

Indian Village

Focus Area Plan

October 2026

City of Lincoln
URBAN
DEVELOPMENT

TOC



01. Introduction

02. Focus Area Boundary

03. Neighborhood History

04. Neighborhood Metrics

05. Related Plans

06. Community Feedback

07. Implementation Plan

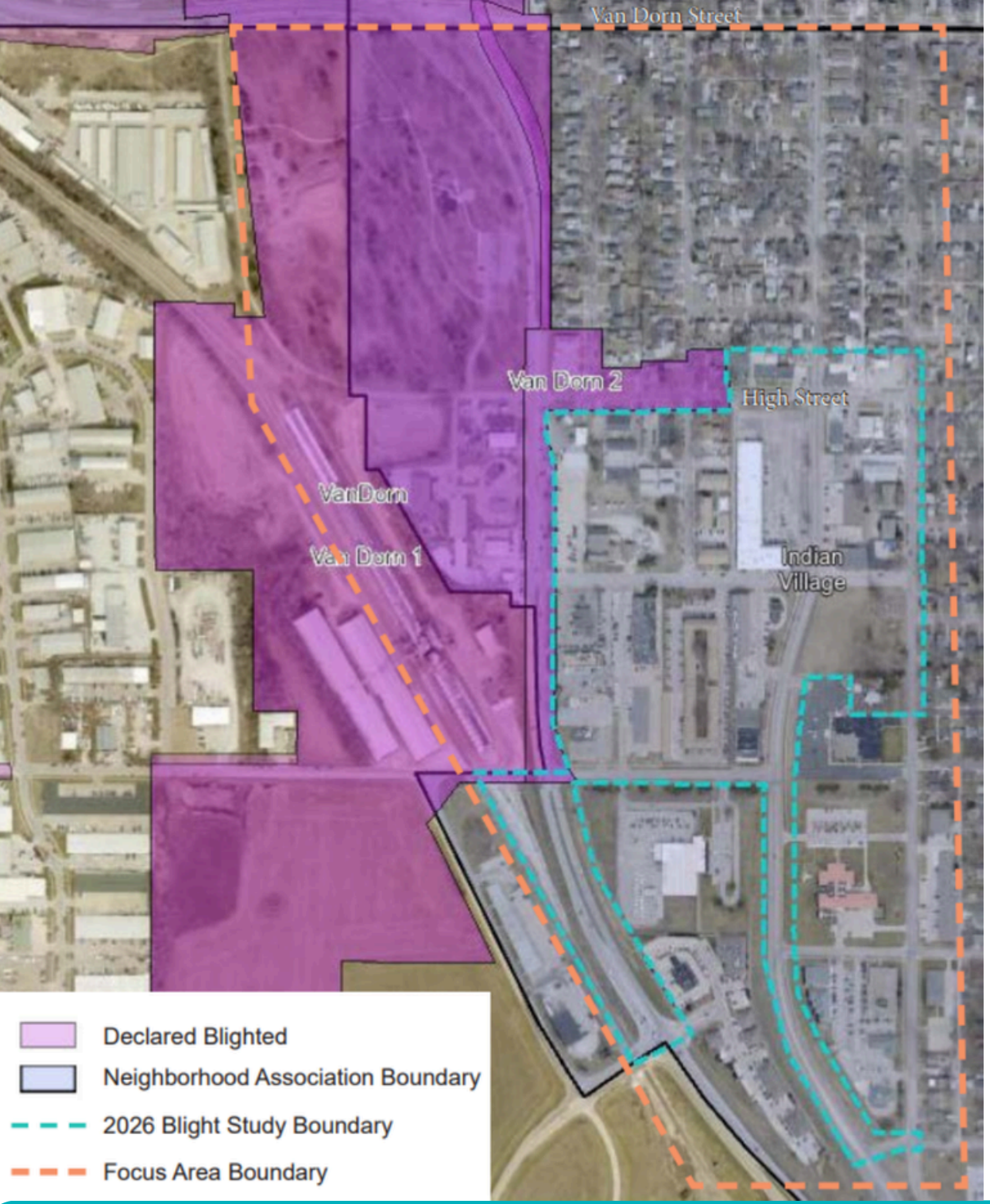
Introduction

Every neighborhood has its own strengths, challenges, and ideas for the future. A Focus Area Plan gives residents and the City an opportunity to work together to identify priorities and practical improvements for a specific area. The goal is to make sure community voices help inform how the City plans, coordinates resources and invests in neighborhoods. By bringing residents' ideas together with City expertise and resources, a Focus Area Plan can help identify projects, programs, and other opportunities that respond to what matters most in the community.

What is a Focus Area Plan

To become a Focus Area, a neighborhood must:

- **Be partially or wholly located in a low to moderate income or Neighborhood Revitalization Strategy Area (NRSA) area**
- **Show signs of needed improvements with commercial areas, housing, or public facilities**
- **Have a neighborhood association interested in and committed to participating in the Focus Area Plan process**
- **Be identified as an area of interest by city departments**



Focus Area Boundary

The Focus Area Plan centers on the 13th Street corridor from Nebraska Parkway to Van Dorn Street including several blocks east and west. Much of the area was included in a 2022 blight study, leading to the 2023 Van Dorn Amended Redevelopment Plan. The remainder of the focus area is part of a study being completed in 2026. The Focus Area plan will help inform any future Redevelopment Plans.

The areas in purple have previously approved Redevelopment Plans. The area in hatched turquoise is currently being reviewed under a blight study for a future redevelopment plan. The focus area captures the majority of both areas.

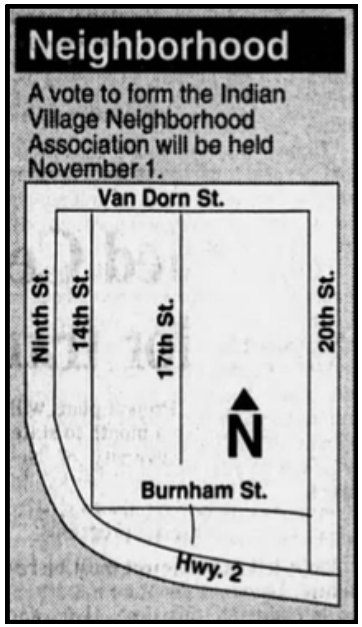
Neighborhood History

Indian Village dates back to 1880 with the Knob Hill plat during a time of explosive growth when Lincoln's population went from 13,000 to 55,000 in 1890. When the city's population dropped due to a deep economic downturn in the 1890s (falling to 39,000 by 1900), Knob Hill, like many of these speculative plats, saw little early development.

