have been researching innovative practices in other cities. Some sample goals and priorities from other cities' comprehensive plans are listed below. You can also view the full documents by clicking on the links that are provided.

Minneapolis, MN Comprehensive Plan

The Minneapolis 2040 Comprehensive Plan includes a section on [economic competitiveness](#). This section focuses on workforce development and achieving equitable economic outcomes for Minneapolis residents. This is an aspect that is largely absent from the current LPlan 2040 and something we plan to add for the 2050 update. The plan includes [35 policies](#) (and 100+ action items) relating to increasing the economic competitiveness of Minneapolis.

The logo for the Minneapolis 2040 Comprehensive Plan. It features the word "minneapolis" in a lowercase, sans-serif font, followed by a vertical line and the year "2040" in a larger, bold, blue font. The entire logo is set against a dark blue rectangular background.

Oklahoma City, OK Comprehensive Plan

The Oklahoma City Comprehensive Plan, planokc, includes a section on economic development, called [strengthenokc](#). The plan focuses on further diversification of Oklahoma City's economy, which is currently dominated by the energy sector. The plan includes [six topic areas](#) that need to be addressed.



- Development-Ready Land: A previous needs assessment completed by the city suggests that they should maintain an inventory of 1,000 acres of development-ready land for industrial and large commercial uses.
- Quality of the City: Employees and businesses are putting increasing emphasis on quality of life when selecting where to live and locate.
- Education: The importance of educational achievement to create a quality workforce and entrepreneurial environment.
- Jobs: Addressing mismatches between workforce and job opportunities.
- Public Safety: Perceptions of public safety impact investment confidence of both businesses and employees.
- City Revenues: Addresses the role that government spending and revenue collection impact economic development.

These topic areas feed into the [eight initiatives](#) identified to achieve the city's economic development goals.

- Facilitate commercial and industrial development to grow and diversify our economy.
- Boost educational achievement through incentives and neighborhood diversification.
- Improve community appearance.
- Invest in place-making efforts in special districts and throughout the city.
- Foster stable, attractive neighborhoods and commercial districts through infill and good design.
- Improve public safety.
- Increase efficiency of city services provision.
- Increase and stabilize tax revenues.

Madison, WI Comprehensive Plan

The Madison Comprehensive Plan, [Imagine Madison](#), includes a chapter on “Economy and Opportunity.” The chapter has two overall goals:

- Madison will have a growing, diversified economy that offers opportunity for businesses and residents to prosper.
- Madison will have equitable education and advancement opportunities that meet the needs of each resident.



Within these goals there are eight strategies:

- Retain existing employers and attract new employers to ensure residents have access to jobs.
- Ensure an adequate supply of sites for a wide variety of employers to operate and grow.
- Support jobs that pay a family-supporting living wage.
- Close the educational opportunity gap.
- Remove barriers to achieving economic stability.
- Support small businesses and cultivate entrepreneurship, especially businesses owned by underrepresented groups.
- Support efforts for businesses and consumers to produce and buy local food, products, and services.
- City government should lead and encourage other employers to develop a diverse workforce best able to serve an increasingly diverse population.

Additional Resources

Below are links to two articles from Michael Berne, an economic development consultant who had involvement with the city’s Downtown Master Plan. The articles discuss both the short-term impact of COVID-19 on businesses along with long-term retail trends.

[Greedy While Others Are Fearful
Where Retail Recovers First](#)

The Lincoln Partnership for Economic Development (LPED) has a collection of detailed reports about Lincoln’s economy on their website.

[LPED Research & Reports](#)

NAI FMA Realty in Lincoln released their First Half 2020 Market Report which includes initial COVID-19 impacts.

[First Half 2020 Market Report](#)

Placemaking Dialogue

Community Committee Meeting

October 8, 2020

PLAN FORWARD 2050
Lincoln-Lancaster County Planning Department

Appendix D6



Placemaking

Introduction

Over the next several months the Planning Department will be coordinating presentations with topic experts and discussions on various topics for the Community Committee meetings. This will be one of the key ways the Community Committee will have an opportunity to provide input on these topics. The discussion topic for the Community Committee meeting on October 8th will focus on placemaking. This document is being provided to you as a resource in advance of the October 8th meeting.

