



LEGEND

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|--|---|--|------------------------------------|
| | Airport Property | | Public |
| | Municipal Boundaries | | Commercial |
| | Extra-territorial Jurisdiction | | Industrial |
| | Railroad Tracks | | Vacant Areas within the Study Area |
| | Study Area | | Floodplains |
| | Agriculture | | Noise Sensitive |
| | Low Density Residential (0-3 du/ac) | | School |
| | Medium Density Residential (3.1-10 du/ac) | | Library |
| | High Density Residential (10.1+ du/ac) | | Historic Structures |
| | Park & Openspace | | Places of Worship |

Source: Base Information and Map:
City of Lincoln Geographic
Information System, May 2002.
Coffman Associates Analysis.



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SCALE IN FEET

Lincoln Airport

LAND USE PLANNING POLICIES AND REGULATIONS

In most cities and counties, land use planning occurs through both regulatory and non-regulatory means. Regulatory tools for directing land use include the zoning ordinance, which limits the type, size, and density of uses allowed in various locations; subdivision regulations, which regulate the platting and dividing of land; and building codes, which establish precise requirements for building. Non-regulatory means of land use planning include the comprehensive plan, which is also referred to as the master or general plan, and the local capital improvements program. The comprehensive plan provides the basis for the zoning ordinance and sets guidelines for future development. The capital improvements program is typically a short-term schedule for constructing and improving public facilities such as streets, sewer, and water lines.

The following paragraphs provide descriptions of the various land use planning tools currently in place within the study area. From these descriptions, one can begin to gain an understanding of the regulations impacting the study area.

REGULATORY FRAMEWORK

Nebraska State Law has created a system for the classification of cities and towns. These classifications are utilized in order to determine the level of local regulations that are allowed by

the state. The various classes of cities are described below.

- **Metropolitan Class Cities.** Cities with populations in excess of 300,000.
- **Primary Class Cities.** Cities with populations greater than 100,000, but less than 300,000.
- **First Class Cities.** Cities with populations greater than 5,000, but less than 100,000.
- **Second Class Cities.** Cities with populations greater than 800, but less than 5,000.
- **Village.** Towns with populations less than 800.

The City of Lincoln is classified as a primary class city. Chapter 13 of the Nebraska Legislative Statute states that counties that contain some or all of a metropolitan or primary class city are strongly encouraged to develop planning tools to help to alleviate urban and rural land use conflicts. Recommended tools include a comprehensive plan, zoning ordinance, and subdivision regulations.

Chapter 15 of the Nebraska Legislative Statute requires primary class cities to establish a planning department, which will be overseen by a planning director who is responsible for the preparation of a comprehensive plan. The planning director is also responsible for preparing and amending a zoning ordinance for the city.

Also contained within Chapter 15 is the establishment of the extra-territorial

jurisdiction (ETJ) which extends three miles from the city limits. Within the ETJ, the city has the power to enforce zoning and building regulations as well as designate future land uses through the comprehensive plan.

As shown in **Exhibit 1F**, the Lincoln Airport study area is partially within the city limits of the City of Lincoln and partially within unincorporated Lancaster County. The city's ETJ extends over most of those parts of the study area outside the city limits.

Planning efforts within the study area are undertaken by the joint city/county planning department. The Lincoln/Lancaster County Planning Department has prepared a comprehensive plan which addresses planning efforts within the unincorporated portions of the county as well as the City of Lincoln. Two separate zoning ordinances and subdivision regulations have been prepared for the city and the county by the joint planning department. The zoning ordinance and subdivision regulations for the City of Lincoln pertain to the entire extra-territorial jurisdiction. Lancaster County's zoning ordinance and subdivision regulations apply to the remaining unincorporated portions of the county. The following sections discuss the various planning and development tools in place within the Lincoln Airport Study Area.

COMPREHENSIVE PLAN

A community's comprehensive plan sets the standards and guidelines for future development and provides the legal basis for the zoning ordinance. The

plan represents a generalized guideline, as opposed to a precise blueprint, for locating future development. During the preparation of a plan, existing land uses are evaluated, and based on the evaluation, future land uses and facilities are determined. By illustrating preferred land use patterns, a general plan can be used by community decisionmakers and staff, developers, investors, and citizens to assist them in evaluating future development opportunities.

