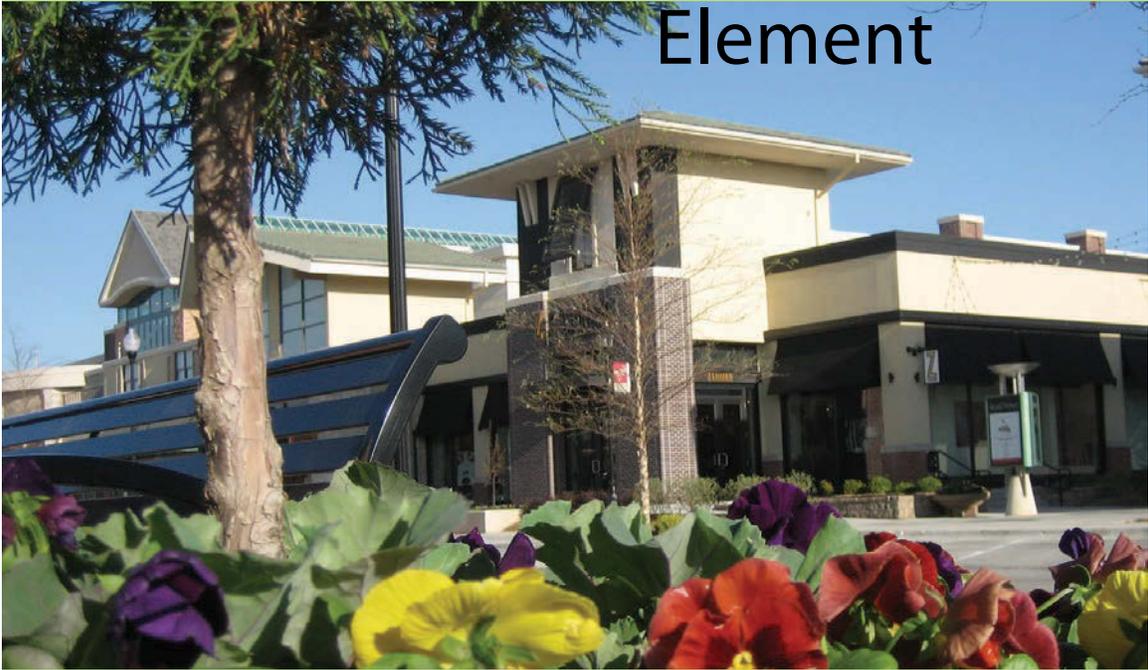


Omaha Master Plan
Mike Fahey, Mayor Report #272

Land Use Element



Contents

Introduction	4	Ponca/Elkhorn Special Redevelopment Zone	19
Vision and Goals from the Concept Plan	5	High-Density Mixed-Use Areas	19
Vision and Related Statements	5	Convenience Mixed-Use Areas	20
Goals	6	Neighborhood Mixed-Use Areas	21
Current Conditions, Trends and Issues	7	Community Mixed-Use Areas	22
Land Use and Consumption	7	Community (165) Mixed-Use Areas	22
Effects of Urbanization of Existing Farmland	8	Community (80) Mixed-Use Areas	23
National Trend for Floodplain Safety	10	Community (60) Mixed-Use Areas	25
National Mandate for Water Quality Protection	11	Metro Mixed-Use Areas	26
Issues	13	Regional Mixed-Use Areas/Downtown	27
Omaha lacks an "image center"	13	Specialty Mixed-Use Areas	27
Loss of Downtown property value and role as city's image center	13	Variance Procedure	28
High cost of public services associated with low-density development	13	Medium/High-Density Residential	29
Increased strip commercial	14	Civic/Institutional	32
Development patterns designed solely for the automobile	14	Parks/Open Space	32
Loss of housing units in the older areas of Omaha	14	Industrial	33
Lack of commercial services in older areas	14	Highway Commercial	33
General design quality	15	Areas of Existing Development	34
Lack of large scale industrial sites	15	The Mixed-Use Concept and Existing Development	35
Many of our unique natural features have been destroyed	15	Street-Car Era Commercial Areas	35
Environmental costs of low-density development	15	Post WWII Era Auto-Oriented Areas	36
Sustainable development in the Papio Creek watershed	16	General Criteria for All High-Density Mixed-Use Areas	37
Environmental quality and safety	17	Exceptions to Criteria for High-Density Mixed-Use Areas	37
Lack of large-scale parks in West Omaha	17	Image Center/Downtown	41
Deterioration of Omaha's historic park and boulevard system	17	Downtown Facilities	41
Quality of the streetscape	17	Land Use Considerations Related to Transportation	43
Growth/Development Pattern	18	High-Density Mixed-Use Areas	43
Contiguous development	18	Railroad Service and Land Use	43
Land Use Classification System	19	Reverse Commuting	44
Low-density development	19	Arterial Access Policy	46
		Three Through Routes per Mile	46
		Alternative Modes	46
		Pedestrian System	46
		Bike Routes	47
		Mass Transit	47

- Metropolitan Area Transit 47
 - Transit Corridor 48
- Urban Design 49
 - Architecture and Site Design 50
 - General Design Quality 52
 - Streetscape 52
 - Signs 52
 - Major Entries to the City 53
 - Neighborhood Conservation 54
 - Historic Preservation 55
- Community Development and Revitalization 56
 - Innovative Residential Site Planning 57
- Environment 58
 - Protection of Natural Features 60
 - Preserve, Protect and Enhance Environmental Safety and Quality 62
- Appendix 65
 - Density/Land Consumption Calculations 65
 - Calculation for 2040 Development Line 66
 - Master Plan as a Guide 66
 - "Box Stores" 66
 - Future Land Use Map 67
 - Mixed Use Area Map 68
 - Industrial Map 69
 - Bicycle Facility Map 70
 - Amendments to the Land Use Element 71

Introduction

The Future Land Use Plan guides the physical development of the city. It outlines general policies for the location of each of the city's primary land uses such as industry, offices, commercial space, parks, civic facilities, and housing. One of the main purposes for directing the pattern of land development is to ensure that the city's limited resources are used judiciously and efficiently.