Placemaking in LPlan 2040

The current City-County Comprehensive Plan, LPlan 2040, contains many placemaking strategies and goals. All of these strategies and goals are found in [Chapter 4, Placemaking](#). These strategies and goals lay a good foundation for development of PlanForward 2050. Some of these goals have been accomplished over the last 10 years whereas others may be removed or carried forward in the new Comprehensive Plan. While the Comprehensive Plan lists over 40 goals and strategies related to placemaking, a smaller sample of the strategies and goals is provided below. These will continue to be discussed and examined as PlanForward 2050 is developed.

The 400-foot State Capitol is the key historic, architectural, and geographic landmark of the city and surrounding countryside. Views to the Capitol are highly valued by the people of Lancaster County and the State of Nebraska and should be protected and enjoyed for generations. The community's opportunity to benefit from the Capitol is further enhanced by improvements to its immediate setting, especially to the axial malls which extend from the Capitol in the cardinal directions, such as Centennial Mall.

Major entryways to Lincoln including Interstate 80 and its exits (especially I-180), Highways 77 and 34 from the north, Cornhusker Highway from the east and from the Airport on the west, O Street from the east and west, Homestead Expressway/Highway 77/Rosa Parks Way from the southwest and west, and Highway 2 from the southeast, should be studied, protected, and enhanced to create and express community pride.

Public art is an important means by which the community can strengthen a sense of place and promote a positive image.

The community's distinctive character and desirable quality of life for current residents and for future generations should be supported by exercising stewardship of historic resources throughout the county, while maximizing benefits of past investments in public infrastructure and private property. The Plan encourages the continued use and maintenance of historic resources, including properties not formally designated as landmarks.

Design standards should be developed, monitored, and revised as necessary to express and protect community values without imposing burdensome delays or restrictions on creativity. Well-crafted standards should add predictability and clarity to the development process, rather than imposing a design solution. Design standards for landscape elements should be developed, updated periodically and monitored and enforced with attention to long-term sustainability, or the benefit of this investment can quickly be lost.

Continue to identify and maintain high-value Capitol View Corridors and protect those views through regulations and guidelines, including vistas that gain in prominence as the community grows. Structures that may interfere with these public corridors should be reviewed by the Capitol Environs Commission and a recommendation made within the context of their overall effect upon the view.

Establish clear urban design standards and an efficient, expeditious review process for development and redevelopment of mixed use commercial/residential areas, especially focusing on the interface with residential neighborhoods, attractive streetscapes, and safe and comfortable movement of people — whatever their mode of travel.

Prepare and periodically update subarea plans for the redevelopment of mixed use corridors and nodes to facilitate predictable, expeditious, well-designed improvements and investments.
Monitor and update the Downtown Master Plan periodically, as the adopted guide to redevelopment of the community's center, as identified in the Vision & Plan chapter.
Preserve and enhance the character of key entry points and corridors into the City of Lincoln through enhanced landscaping and public art in rights-of-way, and respectful development of adjacent properties.
Support implementation of the Public Arts Master Plan for the City of Lincoln which identifies art projects and policies that enhance the cultural fabric of the City.
Strengthen design standards for commercial and mixed-use development along major travel corridors, to reflect a positive visual image that engenders community pride and identity.
Seek the early integration of the talents of artists with architects, landscape architects and engineers on public improvements.
Continuously monitor and improve local programs and regulations, especially working to balance conflicting regulations that may offer alternatives to achieve life-safety goals while protecting threatened historic resources.
City and county governmental policies should provide for the protection and enhancement of historic resources.
Continue to inventory, research, evaluate, and celebrate the full range of historic resources including standing structures, distinctive neighborhoods and regions, landscapes, and buried cultural materials throughout Lancaster County, collaborating with individuals, associations, and institutions.