More gradual and orderly growth resumed in the early 1900's. Much of it was organized by The Woods Brothers Investment Company formed in 1889 by George and Mark W. Woods, sons of an early auctioneer, Colonel Frank Wood of Wisconsin. The Woods Brothers platted 51 additions and 50% of Lincoln's subdivisions, including Woodsdale (1917), Woodscrest, Woodshire (1924), Country Club, and areas on the entire periphery of Havelock. The Woods Brothers were known to purchase old plats, repackage them to push development. Many of their subdivisions were built with the promise of a streetcar line. By 1883 there were numerous horsedrawn streetcar lines in Lincoln, one of which ran along 14th Street, through the Indian Village neighborhood, ending at the State Penitentiary. Buses were replacing the street cars in the 1920's and by VJ Day in 1945 the last streetcars were terminated.

The Woods Brothers were visionary developers as well as consummate salesmen. They offered prospective purchasers band concerts on summer evenings and free automobile rides from downtown to inspect house lots in the neighborhood.

At Axtell Heights (between Van Dorn and High Streets, from 17th to 20th), they also sponsored aeroplane demonstrations, flying from the grass field that soon thereafter became Woodsshire. The neighborhood continued to develop and by the 1960s was built out. In the early 1990s, a proposed widening of 13th Street from South to Arapahoe Streets brought residents together to protest the plan. Their success led to the eventual creation of the Indian Village Neighborhood Association in 1994.



The first meeting, held in the former Southminster United Methodist Church at 16th and Otoe streets, set the bylaws, officers and board of directors, and the membership dues. The original boundaries were 9th to 20th, Van Dorn to Burnham St. Early duties for the neighborhood included a spring cleanup and paint project for homes of the poor and elderly in the area. Their long-term goal was to get better access to Van Dorn Park at 9th and Van Dorn streets.

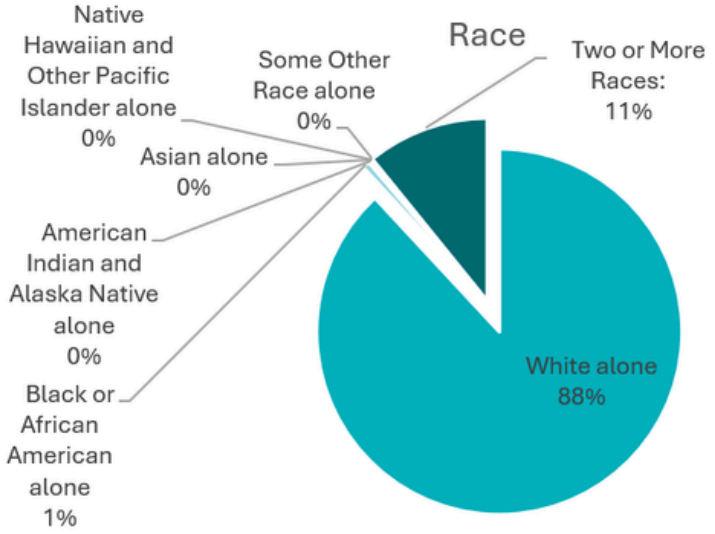
The neighborhood association was the first to receive assistance in organizing from the UNL Cooperative Extension Office in Lancaster County at the request of the city Urban Development Department to provide organization resources.

Neighborhood Metrics

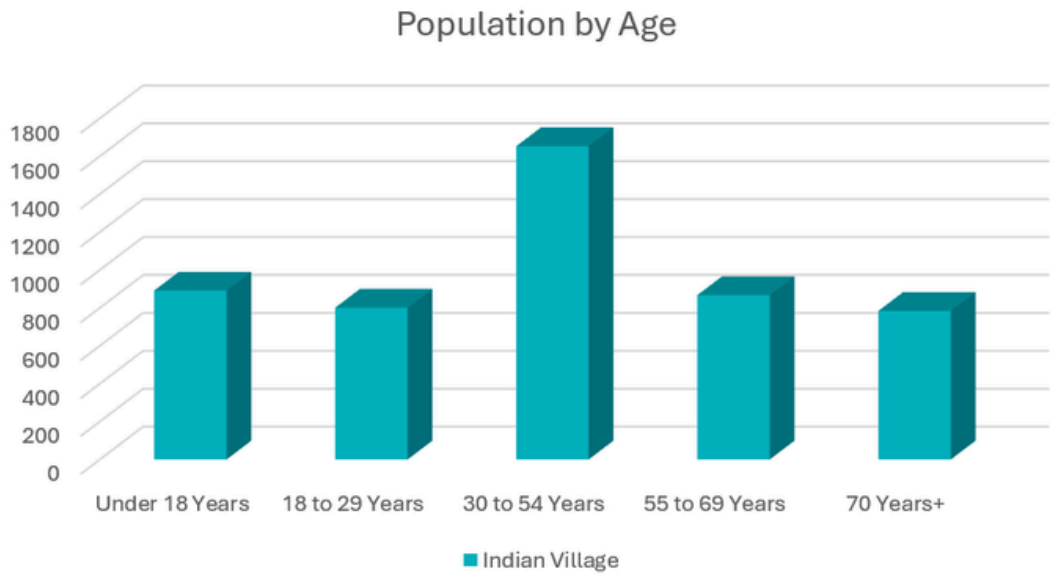
The following information is primarily populated from Census Data using the most recent 5-year American Community Survey estimates. Neighborhood boundaries do not always align with census tract boundaries, therefore the data used is what is most aligned with the neighborhood. Census Tract 28 was used for the analysis and therefore includes areas outside the focus area, however trends for the analysis of this plan are still applicable.

Population

The neighborhood has a high percentage of white residents (88%) with a very low diversity. The only age group representative of more than 1% of the neighborhood population are individuals with two or more races (11%). Indian Village is less diverse than the city as a whole, whose minority population is 19%.