The future land use pattern proposed in this plan is based primarily on the issues and concepts outlined in the Concept Element of the Master Plan, adopted by ordinance in November of 1993. The culmination of the work of a 50 member citizens task force appointed by the Mayor, the Concept Element is intended to serve as a general guide in the creation of the more detailed functional elements of the Master Plan such as land use and transportation. While not limited to the direction provided in the Concept Element, each of the functional elements is to be consistent with its overall philosophy.

The Land Use Plan is divided into eight general sections: Vision and Goals from the Concept Element, Current Conditions, Trends and Issues, Growth and Development Pattern, Image Center/Downtown, Land Use Considerations Related to Transportation, Urban Design, Community Development and Revitalization, and Environment.

The first section, Vision and Goals, states the broad, land use related goals set out in the Concept Element. Issues related to our existing land use situation are discussed in the Current Conditions, Trends and Issues section. The remaining sections outline specific guidelines that address the various land use issues defined while applying the goals of the Concept Element stated in section one.



One Pacific Place

Vision and Goals from the Concept Element

This Future Land Use Element is a companion to the Concept Element and is meant to further address the specific land use goals that the City Council approved in the Concept Element. The land use related vision and goals from the Concept Element are as follows:

Vision and Related Statements

- Omahan's need to take pride in the physical attractiveness of their city and work to eliminate visual blight and to promote high quality design. Omaha's urban form must be carefully designed to eliminate land use conflicts, reduce traffic congestion, encourage pedestrian movement, and incorporate open space. The preservation of historic buildings and sites is important to Omahan's as they work to preserve their cultural and ethnic heritage.
- The visual and performing arts need to be supported by and must be accessible to all residents. Special attractions such as the Central Park Mall, Henry Doorly Zoo, Boystown and Riverfront which add to Omaha's high quality of life and enhance the city's image need to be maintained and should be augmented by other attractions.
- Residents, businesses and government alike must make a commitment to Omaha's natural environment and work to promote clean air and water, conservation and preservation of open space and agricultural land, recycling and resource conservation, protection of unique and sensitive natural features, and extensive urban forestry programs.
- Omaha's neighborhoods must be designed to supply a variety of affordable, quality homes along with the full range of services and amenities which make each neighborhood unique.
- Public improvements and services must be provided in a way which promotes balanced growth and redevelopment and distributes costs according to benefits received. Quality, efficiency, and equitable distribution need to be stressed in the provision of public facilities and services.

Omaha must be a community committed
to promoting and maintaining a high quality
of life for all of its people.

Goals

Manage the growth of the city.

- Be proactive rather than reactive regarding development.
- Establish a contiguous and compact pattern of growth.
- Prevent new strip office/commercial development.
- Create a series of high-density, mixed-use areas throughout the city.



Suburban Housing Development.

Develop and maintain a positive city image.

- Strengthen the CBD as the city's image center.
- Provide public amenities which enhance the city's image.
- Preserve and protect unique natural and historic features which serve as a foundation for Omaha's overall image.

Promote and maintain a high quality of urban design.

- Ensure the cohesive and interrelated design of projects.
- Emphasize people in the design of streetscapes.
- Reduce sign redundancy and clutter.

Preserve and promote the city's physical, ethnic, and cultural heritage.

Create healthy and diverse neighborhoods throughout the city.

Protect our natural systems and environmental quality.

- Create safe floodways and floodplains.
- Preserve and enhance water quality as the city redevelops.
- Provide for a park system link to the Papio Creek Watershed.

Provide public services efficiently and equitably.

- Utilize open drainageways as multi-use, open space corridors.
- Create an interconnected park and open space system.
- Provide an equitable distribution of recreation amenities and services.
- Link transportation and land use planning and match street sizes to surrounding land use.
- Reduce traffic congestion and costs by shifting from a "sparse hierarchy" to a more balanced transportation pattern with more emphasis on a "dense network" street system.

Nationally, the trend over the last 30 years has been toward lower density development and an increased

Current Conditions, Trends and Issues

suburban focus. Omaha's growth pattern is in keeping with the nationwide trend. The amount of land within Omaha's city limits grew by 100% between 1960 and 1990 while the city's population increased 11%. The number of households grew by 44%. The Concept Element of the Master Plan noted that the existing pattern of development in central Omaha has an overall average density of 4.4 dwelling units per acre, taking into account all uses. The overall average density of today's suburban areas is 1.6 units per acre.