Design Standards

In order to facilitate the consistent application of high-quality development practices, the city maintains and enforces [Design Standards](#) for public and private development. While some of these standards are meant to be applied city-wide, others are area-specific. Examples of area-specific design standards include [Lincoln Downtown Design Standards](#), [South Haymarket Design Standards](#), and [Capitol Environs Design Standards](#). The Design Standards also include a chapter for [Neighborhood Design Standards](#), which apply to all residential districts that were part of the 1950 corporate limits.

The Design Standard are periodically reviewed and updated to ensure that they are aligned with current development trends and best practices, as well as community expectations. In 2019, the [Design Standards for Screening and Landscaping](#) were updated to better reflect these expectations. Among other changes, the update established a street tree requirement for all new commercial and multi-family development. Though this may sound like a small change, it should have a substantial impact on the aesthetic and quality of our streetscapes in the coming decades.

2018 Downtown Master Plan

[The 2018 Downtown Master Plan](#) identifies priorities for downtown physical improvements, catalyst developments, and policies to guide the City of Lincoln, the Downtown Lincoln Association, the development community, and Downtown stakeholders for the next ten-year investment cycle. The previous 2005 Lincoln Downtown Master Plan and 2012 Update have both served their purpose to guide the evolution of Downtown Lincoln guiding over \$1 billion dollars' worth of investment. The 2018 Downtown Master Plan is not an update to previous plans but is a standalone document that will guide public and private investments to elevate Downtown Lincoln as the Center of Opportunity. From a placemaking perspective, the catalyst projects identified in the plan represent substantial public improvements that could help to transform downtown into an even more inviting and accommodating district for residents and visitors to Lincoln. Those projects include redevelopment of the Pershing block, the redesign of 11th Street and M Street into greenways, the enhancement of O Street, and the creation of a Music District.

West O Streetscape Enhancement Plan

West O Street has long been identified by the City of Lincoln as a significant entryway corridor in need of improvements. In 2013, an initial round of streetscape enhancements was made to West O, highlighting the entryway’s historic significance as part of the Detroit-Lincoln-Denver (D-L-D) Highway. The improvements included an interpretive plaza near 3rd and O Street, median plantings east of Highway 77, and decorative lighting, banners, and street trees east of Highway 77 and between Sun Valley Boulevard and Harris Overpass. Building on the 2013 enhancement efforts, the [West O Streetscape Enhancement Plan](#) is intended to address both aesthetic and functional improvements along the corridor, setting the stage for added private reinvestment.

This plan is just one of a number of ongoing planning and design efforts being undertaken by city staff to set the stage for future improvements to Lincoln’s key entryways and districts. Other efforts include the Greater Downtown Principal Corridors Revitalization project and the [Haymarket South Streetscape and Parking Improvements project](#).

Public Art Master Plan

The [Public Art Master Plan](#) was updated by Public Art Lincoln in 2019 with the vision of developing:

“A public art collection of national prominence in Lincoln, Nebraska, which will enrich the quality of life for Lincoln's residents, complement the City's exceptional educational and cultural amenities, and support a positive economic environment in the community. This program will serve to unify the community, to encourage creativity, and to reflect the diverse cultural heritage of Lincoln residents. The quality of the program and its projects will attract visitors, enhance their experience, and bring national recognition and prestige to the City of Lincoln.”

The plan identifies entryways and roundabouts as potential locations for the placement of future public art installations. The city’s current inventory of public art can be found at the [Lincoln Arts Council Website](#) or by downloading the [Otocast App](#) on your phone.

Streetscape Framework

City staff is also in the process of developing two key design framework documents intended to impact future streetscape projects. The first, titled *The Public Ways and Spaces Playmaking Playbook*, provides general guidance, recommendations and best practice tips for public streetscape projects. Its primary purpose is for use as a resource for city staff involved in the planning and design of these projects. As such, it lays out a process for reviewing such projects, and templates to be used in their evaluation. The Playbook also focuses in on lifecycle considerations for streetscape projects, ensuring that decisions are viewed through the lens of smart, sustainable design. Samples pages from this document are shown here and on the next page.