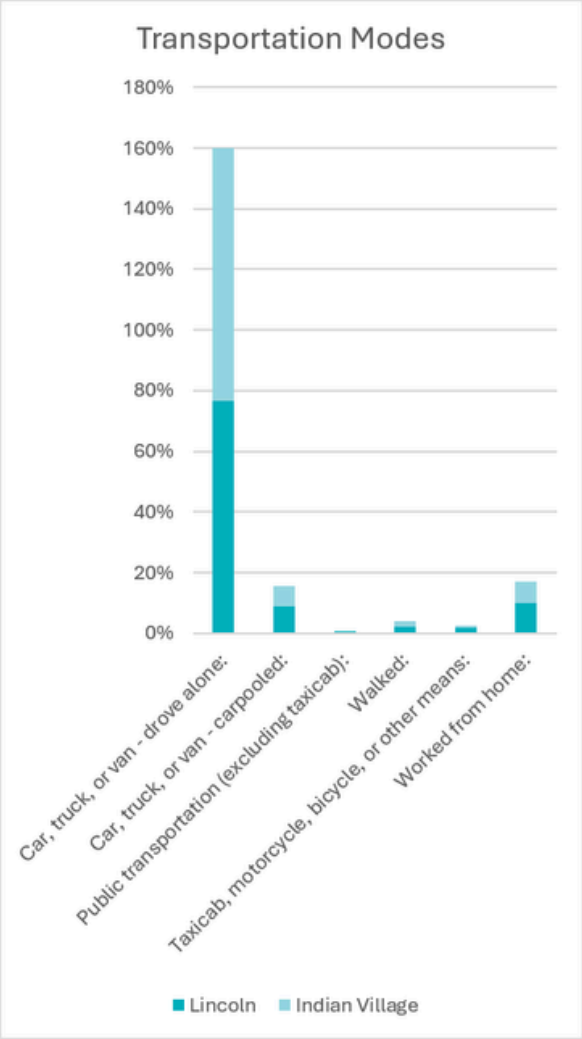


A high percentage of the neighborhood is between the ages of 30 and 54 years old with all other age cohorts relatively similar between 900 and 1,000 residents.



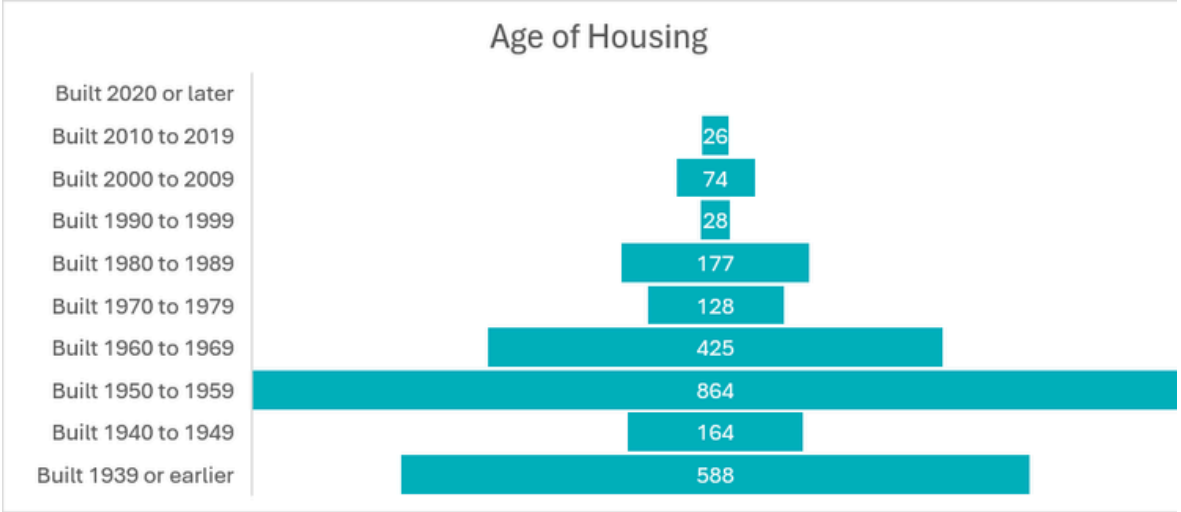
Commuting Patterns

More Indian Village residents drive alone (83%) than the city average (77%). The rate of teleworkers is lower than the city average by about 3% with only 7% working from home. The remainder walked, biked, or carpooled with no one reporting transit use.

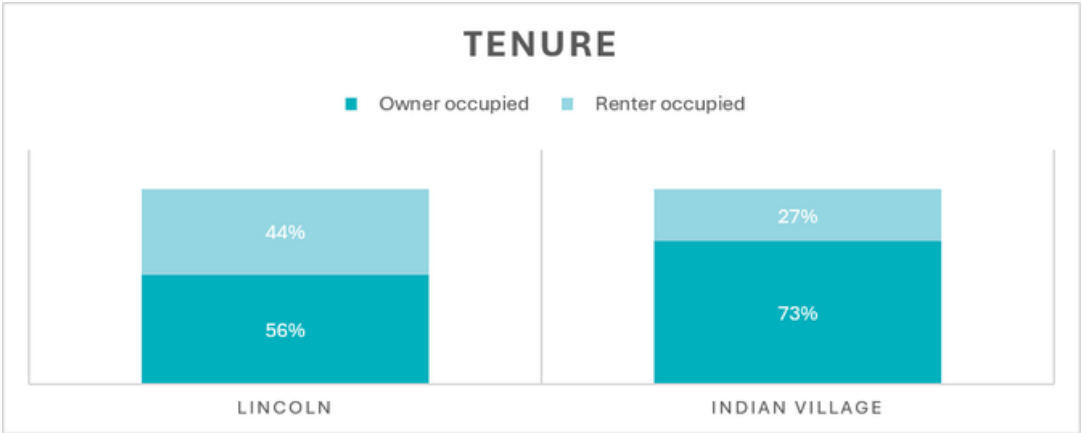


Housing

The housing stock in Indian Village is varied, reflecting the multiple building periods with older homes in in the northeast end of the neighborhood and newer homes towards the south. Sixty-six percent of the housing was built before 1960 with 35% built between 1950 and 1959 alone.

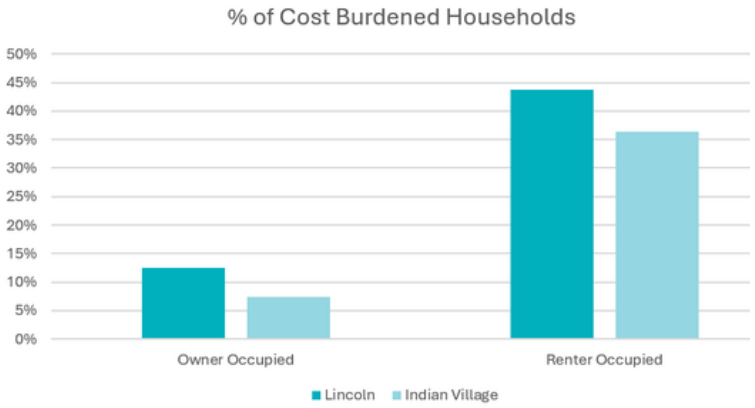


The neighborhood has a much higher percentage of owner-occupied households (73%) compared with the city average of 56%. This is reflective in the low number of apartment buildings with more single-family dwellings.