Land Use and Consumption

Using population and housing unit projections for the period between 1995 and 2040, developed for the City of Omaha by the Bureau of Business Research (BBR), it is possible to approximate the amount of land that will be needed to accommodate new development for the next 45 years. Figure 1 shows the amount of ground needed given two different sets of assumptions.

The darker colored band, closest to the edge of existing development line, represents the total amount of land that would be needed for all land uses for the next 45 years if that land were to be developed at an overall average density of 4 units per acre. This is the density originally used as a target density in the Concept Element. The 4 unit per acre density band assumes that, out of the total number of housing units from the BBR figures, 250 units per year would be built in the older, developed parts of the city; approximately 600 total units would be allocated to the Ponca Special Development Zone; and the approximately 6,000 improved lots currently vacant in the newest SIDs will be developed.

The area that falls between the edge of existing development and the outer most limit of the light colored band represents the amount of land that would be needed to accommodate all land uses until the year 2040, assuming that land continues to be developed at its current average density of 1.6 units per acre. This example assumes all of the 45 year demand for low-density housing and 2/3's of the multi-family demand called for in the BBR report would be allocated to the western, undeveloped part of the city (See Appendix for Density/Land Consumption Calculations).

As shown by these two bands, the lower the overall density of development, the higher the consumption of land. This higher consumption leads to increased public costs for infrastructure and services. Longer sewer lines, longer and wider streets, more public facilities and additional park land are all needed to serve the larger area.

The overall number of housing units and the square footage of office, retail and



Dundee neighborhood

industrial uses remains the same in both scenarios. It is the density of these uses, combined with a significant increase in the amount of land for parks, street right-of-way, schools and other public facilities that results in increased land consumption.

Consumer preferences, transportation options, government policies, financing mechanisms, construction techniques and other trends and constraints all work together to encourage lower density development. The challenge facing City government is to anticipate ways to reduce future public costs while still accommodating the needs and desires of residents and businesses. To this end, the City must carefully evaluate the impact of lower density development and the associated public costs.

Effects of Urbanization of Existing Farmland

On a farm during a severe storm only about three percent of the rainfall will run off the land into streams and rivers; the rest will evaporate, or be absorbed by the soil and percolate into the groundwater. Once farmland has become the location for buildings and parking lots, seventy percent or more of the water will run off into streams. The result can be flash flooding in the watershed during a severe storm. Streams overflow, with water levels rising so rapidly that people can be trapped in cars and buildings, or swept away in the flood. Rapid water run-off also causes soil erosion and can undermine buildings located close to the flood.

The sequence of maps on page 9 shows how Omaha has grown westward across the landscape into the Papio watershed. The more land that has become urbanized, the more flood and erosion dangers have increased. Early engineering theory held that the way to prevent flooding was to speed up the flow of water. During the early 20th century, many of the stream channels in the Papio watershed were straightened to speed up the flow of stormwater. This approach has led to a dangerous watershed as identified by the local floodplain management agency - the Papio-Missouri River Natural Resources District (NRD).

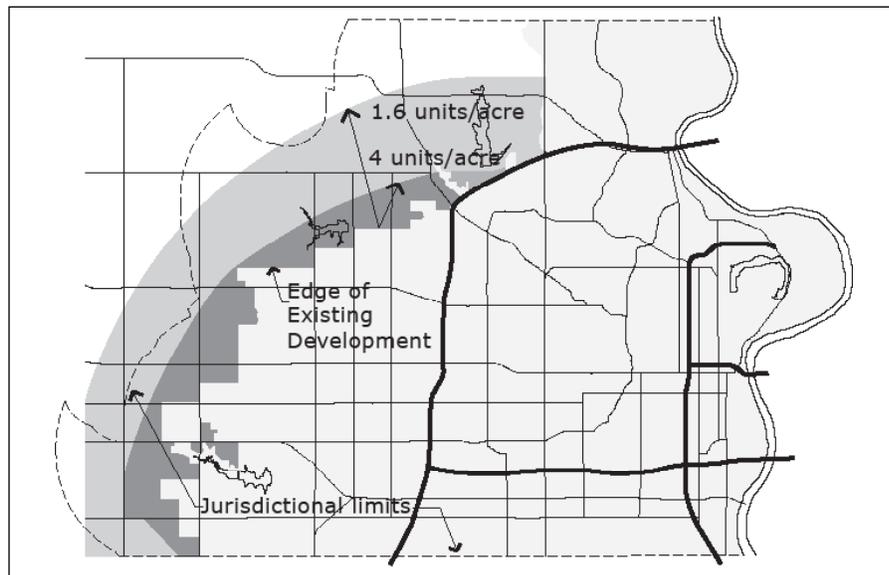
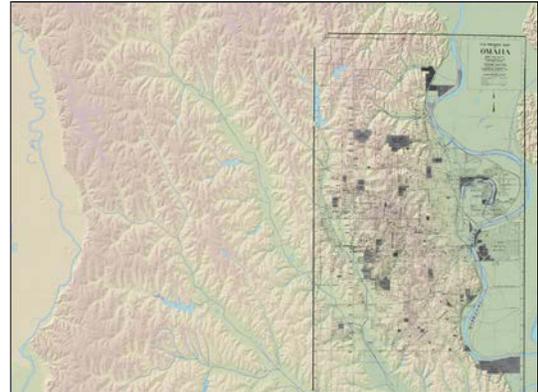