17. AMENITIES AND THE CONSIDERATION OF THE PEDESTRIAN EXPERIENCE (US)

Playful, Interactive and Inclusive (US)
Leave room within the streetscape for amenities that are playful, interactive and inclusive. Much like the evolution of public art, traditional design and amenity elements – such as fountains, seating, and screen walls, site furnishings, and lighting – have evolved as architects, landscape architects, and engineers embrace the possibilities of technological ingenuity.

Balancing of Activities (US)
Design spaces that consider the needs of pedestrians and a thriving urban experience. This is a fairly loaded recommendation, but ideally, urban streetscape should accommodate a variety of pedestrian activities – strolling, sitting, strolling, shopping, relaxing, etc. – in an organized manner. Spaces that are disorganized or do not provide adequate room for intended activities will not retain visitors at the same rate as their more successfully designed counterparts.

Maintenance and Lifecycles (US)
Consider the long maintenance and lifecycles of amenities. Sometimes, minor adjustments to the design of an amenity can result in substantial long-term savings.

Temporary and Seasonal Amenities (US)
Amenities do not have to be permanent to be impactful. In fact, some of the most successful and well-recognized examples of streetscape amenities are temporary or seasonal in nature. Seasonal installations, specifically, offer two interesting advantages when compared with more permanent installations:

1. Adding an off-season where the amenity is removed from the streetscape can extend its life and provide a convenient opportunity for regular maintenance.
2. Even the best amenities can lose some of their appeal over time, but the limited lifespan of a seasonal installation can make it feel new and exciting every year.

Because it can be so difficult to add amenities to a streetscape after a capital improvement project has been completed, it is necessary to consider these less permanent (but still important) installations during the design process.



144 44 DESIGN TOOLKIT
17. Mental maps in downtown Montreal are an exceptional example of creative, playful amenity design. The seasonal installations encourage the kind of participation and social interaction often desired by public developers.



Project Spotlight | Place des Festivals | Montreal, QC
Introducing downtown Montreal's arts and entertainment district – referred to as Quartier des Spectacles – is the upcoming public Place des Festivals, a beautiful site plan that doubles as a premier festival and event space. The plan includes a new light tower, fountain, and 250 art, to be installed, unique light towers, and a variety of seating options. While a host of acts of events throughout the year, one of the most important is a seasonal art festival called Luminaire. The 2-month installation is designed to bring art and activity to the district and to draw attention to the district and the entrepreneurs and the space. Installations are chosen through an annual design competition, and include a combination of interactive art, games, and seasonal lighting.

“So-called ‘undesirables’ are not the problem. It is the measures taken to combat them that is the problem”

William H. Whyte | *The Social Life of Small Urban Spaces*

11. SEATING (US)

Comfortable seating (US)

Seating should be comfortable and inviting, and any streetscape or public space design that veers from this basic concept should be examined with a critical eye. Sometimes, uncomfortable and uninviting seating is simply a result of lazy design. Other times, the origins are far more sinister.

When planning for and designing urban streetscapes, an underlying concern about how to address the homeless population often surfaces. To be frank, such concerns are misguided. As renowned urbanist William Holly Whyte put it, “So-called ‘undesirables’ are not the problem. It is the measures taken to combat them that is the problem.” The homeless are attracted to specific public places for the most of the same reasons that everyone else is. If we begin to design these spaces to deter the homeless, we may as well be designing them to deter people altogether. Instead, the concern should be directed toward designing spaces that are safe. As previously mentioned, seating is often a casualty of *deterrence measures* aimed at the homeless. While such measures may be well-intentioned, their negative impacts outweigh the good.

