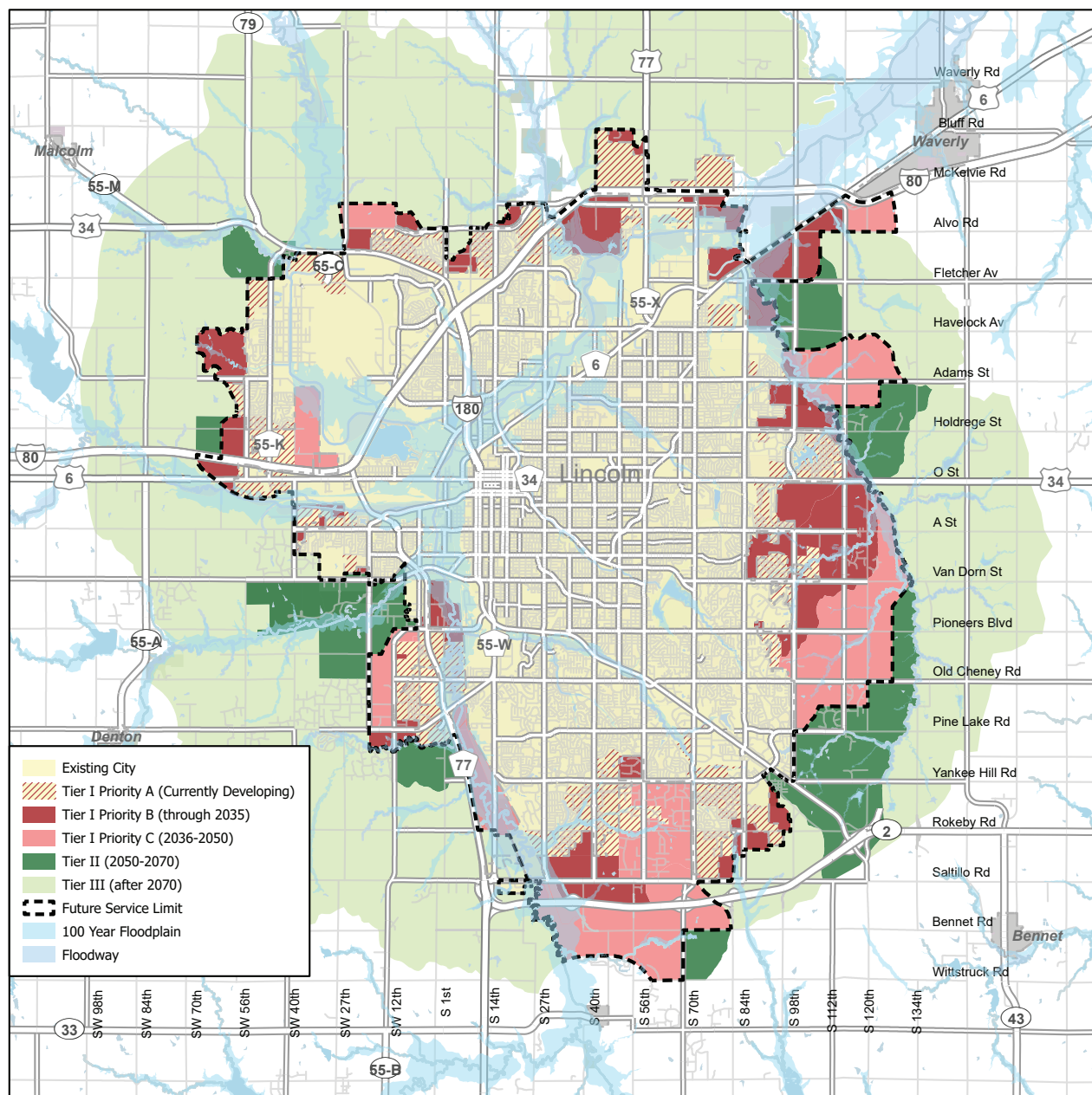


Figure GF.c: 2050 Priority Growth Area



### Tier I

Tier I reflects the “Future Service Limit,” approximately 50 square miles of developing areas and beyond the existing city limits where urban services and inclusion in the city limits are anticipated within the 30-year planning period. This area should remain in its current use in order to permit future urbanization by the City.