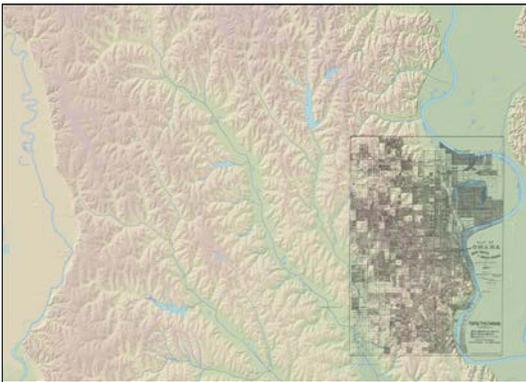
Figure 1



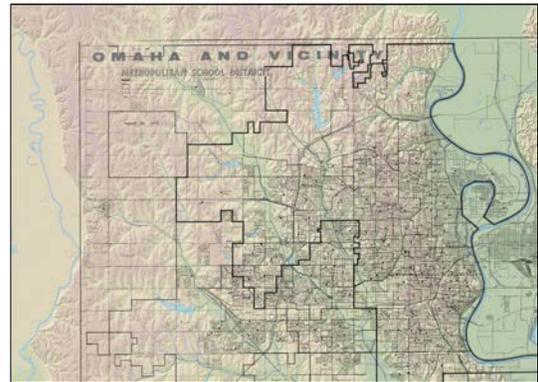
1854 Map of Omaha



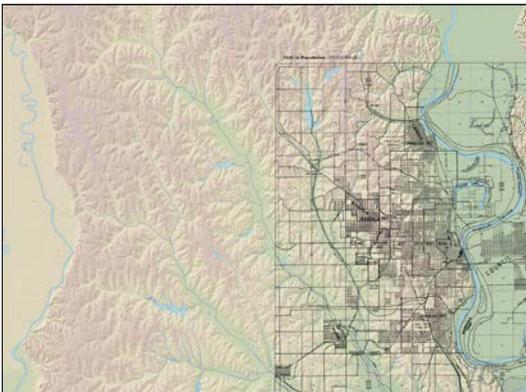
1950 Map of Omaha



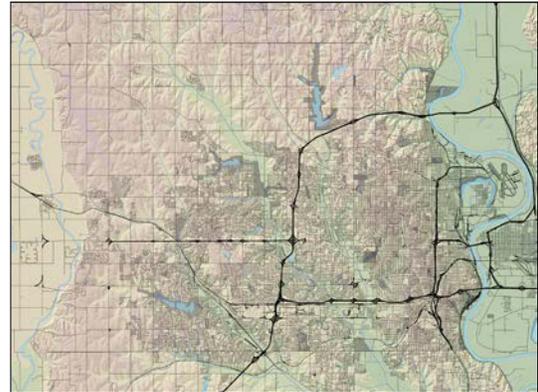
1897 Map of Omaha



1975 Map of Omaha



1917 Map of Omaha



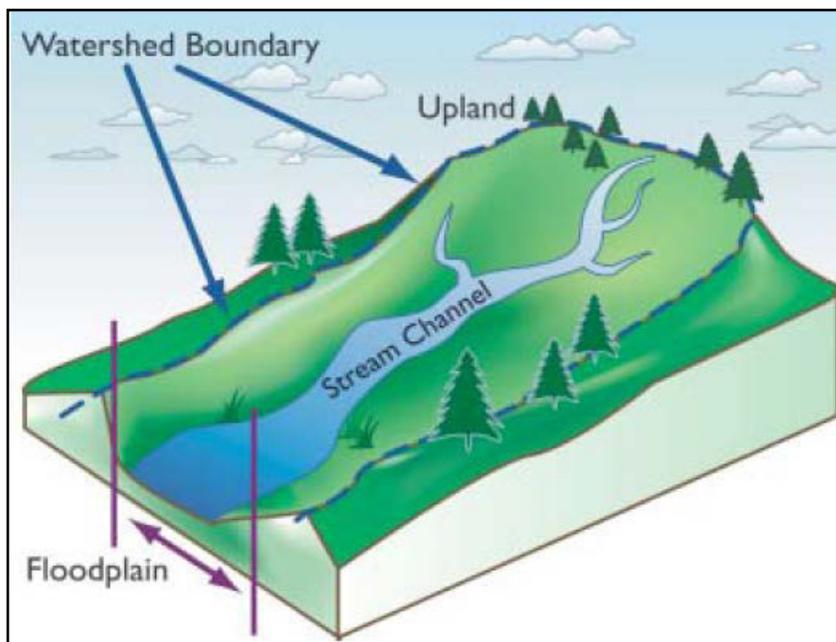
2003 Map of Omaha

The danger led the NRD to pursue a more wholistic view of development and stormwater management, reflecting a national trend to adopt policies that retain the water and prevent it from flowing into the stream until long after the storm has passed. In Omaha this shift in engineering practice has led to the construction of dams along the upper reaches of creeks in the Papio watershed and the undertaking of a watershed plan for both stormwater management and water quality compliance.

National Trend for Floodplain Safety

The NRD recommends a No Adverse Impact approach as a general guide for landowner and community actions throughout the watershed, not just in the floodplain regulated by the federal standards. No Adverse Impact floodplain management is an approach which assures that the action of one property owner or a community does not adversely impact the properties and rights of other property owners, as measured by increased flood peaks, flood stage, flood velocity, erosion, sedimentation, and costs now and costs in the future. The true strength of the No Adverse Impact approach is that it encourages local decision-making to ensure that future development impacts will be considered and mitigated - a comprehensive strategy for reducing flood losses and costs.