Flexible Seating (US)

Flexible seating has almost become a defining characteristic of a vibrant streetscape, and for good reason. Per Whyte, “Ideally, sitting should be physically comfortable...it’s more important, however, that it be socially comfortable.” People like to be able to move around a little to position themselves for a conversation with friends, to get away from the glare of the sun, or to simply secure the optimal people-watching perspective. Often achieved through café-style tables and chairs, flexible seating can dramatically impact the potential for social interaction along a streetscape.

It is also important to consider the needs of existing and future tenants of the surrounding buildings. If the streetscape runs adjacent to a commercial or mixed use district that is intended to accommodate restaurants and other food and

drink establishments, then allowing adequate space for such activities is necessary.

Variety of Seating (US)

Public seating is an amenity and should be treated as such. Seating options should not be limited to those that a designer finds in a site furnishings catalog. Instead of relying solely on traditional benches and chairs, designers should be encouraged to think outside the box to create seating opportunities that feel inspired and unique to the space they occupy.

Proximity to Shade (US)

The relationship between seating and shade is occasionally overlooked, but is nonetheless an essential factor in the success of a public space. Though there are a variety of ways to shade public streetscapes, the most reliable and long-lasting is the aptly named shade tree. In addition to the many other benefits that trees provide, they offer a perfect respite from the sun on a summer’s day.

Proximity to Routes of Circulation (US)

This one is a little more nuanced and dependent on the particulars of the situation, but in general, public seating is most effective when it is situated in close proximity to the main routes of pedestrian traffic. It is almost impossible to avoid this in an urban streetscape, but as streetscapes spill into adjacent public plazas, it is worth considering. The reason for this is quite simple: people like to be around other people. It seems simple, but is undeniably true. The wider the distance between public seating and the natural movement of a space, the less likely the seating is to be used.

Proximity to Food (US)

Proximity to food choices is an obvious, but sometimes undervalued consideration when locating seating along a streetscape. One of the most common reasons for people to use public seating is to socialize, and nothing facilitates socialization like food. Locating quality seating options near quality food options is an indisputable recipe for success.



These brightly colored alcoves offer a little bit of privacy, without feeling disconnected from the larger space.



This large seating deck in Italy is actually part of a multi-sensory urban garden.



The streetscape outside of Philadelphia’s 30th St. Station is filled with a variety of seating options, allowing visitors to eat, socialize, read, or simply enjoy the scenery. Trees & umbrellas have also been provided for added comfort.

LIFECYCLE COSTS TEMPLATE

Building on the framework of the City Streetscape Matrix, the CSM Committee developed a Lifecycle Cost Template to be used during the design of public way projects. The template provides a straightforward, user-friendly mechanism for city staff and design consultant teams to anticipate the maintenance costs of a project throughout its intended lifecycle. Making this a priority step in the design process offers two major benefits:

- It forces city staff and design consultants to reckon with the long-term financial consequences of their design decisions.
- It allows those at the city who are involved in the maintenance of such spaces to plan ahead.

This second point is key. In recent years, the city has made a concerted effort to create endowments for the long-term maintenance of significant public spaces. In order to accurately fund these endowments, it is necessary to understand the specific maintenance needs of each individual project. And going through this process early on means that necessary funds can potentially be built into the project budget upfront.

Moving forward, design consultants working on public way enhancement projects will now be asked to complete a lifecycle costs worksheet in association with their cost estimates. This information can then be easily folded into the CSM.

For further guidance on how to incorporate lifecycle cost considerations into the design process, please contact the CSM Manager within the Planning Department.

MAINTENANCE PLANS & PERFORMANCE STANDARDS

Maintenance plans are crucial in providing guidance and setting expectations for the upkeep of public way projects. In 2018, the city developed a set of performance standards for the maintenance of the Downtown and Haymarket Districts. They clearly lay out responsibilities and procedures to be followed in order to ensure the proper level of maintenance is being applied. The standards have been combined with other relevant information, like schedules, budgets and maintenance logs, forming a comprehensive maintenance plan. This plan should serve as a template for others that may follow.