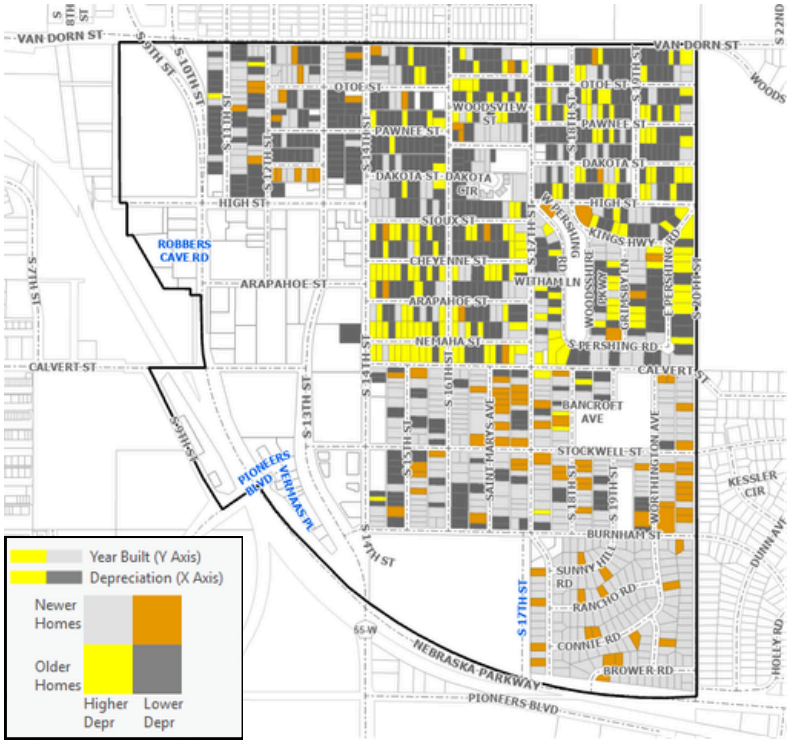


Housing Cost Burden

The higher incomes in Indian Village are reflective in the percent of households who are cost burdened. Less than 10% of owner-occupied households and just over 35% of renter-occupied households are cost burdened, rates lower than the city as a whole.



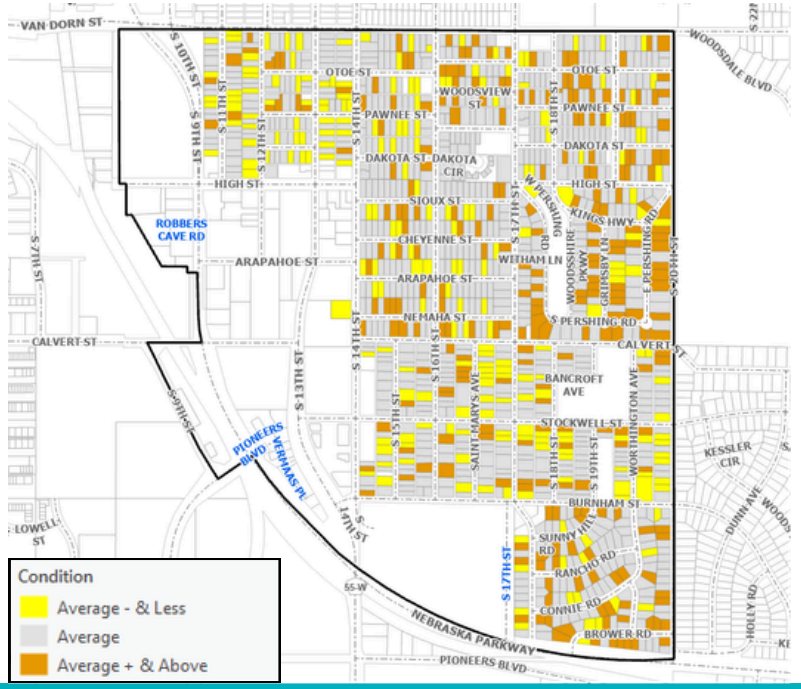
A household is cost burdened when they spend more than 30% of their income on housing (rent or mortgage and utilities)



Housing Condition

Throughout the neighborhood, the housing stock is a mix of well maintained, average, and below average housing stock without any strong clusters of concerning housing stock. Within the focus area, only a small portion of homes exist, most of which are average or average and less rated for condition.

The chart in the upper right depicts the depreciation rate based on age of home. Lower depreciation is shown in orange and dark grey, revealing higher rates of depreciation in the southeast corner of the neighborhood.