As the NRD is the regional agency tasked with floodplain management by the state, it has adopted the No Adverse Impact approach for the Papio Watershed. Under the direction of the NRD, Papillion Creek Watershed Partnership was officially formed in August of 2001 to create a wholistic plan under current EPA and FEMA regulations. Through this partnership NRD is promoting the No Adverse Impact approach, encouraging all communities to adopt policies that support the watershed approach.



All land area in the watershed drains toward the stream channel; construction in any part of the watershed can impact other properties. (From Association of State Floodplain Managers NAI Legal Issues Document May, 2003)

At the heart of the approach is the national effort to systematically remap the 100-year floodplain based on current and projected urbanization. The diagram below illustrates the ultimate floodplain impact that new policies and regulations must address.

The NRD is seeking a comprehensive strategy that includes collective reservoir impoundments (lakes) with contributing water quality detention basins in the form of multiple dam sites along the western and northern reaches of the watershed. While the NRD has determined that this large scale approach to flood management and attending water quality protection is an appropriate strategy for the watershed through environmental engineering studies of the watershed, localized management is a key contributing factor that must be addressed.

The Papio Natural Resource District is also recommending that government entities within the district adopt standards in their development regulations that limit the rate that water runs off from a property after new construction to the same rate that took place before development or redevelopment. This objective can be achieved on an individual property or by a group of property owners acting together to create a larger-scale water retention system.

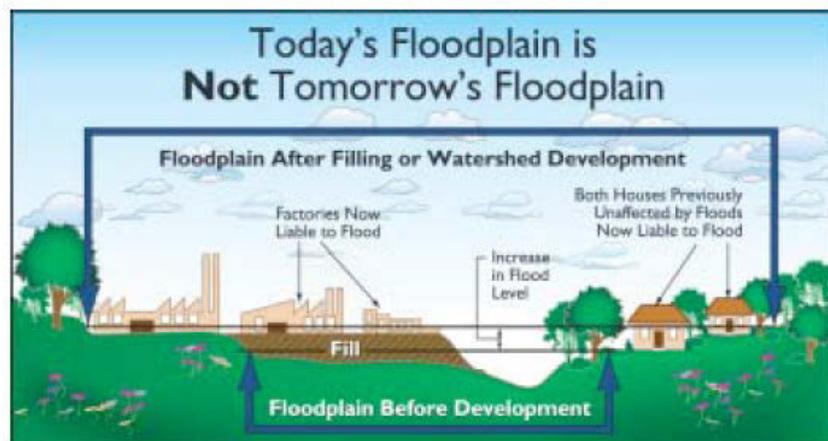
Local site design stormwater management, in the form of detention and infiltration techniques, has both the benefit of contributing positively to peak event of a storm as well as improved water quality. These parallel benefits sought at both the macro- and micro-scales are aligned with national mandate for water quality under the Clean Water Act (CWA).

National Mandate for Water Quality Protection

As the Omaha metro area becomes increasingly urban, the quality of the water within the Papio Creek Watershed is diminishing. This fact is supported by NRD studies and is a condition common to urbanizing communities across the country.

A 1999 federal mandate, pursuant to the Clean Water Act (CWA) requires communities and counties within the Papillion Creek Watershed to make and enact a plan addressing the quality of water drainage.

When large areas of the floodplain are filled or the watershed developed, there is an increase in the land area needed to store flood waters. (From Association of State Floodplain Managers NAI Legal Issues Document May, 2003)



The Papio-Missouri River NRD is undertaking this comprehensive watershed plan that includes Omaha and 8 surrounding communities in the two counties (Douglas and Sarpy), through its recently formed Papillion Creek Watershed Partnership.

With local as well as EPA funding, a two-year study commenced in 2004 focusing on water quality and quantity issues within this 402 square mile watershed. The theme for the Papillion Creek Watershed Plan Project is "Maximizing the Value of the Papillion Creek Watershed".

Once adopted and accepted by the EPA, the Papio Watershed Plan will enable the NRD to access federal matching funds to implement components of the plan pursuant to water quality as well as floodplain safety.

In 2004 some of the lower, urbanized stream segments of the Papillion Creek are considered impaired due to the levels of pathogen indicator bacteria (that is, fecal coliform bacteria contamination). In addition, Lake Cunningham, Lake Zorinsky, Standing Bear and Wehrspann Lake have been determined to be impaired on the basis of nutrients, siltation, and organic enrichment.

The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States. Whereas early efforts under the CWA focused on regulating discharges from traditional "point source" facilities, such as municipal sewage plants and industrial facilities, concerns have mounted with regard to water quality and suburban and rural growth - to runoff from streets, construction sites, farms, and other "wet-weather" sources.

Evolution of CWA programs over the last decade has also included something of a shift from a program-by-program, source-by-source, pollutant-by-pollutant approach to more holistic watershed-based strategies. Under the watershed approach equal emphasis is placed on protecting healthy waters and restoring impaired ones.

The CWA contains provisions for States to play key roles in the protection of the nations surface waters. The Nebraska Environmental Protection Act authorizes the Nebraska Department of Environmental Quality (NDEQ) to administer environmental protection programs including water quality planning and pollutant discharge permitting programs mandated under the Federal CWA.