Lincoln regularly maintains at least a 10-year development cushion for potential growth areas and will continue to do so in PlanForward. This means that the Tier 1 area, meant to accommodate Lincoln’s growth through 2050, has enough land area to satisfy demand through 2060. This “extra” land is included in order to provide flexibility for development options within the 2050 Future Service Limit.

The top priority for infrastructure improvements is the existing city and areas that are currently under development. In order to provide for the orderly future growth of the city, additional land is identified in Tier I as the next area for improvement. However, the community does not have the financial resources, nor is it necessary, to provide urban services to the entire Tier I area within the next few years. So within Tier I, the community needs to prioritize areas for infrastructure improvements.

*Priority A of Tier I — 17.3 square miles*

Priority A is comprised of undeveloped land within the City limits, as well as areas that are not yet annexed but which have approved preliminary plans such as preliminary plats, use permits, community unit plans, or planned unit developments, or areas outside city limits that will have immediate infrastructure access upon annexation.

There are still significant infrastructure needs within the existing city and areas currently under development. The top priority areas are those which are within the city limits at the beginning of the planning period. In some cases, annexation agreements commit the City to the construction of certain improvements (arterial roads, water and wastewater lines) by a predetermined date, or commit the City to the repayment of their cost which may have initially been assumed by the developer. Priority A serves as the “future urban area” for purposes of annexation per state statute, and these areas are appropriate for immediate annexation upon final plat approval. In general, commitments to serve the Priority A areas should be met before the annexation of new areas within Priority B.



*Priority B of Tier I — 16.9 square miles*

Areas designated for development in the first half of the planning period (to 2036) are generally contiguous to existing development and should be provided with basic infrastructure as they develop. Some of the infrastructure required for development may already be in place. Some infrastructure improvements may be made in the near term while others, such as road improvements that are generally more costly, may take longer to complete. In certain cases, areas in Priority B have special agreements that include some level of commitment to build future infrastructure. These areas move into Priority A upon approval of development plans.

*Priority C of Tier I — 17.8 square miles*

The next areas for development, after 2036, are those which currently lack almost all infrastructure required to support urban development. In areas with this designation, the community will maintain present uses until urban development can commence. Infrastructure improvements to serve this area will not initially be included in the City’s Capital Improvement Program (CIP), but will be actively planned for in the longer term capital improvement planning of the various city and county departments.

**Guidelines for Amending Priority Areas:**

- Infrastructure should generally be provided in different directional growth areas, depending upon limited financial resources and if there is development interest in the area.
- The community should only approve development proposals that can be adequately served by initial urban improvements such as electricity, water, sewer, pedestrian facilities and roads, and by all urban improvements

and services in the long term. Initially, roads may not be built to the full capacity; for example, rural asphalt roads may continue to be used for some period, or a two lane urban street may be built and later expanded to four lanes with turn lanes when conditions warrant. Public safety services and schools may be provided to an area by facilities that are more distant and new facilities phased in over time.