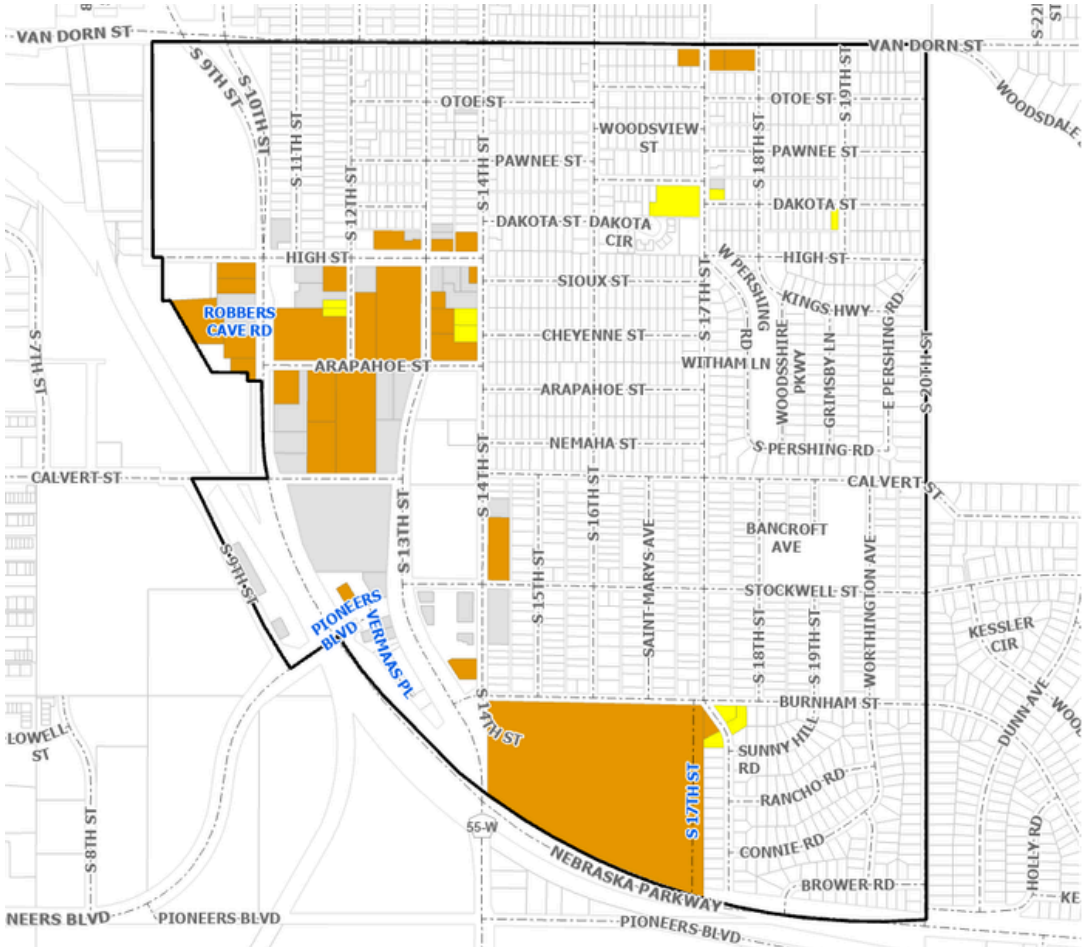


Commercial Cap Rate

A commercial cap rate (capitalization rate) is the expected annual rate of return on a real estate investment, calculated by dividing the property's net operating income by its current market value or purchase price. This value is calculated by the county assessor.

A higher cap rate means higher potential return, but it also indicates higher risk (often found in secondary markets or older buildings). A lower cap rate means lower risk and a more stable property (often found in prime locations). New construction projects typically have a cap rate between 3 and 5.

Conversely, a higher cap rate better supports new tenants and businesses. The map to the right includes both true commercial as well as multi-family projects.



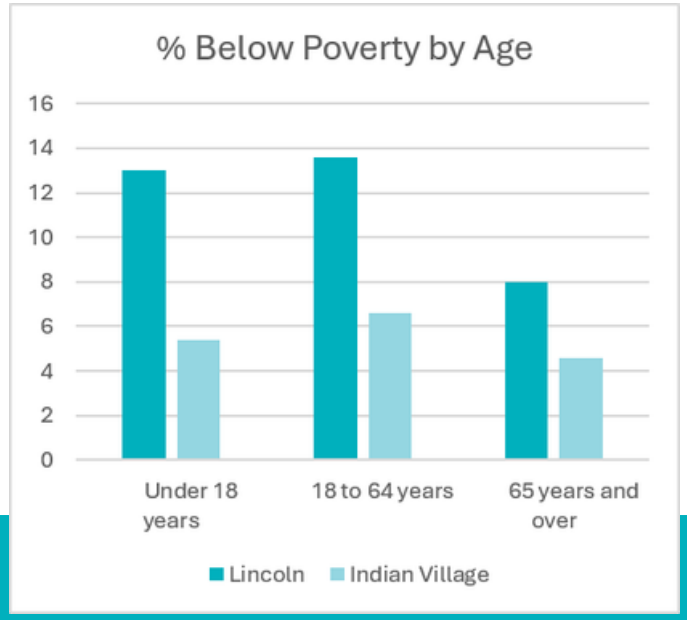
Commercial Capitalization Rate

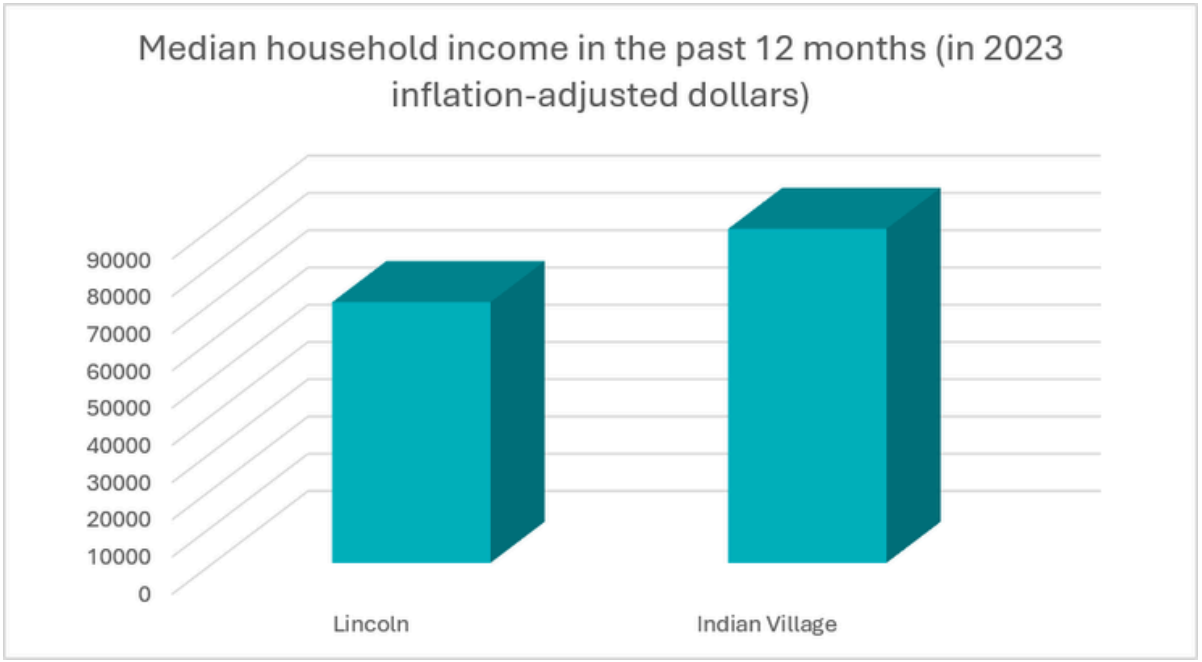
- 5.00 - 6.00
- 6.01 - 7.75
- 7.76 - 10.00