Issues

Many of the following issues were discussed by the Mayor's Master Plan Advisory Committee in 1993 and the Omaha by Design Working Review Committee in 2003-2004 as they addressed problems and opportunities confronting the city. The issues most directly associated with land use are summarized below. These issues, which were also included in the Concept Element, are the basis for the land use concepts in this plan.

Omaha lacks an "image center"

According to the 1989 Ross Boyle Economic Development Study prepared for the City of Omaha and the Omaha Chamber of Commerce, the city lacks a clear and positive national image. This lack of image hinders Omaha's ability to define a national and regional role and in turn has an adverse effect on business recruitment.

Loss of Downtown property value and role as city's image center

Although portions of Downtown are healthy, as a whole the role of Downtown has declined over the past 20 years. The Central Business District's (CBD) value fell from 9.4% to 5.2% (1970-1990) of the city's total property value. The property values of the Downtown area grew slower than city-wide property values, due to new construction further west, and businesses moving to new suburban locations. As a result, Downtown's role as the city's image center has declined.

High cost of public services associated with low-density development

One of the primary land use issues identified in the Concept Element is the fact that the amount of land within Omaha's city limits grew by 100% between 1960 and 1990 while the city's population increased only 11%. The trend is toward lower density development and an increased suburban focus. While the average density of development in the older, central city is 4.4 dwelling units per acre, the overall average density in today's suburban areas is only 1.6 units per acre. As the density of the city decreases, the individual's tax burden for streets, sewers and other infrastructure, as well as for public safety costs increases.



Traffic Congestion

Increased strip commercial

The Master Plan Committee overwhelmingly recognized a need to prevent the proliferation of strip commercial development. One concern is increased traffic congestion in the western portion of the city due partly to ineffective land use and circulation patterns such as multiple driveways onto major streets which interfere with the flow of traffic, separate buildings each with individual access to the street, and lack of adequate through streets. Sign clutter and lack of landscaping were also concerns.

Development patterns designed solely for the automobile

Development patterns that are dependent on the automobile have contributed to increased traffic congestion, made alternative transportation choices such as pedestrian and mass transit less feasible, and have created a loss of mobility for elderly and children. The use of bicycle and pedestrian trails and mass transit for access to employment centers, shopping and entertainment has not been seriously considered in the design of the city. Commercial and office buildings are seldom arranged to form spaces, allow shared parking or to accommodate pedestrians or mass transit riders.

Loss of housing units in the older areas of Omaha

Between 1985 and 1990, only 3.3% of the new homes built were constructed east of 42nd Street while 72.6% were built west of I-680. At the same time, over 200 units per year were demolished in the easternmost portion of the city, amounting to 95% of all housing demolition. The result is a net loss of over 125 housing units per year in the area east of 42nd Street.

Lack of commercial services in older areas

Although 35% of metro area consumers live east of 72nd Street, only 6% of the metro shopping is done there. West of 72nd, however, where 34% of the metro residents live, 61% of the metro shopping takes place. The lack of commercial services in the older areas of Omaha results in people of lower income having to spend more time and money traveling to obtain goods.



Vacant Inner City Lots

General design quality

A high quality of design in the built environment is considered important to the image of a city and its ability to attract outside investment. Local government plays an important role in setting the standard of design in a community through the design of public facilities. A poor quality of design in public buildings indicates that the community does not care about its general appearance and sends a message that poor quality development is acceptable.

Lack of large-scale industrial sites

Frequent requests by large industrial companies for sites 175 to 200 acres and up indicate a need to designate a large, new industrial area in Omaha in order to remain competitive in our ability to attract new businesses.

Many of our unique natural features have been destroyed

Landfills have invaded wooded ravines, prairie remnants have been destroyed, streams have been eroded by increased runoff from additional paving, and lakes are polluted by silt. “Engineering” solutions such as channelizing waterways in order to stabilize banks from erosion and move floodwater quickly downstream has resulted in the loss of trees and wildlife habitat along streams.

Environmental costs of low-density development

Increased land consumption and a loss of natural open space are a result of the national trend toward lower density development. This auto-dependent pattern increases energy consumption and creates air pollution. Low-density acreage subdivisions which are developed on Omaha’s fringe restrict and reduce the efficiency of providing services to standard development, consume large amounts of agricultural land, and create agriculture vs. residential conflicts.



10th Street Bridge

Our natural environment must be healthy for the community to experience a high quality of life. If our air, water, and land are polluted, the overall health of the city and its residents suffer. Studies show that urban areas tend to be hotter than the surrounding countryside due to a lack of large “green” spaces, heat generated by urban activities, and the large number of heat-retaining building and paved areas. Land use decisions must also consider the compatibility of uses in terms of noise generated by transportation, industry, and other activities which can cause discomfort and health problems. If not properly controlled, all agricultural and urban activities can adversely affect water quality and the health of waterways resulting in a loss of quality for drinking water, recreation, and wildlife habitat.

Sustainable development in the Papio Creek watershed

Humans and the natural environment need to be considered as inter-connected parts of a larger eco-system. A community striving for a sustainable quality of life must consider the long-term health of both humans and natural resources. Working with, rather than against, natural systems can provide cost-savings efficiencies. For example, setting aside open space along natural drainage ways provides for flood storage and recreational use while also preserving natural features. Conversely, creating flood control reservoirs without controlling erosion and water quality within the lake’s watershed will lead to costly dredging and reduce the lake’s value as an amenity and fishery.