When developing a plan, it is especially critical to include direction on how to maintain specialty products, materials or applications that may require unique attention or techniques. Bioretention beds, Silva Cell systems, and permeable pavers are just a few examples of such applications. In general, innovative and sustainable design solution are the most likely to need a detailed maintenance plan, simply because the technology and techniques they rely on is ever-improving.

To facilitate this process, it is necessary that design consultants provide detailed maintenance plans for these specialty design applications. The only way to ensure this is to include clear expectations in all future contracts with design consultants.

LIFECYCLE COSTS
Data Source: City of Cambridge/City Staff

INSTRUCTIONS TO CONSULTANTS: READ BEFORE CONTINUING

DESCRIPTION	UNIT	QUANTITY	EST. PRICE	EST. PRICE	EST. PRICE	EST. PRICE	EST. PRICE	EST. PRICE	EST. PRICE
Asphalt Paving	sq. ft.	1,000	\$1.50	\$1,500.00	20	\$30.00	\$30,000.00	\$31,500.00	\$31,500.00
Concrete Paving	sq. ft.	1,000	\$2.50	\$2,500.00	20	\$50.00	\$50,000.00	\$52,500.00	\$52,500.00
Grass Paving	sq. ft.	1,000	\$0.50	\$500.00	20	\$10.00	\$20,000.00	\$20,500.00	\$20,500.00
Permeable Paving	sq. ft.	1,000	\$1.00	\$1,000.00	20	\$20.00	\$20,000.00	\$21,000.00	\$21,000.00
Lighting	ft.	100	\$10.00	\$1,000.00	20	\$20.00	\$4,000.00	\$5,000.00	\$5,000.00
Seating	unit	10	\$50.00	\$500.00	20	\$10.00	\$200.00	\$700.00	\$700.00
Planting	unit	100	\$10.00	\$1,000.00	20	\$2.00	\$200.00	\$1,200.00	\$1,200.00
Signage	unit	10	\$10.00	\$100.00	20	\$2.00	\$20.00	\$120.00	\$120.00
Street Furniture	unit	10	\$10.00	\$100.00	20	\$2.00	\$20.00	\$120.00	\$120.00
Water Features	unit	10	\$10.00	\$100.00	20	\$2.00	\$20.00	\$120.00	\$120.00
Art	unit	10	\$10.00	\$100.00	20	\$2.00	\$20.00	\$120.00	\$120.00
Security	unit	10	\$10.00	\$100.00	20	\$2.00	\$20.00	\$120.00	\$120.00
Subtotal				\$10,000.00			\$20,000.00	\$30,000.00	\$30,000.00
Contingency								\$3,000.00	\$3,000.00
Total								\$33,000.00	\$33,000.00

The second document, referred to as the Downtown Streetscapes Master Plan, focuses in on downtown streetscape improvement. A continuation of the Downtown Master Plan, it provides design frameworks for each of the primary downtown districts, and then further studies several of the catalyst projects identified in the Downtown Master Plan. Specifically, it examines O Street (entryway), 11th Street (greenway), M Street (greenway) and 14th Street (Music District). Issues and opportunities are identified for each, and preliminary design concepts are explored. Ultimately, this document is meant to inform and guide future streetscape improvement efforts throughout downtown. Sample pages are shown below.

Downtown Streetscape Characteristics

Before diving into the specifics of the design framework for O Street, it is also important to highlight the 10 streetscape characteristics being used to guide this framework. The city has identified ten characteristics that define a great downtown streetscape. These characteristics have been divided into three categories, as explained below.

Essentials - Essential characteristics that should be emphasized throughout the planning, design and implementation process.

1. **Connected** - Ensure that different modes of transportation are being accommodated in a safe and efficient way is vital.
2. **Responsive** - Emphasize context-driven design, responding to the surrounding uses and businesses, building architecture, historical and cultural context, etc.
3. **Equitable** - Focus on making downtown streetscapes accessible, accommodating and enjoyable to everyone by establishing a planning and design process that is inclusive and equitable.
4. **Sustainable** - Integrate lifecycle planning into the design process with the goal of building environmentally-friendly streetscape projects that can be maintained at a high-level for decades to come.