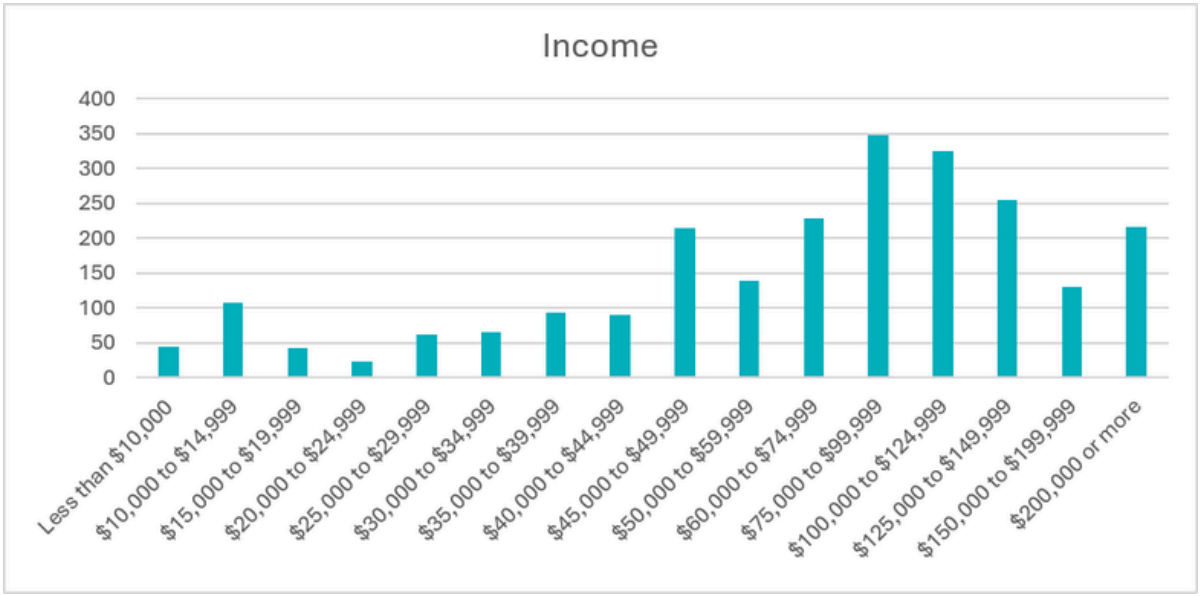
Financial Characteristics

As noted, the median households income in Indian Village is higher than the citywide rate at $89,665 as compared to $69,991 across Lincoln. Even with a higher median income, 40% of Indian Village residents still make less than $60,000 a year.

Poverty rates in Indian Village are nearly half the city rates for all age ranges, especially for those under 64 years of age. Poverty rates for minority populations is higher than white households in Indian Village, but again still well below citywide rates. The entire American Indian and Alaska Native population in the neighborhood is below the poverty line, however they make up less then a percent of the neighborhood population.







Related Plans

Much planning work has been completed that impacts the focus area from broad plans like PlanForward 2050, Lincoln's comprehensive plan, to more localized documents like the 2024 Walk Audit summary. The following is a summary of the related elements of the documents as they impact the future of the focus area and offer details that helped to shape the implementation section.

Comprehensive Plan

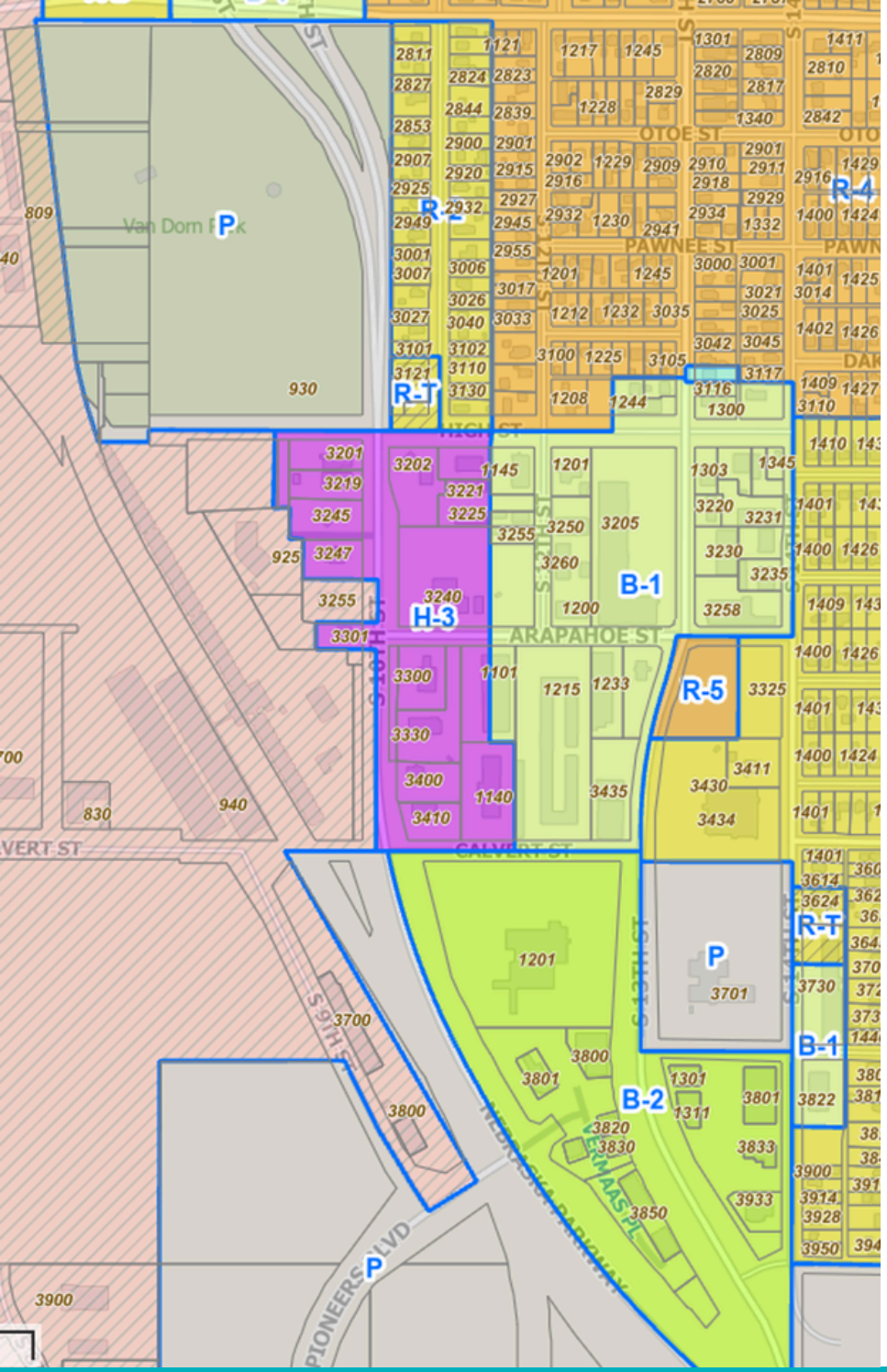
PlanForward, Lincoln's long-range vision for the city, recommends "preserving existing housing for owners and renters and a mix of supporting uses should remain the focus in established neighborhoods, with modest opportunities for infill and redevelopment." There are 24 goals within the Existing Neighborhoods policy to support the commitment to strong, diverse, and complete neighborhoods. A few key action steps include:

- Promote the preservation, maintenance, and renovation of existing housing and supporting neighborhood uses throughout the City, with special emphasis on low and moderate income neighborhoods.
- Maintain and enhance infrastructure and services, commensurate with needs, in existing neighborhoods.
- Preserve, protect and promote the character and unique features of urban neighborhoods, including their historical and architectural elements.
- Promote neighborhood and community design that supports healthy and active lifestyles.