Trail Along Papio Creek

Environmental quality and safety

Higher intensity floods, erosion of waterways and increased urban pollution result from hard surfacing which drains additional water into streams and lakes. Capital-intensive solutions such as channelization of waterways in order to stabilize banks from erosion and move water quickly downstream have resulted in the loss of trees and wildlife habitat along streams. Although floodplain regulations are designed to permit floodplain development while reducing flood damage, economic losses and damage can still occur during floods in developed areas.

Through study of the Papio Creek Watershed, the Papio-Missouri River Natural Resource District (NRD) has classified the Papio Creeks as dangerous. To meet the life-safety and property-protection standards (No Adverse Impact) recommended by the Papio-Missouri River Natural Resource District (NRD) and its Papio Creek Watershed Partnership, Omaha must regulate development in floodplains so that new development does not raise the surface water elevation either upstream or downstream from the development or the rate of water run-off from properties.

Lack of large-scale parks in west Omaha

At the time when new subdivisions were beginning to be platted west of 72nd Street, larger parks were generally not included in the planning for new development. As a result, that area is lacking in moderate sized public open spaces.

Deterioration of Omaha's historic park and boulevard system

Omaha's historically significant original park and boulevard system has been severed in numerous places and is in need of rehabilitation.

Quality of the streetscape

The overall appearance of Omaha's street system is, in general, unplanned.

Growth/Development Pattern

The Concept Element states:

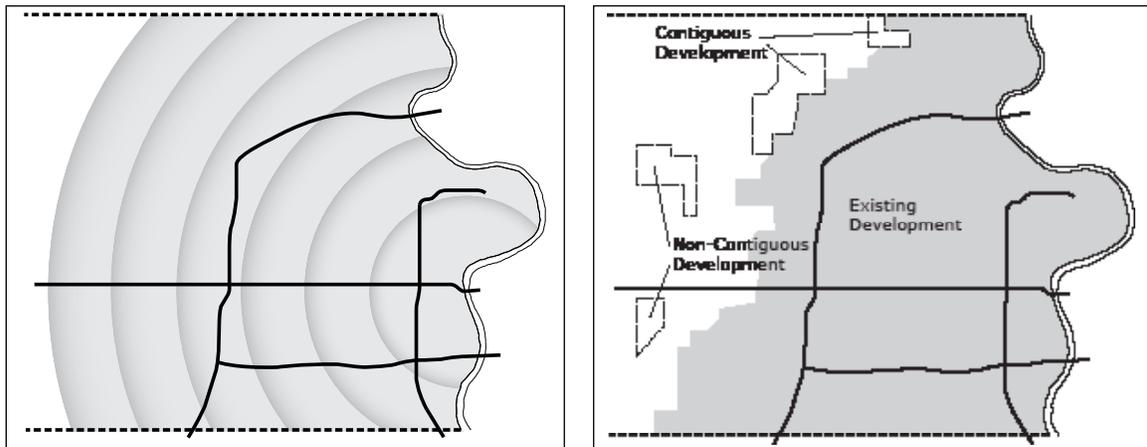
- The City of Omaha will establish the basic development patterns for the city. The City will utilize its regulatory authority in combination with development incentives to guide the balanced and contiguous growth of the city (See Figure 2).
- The City will utilize a pattern of growth that is based on a series of activity centers of varying sizes serving different parts of the metropolitan area. These will range from small centers serving a surrounding neighborhood to the downtown which serves as the dominant center for the region (See Figure 3 on page 26).
- The basic development pattern for Omaha will be based on a series of high-density mixed-use areas that contain, at a minimum, a combination of employment, shopping, personal services, open space and multi-family uses in order to help relieve traffic congestion, allow for a more efficient use of mass transit, and help reverse the current pattern of strip commercial development.

GUIDELINES

Contiguous Development

Suburban development will be allowed when it is “contiguous” to existing development. In order to be considered “contiguous” a development must:

- be in close proximity to existing or platted development.
- connect to or utilize existing or planned for sewers, streets, and utilities.
- not require the construction or extension of unplanned public improvements.
- not result in the creation of unplatted parcels between new and existing development.



Balanced Growth

Figure 2

Contiguous Growth

Land Use Classification System

The Future Land Use Plan is based on the concept that the majority of development in the city will fall into one of the following broad land-use categories (See Map 1-Future Land Use Map):

- Low-density residential
 - Ponca/Elkhorn Special Development Zone
- High-density mixed-use areas
 - Convenience mixed-use area
 - Neighborhood mixed-use area
 - Community mixed-use areas
 - Metro mixed-use area
 - Regional mixed-use area (Downtown)
 - Specialty mixed-use area
- Medium/High Density Residential
- Civic/Institutional
- Parks/open space
- Industrial
- Highway commercial
- Areas of existing development
 - Office/commercial
 - Medium/high-density residential

Low-Density Residential

Low-density residential areas are intended to be utilized primarily for the construction of single-family detached houses, duplexes, townhomes and other forms of low-density residential housing. In some instances, civic buildings, schools or limited high-density housing may be appropriate in low-density residential areas when it can be demonstrated that it is not possible or reasonable to locate them in mixed-use areas. Low-density residential is not to be located in mixed-use areas, but is appropriate surrounding mixed-use areas.