User Experience - Aspirational characteristics that impact how users experience a streetscape.

5. **Inviting** - Promote a welcoming atmosphere through the design of landscaping, branding, and pedestrian amenities.
6. **Interactive** - Incorporate design elements that engage the public and encourage social interaction.
7. **Vibrant** - Inject life and color into the streetscape through the use of decorative lighting, lush landscaping, engaging public art and unique pedestrian amenities.
8. **Comfortable** - Attract and retain consistent pedestrian traffic through the use of shade, seating and comfortable pedestrian zones.

Ability to Evolve - Aspirational characteristics that impact a streetscape's ability to evolve.

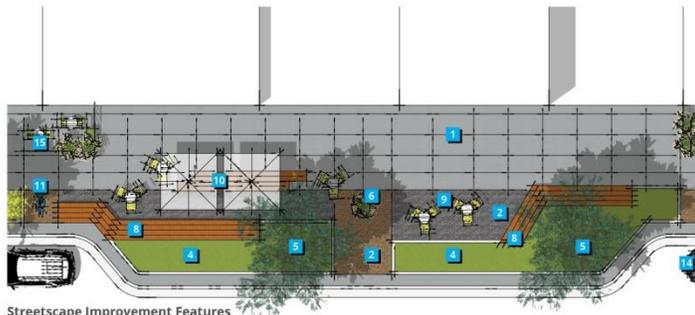
9. **Adaptable** - Maximize a streetscape's ability to evolve in both the short- and long-term by selecting movable, adjustable and easily replaceable design elements.
10. **Programmable** - Create streetscapes that are flexible enough to easily accommodate high-traffic, programmed events or activities.

While it is not necessary that every downtown street strive to retain each of these ten characteristics, downtown O Street undoubtedly should. It is a special street with a unique history and position within the Lincoln community. It should be great. As such, all future design proposals will be measured by their ability to achieve this standard.

With that in mind, the remainder of this section attempts to establish a basic framework for future streetscape design efforts along O Street. The framework has been divided into logical categories to make it easier to use and track. The goal of this design framework is not to provide a definitive list of acceptable products and materials. Instead, it is meant to serve as a start point for decision-making related to planned streetscape improvements.



10 Chapter 2: O STREET



Streetscape Improvement Features

- 1 Grey Concrete
- 2 Decorative Paving
- 3 ADA Ramp
- 4 Landscape Bed with Raised Curb
- 5 Street Tree
- 6 Planter Bowl
- 7 Custom Seating A
- 8 Custom Seating B
- 9 Flexible Seating
- 10 Supplemental Umbrella/Shade Structure
- 11 Pedestrian Light Pole
- 12 Vertical Gateway/Wayfinding Element
- 13 Bike Rack Zone
- 14 Parking/Drop-Off Zone
- 15 Outdoor Cafe Seating
- 16 High Visibility Crosswalk

O Street Pedestrian Amenity Zone

Amenity zones should be designed to create comfortable, flexible spaces that feel somewhat separated and protected from the continuous stream of vehicular traffic. To accomplish this, street trees and substantial understorey landscaping should be combined with low seat walls and a variety of other seating alternatives. Given the importance of shade to the enjoyment of an urban streetscape, as well as the pending removal of so many ash trees, special attention should be paid to how these amenity zones are being protected from the sun. One potential solution may be to incorporate permanent or semi-permanent shade structures into the design of the project to ensure better shade coverage from day one.

The design of the landscape beds should consider ways to limit pedestrian traffic through the beds, which has been an issue with the current streetscape that has led to substantial soil compaction and plant loss. In addition to curbing the beds and designing seat walls that limit access, plant selection and the layout of the beds themselves should be viewed through the lens of keeping pedestrian out of the beds as much as possible.