Additionally, the plan calls out nodes as the foundation of a great neighborhood by providing services and retail goods oriented to the residents in and adjacent to the development, with significant pedestrian orientation and access. An applicable action item is "continue utilizing TIF, and evaluate other incentives, to promote high-quality development in targeted areas."

Last, supporting small business is identified as important to the local economy with several action items to directly support small businesses by providing resources and updating policies and ordinances.

The land use designation for the Indian Village neighborhood is primarily residential urban density, however the focus area plan boundaries are largely commercial with a few public use parcels (ex: post office) and green space for Van Dorn Park.



Zoning Map

The focus area is comprised of a variety of zoning designations including two types of business districts, highway commercial, public, park, residential transition, and medium to high density residential all reflecting the diversity of the area.

- H-3 Highway Commercial
- P Public Use
- R-2 Residential
- R-3 Residential
- R-4 Residential
- R-5 Residential
- R-T Residential Transition
- B-1 Local Business
- B-2 Planned NBHD Business

Vision Zero Action Plan

The City led an extensive planning and engagement process with public officials at the local, county, and state levels, advisory groups, cultural organizations, advocacy organizations, neighborhood associations, and community members from 2024 to 2026. That collaborative effort resulted in the Safe Streets Lincoln Vision Zero Action Plan, which outlines the strategies and actions that will move us toward our goal of zero traffic-related deaths and serious injuries.

The **High Injury Network (HIN)** is a mapping tool designed to identify street segments where a disproportionately high number of fatal and injury traffic crashes occur. The HIN considers all injury crashes that occurred midblock or are not intersection-related. Crashes are weighted based on severity: fatal crashes (K) are assigned 15 points, suspected serious injury crashes (A) 15 points, suspected minor injury crashes (B) 1 point, and possible injury crashes (C) 1 point. The HIN highlights the top 8.6% of centerline roadway miles, which account for 72.3% of all Killed and Serious Injured (KSI) crashes. Tier 1 of the HIN is the top 10% of roadway segments in the HIN by injury score.

- Nebraska Parkway/10th Street from Van Dorn Street to about 14th Street is part of the Tier 1 and 2 Injury network, but is not on the pedestrian and bicyclist high injury network.

Like the HIN, **High Injury Intersections (HII)** are a mapping tool aimed at identifying the intersections where a disproportionately high number of fatal and injury traffic crashes occur. Similar to the HIN, the HII uses an injury score based on crash severity while only examining intersection-related crashes: fatal crashes (K) are assigned 15 points, suspected serious injury crashes (A) 15 points, suspected minor injury crashes (B) 1 point, and possible injury crashes (C) 1 point.

- The 10th and High Street and 14th and Nebraska Parkway intersections are part of the Tier 2 Injury Intersections.

The **High Risk Network (HRN)** is a mapping tool aimed at identifying the street segments with a higher potential for fatal and injury traffic crashes to occur. While some streets in the HRN are included in the HIN, the HRN (unlike the HIN, which is based on crash history), is developed using risk factors such as roadway type, traffic volumes, posted speed, number of lanes, truck and bus routes, and the presence of vulnerable road users that indicate an elevated crash risk.

- The corridors on 10th Street/Nebraska Parkway and 14th Street are part of the Tier 2 risk network.

There are no priority safety projects proposed in the plan, however there is a recommended Corridor Study or Road Safety Audit along Nebraska Parkway.

Mobility Plan

The Lincoln Mobility Plan (LMP) provides a unified vision for improving how people move throughout the city by enhancing existing transportation facilities and guiding the development of new ones.

There are two main proposed bike projects in the focus area that have been carried forward from the Lincoln Bike Plan. A sidepath on Burnham/High Streets from Van Dorn Park to S 17th Street and a sidepath on Pioneers Blvd from S Coddington Ave to S 13th St.

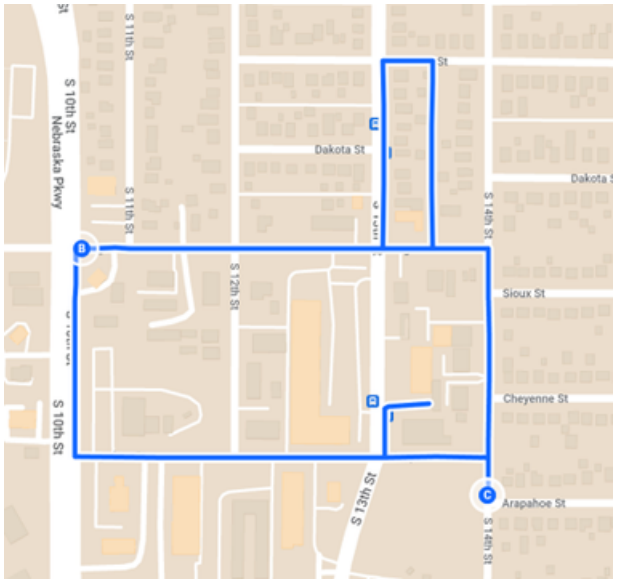
Mobility nodes are inherently a collection of infrastructure elements that help to bridge the gaps between multiple modes of transportation and enhance the user experience. Each node type is intended to include a certain base level of infrastructure elements, while additional elements may be added as enhancements in locations where it is deemed necessary and supported by available resources. A Growth Mobility Node is proposed at S. 13th and Arapahoe Streets.



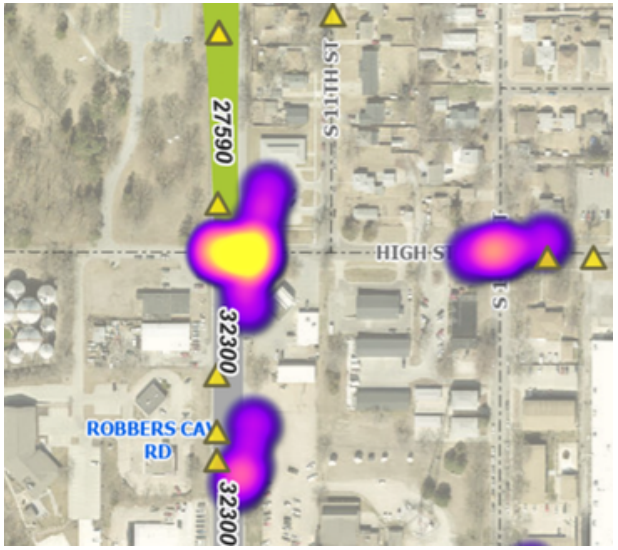
Walk Audit (2024)