- Generally, adequate infrastructure improvements should be completed in all Priority A areas where there is development interest prior to beginning infrastructure in Priority B and C areas.
- It is anticipated that there may be unique circumstances that may warrant consideration of development of land in Priority B prior to the full completion of improvements in Priority A. In addition it is expected that there will be proposals to change land from Priority C to B. Proposals for changes from Priority C to B should be evaluated and considered through a review process that should consider the following items:
  - The project is contiguous to the City and proposed for immediate annexation (for Priority A), and is consistent with principles of the Comprehensive Plan.
  - The developer provides information demonstrating how the necessary infrastructure improvements to serve the area would be provided and financed. The City should contact other public agencies to obtain their report on the infrastructure necessary to serve the area, including utilities, roads, fire service, public safety, parks, trails, schools and library needs.
  - The impacts that development in the area will have on capital and operating budgets, level of service, service delivery and Capital Improvement Programs are addressed, including impact of financing, utility rates and other revenue sources and to what degree the developer is willing to finance improvements. In order to maintain a fiscally constrained plan, acceleration of one project may mean other planned projects must be removed from the list of future facilities.
  - There is demonstrated substantial public benefit and circumstances that warrant approval of the proposal in advance of the anticipated schedule.

Growth into most of the Priority C areas is comparatively inefficient in terms of required capital investment as compared to the Priority B areas.



## ***Tier II***

Tier II is an area of approximately 21.2 square miles that defines the geographic area the city is assumed to grow into immediately beyond Tier I. It shows areas where long term utility planning is occurring today and acts as a secondary reserve should Tier I develop faster than anticipated. Tier II should remain in its current use in order to allow for future urban development.

Infrastructure planning, especially for utilities such as water, wastewater and watershed facilities, can reach beyond the Plan's 30-year time horizon to 50 years and further. Water, wastewater and watershed master plans identify infrastructure, environmental issues and future project needs in undeveloped sub-basins. As new areas are proposed for transfer from Tier II to Tier I, these plans should be used to assist in guiding development.

The Plan's premise is that within the next ten years, if the anticipated growth expectations are realized, additional areas from Tier II will be added to Tier I. Such change would include amending the Future Service Limit accordingly to reflect the new 30-year planning time frame. Conversely, if growth is slower or more dense than anticipated, the addition of new areas may not be necessary.

The balance between the efficient use of existing urban infrastructure and the provision of a sufficient supply of land to maintain an affordable lot supply is a delicate one, and one that should be carefully considered in this process. It is important that relevant data be maintained and critical analysis be conducted in any decision to increase the supply of Tier I land.

### ***Tier III***

Tier III provides an approximately 128.7 square mile area for Lincoln's longer term growth potential — beyond 50 years. This area is based upon the drainage basins located within the 3-mile extraterritorial jurisdiction, excluding the area identified as Salt Creek Tiger Beetle habitat. Little active planning of utilities or service delivery is likely to occur in the near term in Tier III. However, it should also remain in its present use in order to provide for future urban development.

## **Concurrency**

Public infrastructure - including transportation facilities, water, sewer, parks, schools, and libraries – is essential to the health, safety, and welfare of the community. In new growth areas, the most essential public infrastructure (such as electricity, water, sewer, pedestrian facilities and roads) should be made concurrently with that growth.

Some public infrastructure, such as water and sewer lines, is most efficiently built to serve the ultimate demand of the new area. Other public infrastructure, such as arterial roads, may be provided in proportion to the initial need, with later improvements added as growth proceeds. Still other services, such as schools and libraries, may be provided at more remote locations until the population to support a new facility is in place. Developing public infrastructure in this manner will protect the public health, safety and welfare of the community while efficiently using taxpayer funds.

Conversely, infrastructure should not be built or developed if it is not needed. Public resources are scarce and should be conserved and used efficiently. Development of infrastructure beyond the needs of the community is a waste of resources and is not beneficial to the community as a whole. Thus, some improvements, such as park land, must be obtained early in the process, but may not be fully improved until more development occurs. Land for other services such as fire and police stations or schools may also be obtained. This may also apply to road improvements, which in early stages can be adequately served by two-lane paved streets, after obtaining the needed future urban right-of-way, with additional lanes planned for but not developed until later when traffic demand warrants the improvements.

The key to a successful community is the concurrent development of infrastructure proportionate to the development and need of the community — a balance between the need for infrastructure and the need to conserve resources.