An updated comprehensive plan for the City of Lincoln and Lancaster County, titled the *City of Lincoln - Lancaster County Comprehensive Plan*, was adopted by the City Council and the County Board of Commissioners on May 28, 2002. The comprehensive plan was divided into three elements - a Comprehensive Plan Vision, Existing Conditions, and Future Conditions.

Comprehensive Plan Vision

The Comprehensive Plan Vision element outlines the overall mission of the plan. It summarizes the challenges faced by development, outlines the assets of the community, identifies opportunities for the community, and encourages public involvement throughout all planning processes.

Existing Conditions Element

The Existing Conditions element is divided into 16 subsections which describe the region as it exists today. These subsections include: The Region; The People; The Economy; Community Form; Business and Commerce;

Environmental Resources; Residential; Utilities; Transportation; Information Technology; Community Facilities; Parks, Recreation, and Open Space; Historical and Cultural Resources; Education; Financial Resources; and, Plan Realization.

Of the 16 subsections, only the Transportation subsection relates to the airport. Within this subsection, the City of Lincoln's Airport Environs Noise District and Airport Zoning Regulations are identified. It is recognized that the purpose of these regulations is to "ensure the balance between the airport operations and the surrounding land uses." These regulations will be discussed in greater detail later in this chapter.

Future Conditions Element

The Future Conditions Element is structured in a similar manner to the Existing Conditions Element. The same 16 subsections are presented and evaluated on the basis of future changes to the region.

Of the 16 subsections, the Economy, Community Form, and the Mobility and Transportation subsections relate to the airport and/or the noise produced by the airport. The following paragraphs summarize these sections as they pertain to the airport.

- **THE ECONOMY**

The economic benefit of the airport and the Lincoln Airport are identified in this subsection. In addition, maintaining and expanding air service is identified

as a vital need in order to sustain the city and county's economic future.

- **COMMUNITY FORM**

While this subsection does not directly address the airport or the noise produced by the airport, it does identify planned future land uses within the airport environs.

As depicted on **Exhibit 1H**, future land uses around the airport are planned to be a mixture of industrial, urban residential, commercial, and agricultural. The timing of future development is broken down into Tier I, Tier II, and Tier III priority areas with Tier I areas being developed first. **Exhibit 1J** shows the various development tiers within the study area. As depicted on the exhibit, the airport is bounded primarily by Tier I and Tier III development areas with Tier I areas being broken down into Priority A and Priority B areas. Priority A areas, which will be developed in the near-term, currently have most of the infrastructure required for development whereas Priority B areas lack almost all of the infrastructure required to support development.

- **MOBILITY AND TRANSPORTATION**

Within this subsection, the F.A.R. Part 150 Study is discussed. It is recognized that the results of this study could affect development patterns in southwest and northwest Lincoln, as well as portions of Lancaster County in

order to improve land use compatibility around the airport.

ZONING

While comprehensive plans are intended to establish policies to guide development and land use, cities and counties actually control land use through zoning ordinances.

The purpose of this section is to summarize the various zoning ordinances that apply within the airport study area. The City of Lincoln's zoning ordinance is the only zoning ordinance applicable within the study area. The summarized information provided below will be used in subsequent chapters to identify zoning districts which provide a compatible land use buffer and those that allow encroachment by noise-sensitive land uses. For zoning districts which permit noise-sensitive land uses, this information will provide insights into how the district regulations may be amended to promote noise-compatible development.

City of Lincoln

The zoning ordinance for the City of Lincoln was originally adopted in 1942. In 1979, both the city and county ordinances received a major overhaul.

The ordinance provides for 27 zoning districts, including 10 residential use districts and 17 non-residential use districts. Additionally, six overlay zones have been adopted. Lot sizes in many of the districts are dependant on the type of land use planned for the parcel (i.e. single-family dwelling, office space, etc.). **Table 1D** summarizes the City of Lincoln's zoning districts and the noise-sensitive uses allowed in each district.

Exhibit 1K shows the generalized zoning patterns in the study area. Generalized zoning categories, as listed below, were established based on the types of uses allowed in the zone and the permitted density of units.

The "Low Density Residential" category applies to districts with densities of three dwelling units or less per acre. This includes the AGR zoning district.