The Indian Village Neighborhood Association (IVNA) successfully developed and conducted Lincoln's first neighborhood association-led Walk Audit, made possible by the Strong Neighborhood Grant awarded by Civic Nebraska. This initiative was sparked by the review of the Van Dorn Redevelopment Plan, prompting IVNA to provide additional insights that complement traditional traffic engineering data. While two walk audit routes were completed, the Arapahoe Garden Route falls within the focus area boundary. Findings from walk audit participants include:

- The bus stops along 13th Street could benefit from street buffers, shade, benches and or a shelter.
- 13th and Sioux Streets had line of sight issues.
- 13th and Arapahoe Streets had buffers (a physical separation between the sidewalk and the street) and uneven concrete with a blind drive into daycare.
- 10th and High Streets had line of sight, speed and noise issues. Pedestrians and bicyclists had to wait 2-5 minutes to cross the street if they were even able to cross at all.
- Create a safe way for pedestrians to access Van Dorn Park – options might include a pedestrian bridge or a stop light and signalized crossing at 10th & High Streets.
- Connect Boosalis Trail (17th & Burnham streets) to the Bison Trail in Van Dorn Park. Connecting Boosalis and Bison trails is an ideal way to also create a safe pedestrian access into Van Dorn Park with a pedestrian bridge or signalized crossing.
- Add traffic calming farther east along Nebraska Parkway to reduce speeds when vehicles near the Van Dorn Park area.
- Add No U-Turn signage at 10th and High Streets intersection.
- Add additional buffer space between the C-Store at 10th & High Streets and 10th Street to improve line of sight. Currently, fuel trucks, cars airing tires and cars exiting the C-Store block the view when looking south making it difficult to safely exit the neighborhood via High Street.



Walk audit route



Hot spot map of audit participant safety concerns

Community Feedback

The Indian Village neighborhood is active in organizing events and engagement opportunities for residents to provide input and stay involved. This can be seen in the Indian Village Neighborhood Association applying for and being awarded a Community Builders grant in 2024 to conduct a Walk Audit of the area around 10th and High Streets and getting resident involvement during the event.

The IVNA was involved througout the development of this focus area plan to help provide feedback and direction. They will continue to be important in the implementation of action items identified in the next section.

Meetings and Events

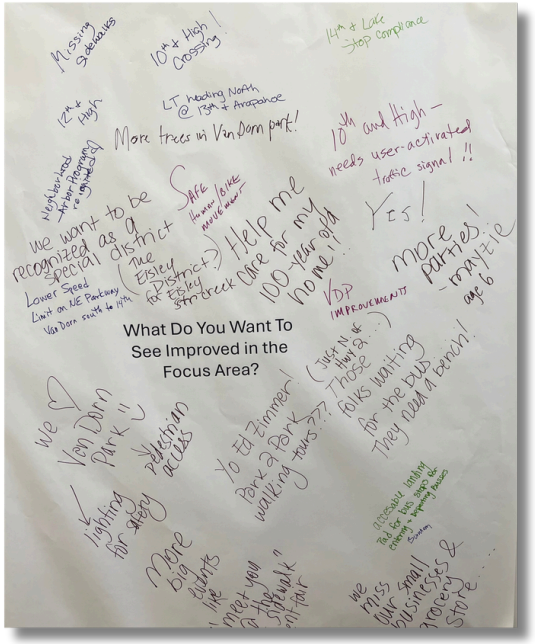
March 15, 2026
The focus area plan process began with a presentation at the INVA Annual Meeting on tax increment financing, blight studies, and focus area plans.

July 10, 2026
Several staff attended the annual IVNA/Irvingdale Neighborhood pool party to talk with attendees and other visiting the park. The display boards included information and an engagement to solicit feedback.

September 8, 2026
Staff attended the IVNA meeting to provide updates and answer questions on the focus area plan next steps.

September, 2026
A business owner survey was opened and staff went door to door in the core focus area to hand out flyers to the businesses and encourage their participation.

October 13, 2026
Staff presented the draft focus area plan to attendees at the October IVNA meeting. The board voted unanimously in support of the Plan.



Survey Results

The focus area business survey was open from September 3rd until September 27. Questions were designed to get feed back on traffic safety concerns, upcoming changes, business access, and district likes and dislikes.

- Only two of respondents owned their own building of the 7 business owners who took the survey.
- There were general concerns about traffic safety at 13th and High Streets with a perception of high vehicle accidents and unsafe pedestrian crossings. Better lighting at this intersection was also noted.
- Nebraska Parkway was also noted as a barrier to pedestrian crossing to the businesses on the south and west side.
- Respondents noted a need for better building maintenance and a face lift for the Arapahoe Shopping Center.
- Improved streetscape and pedestrian facilities were noted as a need.
- Businesses reiterated that their location near Nebraska Parkway provided added conveience and ease of access for customers.



Implementation Plan

A plan is only as good as it's implementation strategy. The action items listed here include a rough timeframe, lead agency, and projected funding source. As conditions change, this could evolve in order to take advantage of new information, funding opportunities, or partnerships.

Immediate next steps include submitting the blight study for approval by City Council, followed by an amendment to the Van Dorn Redevelopment Plan. These steps will expand the area where tax increment financing can be used to include areas within the focus area boundary.

Action Item	Timing	Lead
Submit the Blight Study to the Planning Department to start the city approval process	Short	UDD
Complete and submit the Van Dorn Redevelopment Plan amendment	Short	UDD
Proceed with implementation of the 10th and High engineering study recommendations following completion	Short	LTU
Review the 13th and Arapahoe and 13th and High Street intersections for potential safety improvements	Short	LTU
Review bus stops in focus area for potential improvements	Short	LTU
Coordinate a tree planting plan to fill canopy gaps in the focus area	Short	Parks
Work to create the Boosalis to Bison Trail Connection identified in the Mobility Plan	Medium	LTU/UDD/ Parks

Action Item	Timing	Lead	Funding Source
Explore options for rehabbing/replacing area lighting in Van Dorn Park in coordination with the High Street crossing project.	Medium	Parks	TBD
Conduct sidewalk audit to identify areas where improvements needed to fill gaps or fix damaged areas	Medium	LTU	
Engage with the owner of the Arapahoe Shopping Center to discuss storefront refresh potential	Medium	UDD	NA
Implement the Safe Streets Lincoln VZAP recommendation for Nebraska Parkway study	Long	LTU	TBD
Funding sources to be explored for each project may include, but are not limited to, tax increment financing, local funds, and state and federal grants			