Ponca/Elkhorn Special Development Zone

These are ecologically sensitive areas containing a preponderance of steep slopes, wooded hillside and ravine areas, and soils that are prone to severe erosion. They are not likely to receive full urban services in the foreseeable future. Development must depend on the carrying capacity of natural systems to avoid problems with drainage and sewage treatment and to minimize damage to the environment. As a result, normal urban development densities are not appropriate in these areas.

High-Density Mixed-Use Areas

Mixed-use areas are to contain commercial, office, multi-family and civic uses in areas that are designed to function in an integrated way. All new office and commercial uses proposed for suburban, undeveloped parts of the city are to be located in high-density mixed-use areas. While it is preferred that medium- to high-density residential be located in mixed-use areas, it will also be allowed in the transit corridors shown on the Land Use Map along West Maple, West Dodge and West Center Roads. The goal is to have a balanced, high-density mix of uses within walking range of each other and the surrounding low-density residential areas. Open space, such as small parks or plazas, are to be an integral part of each mixed-use area. Pedestrian pathways are encouraged in order to provide internal circulation within mixed-use areas as well as to serve as connections between mixed-use areas. Pedestrian connections should tie into the city's overall trail network whenever possible.

Several sizes and types of mixed-use areas have been defined. Areas vary primarily according to their size, density, allowed building types and the classification of the streets that serve each mixed-use area. The sizes indicated for each mixed-use area are general guidelines. Variances in size may be allowed for mixed-use areas that are exceptionally well designed and meet the goals of the Master Plan to a high degree. Following is a description of each type of mixed-use area:

Convenience Mixed-Use Areas

The intent of the convenience mixed-use area is to provide goods and services at a moderate scale to nearby residences. Typical facilities include convenience stores, grocery stores, gas stations, ATMs, and small offices and shops. Medium-density residential structures, such as duplexes, townhomes and small-scale apartments are allowed and encouraged to locate in convenience areas, although this may not be practical in very small developments. Large-scale apartment buildings or complexes are not allowed. Civic uses, such as a small scale government branch office, or a small scale police or fire facility, would be appropriate to locate in a convenience size mixed-use area.

LOCATION

At the intersection of a collector and minor arterial, minimum (See Map 2-Mixed Use Areas).

FAR

Commercial: .18 minimum

Office: .18 minimum

Combined Commercial/Office: .18 minimum

(Note: Individual projects shall meet the FAR regulators. Projects which complete the acreage allotments in a mixed-use area may be allowed to incorporate previously approved projects into their proposal in order to meet the overall FAR requirement.)

SIZE

Commercial: Maximum acres allowed = 8

[8 acres (348,480 SF) x .18 FAR = 62,726 SF]

Office: Maximum acres allowed = 2

[2 acres (87,120 SF) x .18 FAR = 15,681 SF]

Combined Comm./Off Max. acres allowed = 10

[10 acres (435,600 SF) x .18 FAR = 78,408 SF]

(Note: Combined commercial/office developments are not restricted to the maximum acres for commercial or office uses listed above, as long as they meet the combined commercial/office FAR.)

MULTI-FAMILY

(See Medium/High Density Residential on Page 29)

OPEN SPACE

Every high-density mixed-use area is to have some form of paved or unpaved open space. This could include plazas, parks, pedestrian pathways, lakes or similar types of park-like features. The minimum paved or unpaved open space requirement is to be 10% of the total office/commercial square footage (this is in addition to any other required landscaping). Additional office/ commercial space may be allowed if extra open space and pedestrian amenities are provided.

CIVIC

Small scale government branch offices, small scale police or fire facilities, and other similarly sized facilities.

MAXIMUM BUILDING HEIGHT

3 stories

SPACING

Generally, the centers of convenience areas should be no closer than one mile (See Figures 4, 5, and 6).

Note: Also see the "General Criteria for All High-Density Mixed-Use Areas" on page 37.



Countryside Village

Neighborhood Mixed-Use Areas

The neighborhood mixed-use area is intended to provide a level of service between that of the smaller convenience area and the larger community-sized mixed-use area. Large-scale grocery stores and drive-up fast food restaurants are allowed in this district, as well as other stores whose type and scale are appropriate to serve the surrounding neighborhoods. Major retail and discount “box” stores designed to serve a large section of the city are generally not allowed. (See “box” store description in appendix) Office, medium-density residential, and civic uses are also allowed and encouraged in the neighborhood mixed-use area.

LOCATION

At the intersection of a major and minor arterial, two major arterials, or a major arterial and expressway (See Map 2-Mixed Use Areas).

FAR

Commercial: .20 minimum

Office: .25 minimum

Combined Commercial/Office: .21 minimum

(Note: Individual projects shall meet the FAR regulators. Projects which complete the acreage allotments in a mixed-use area may be allowed to incorporate previously approved projects into their proposal in order to meet the overall FAR requirement.)

SIZE

Commercial: Maximum acres allowed = 14

[14 acres (609,840 SF) x .20 FAR = 121,968 SF]

Office: Maximum acres allowed = 16

[16 acres (696,960 SF) x .25 FAR = 174,240 SF]

Combined Comm./Office Max. acres allowed = 30

[30 acres (1,306,800 SF) x .21 FAR = 274,428 SF]

(Note: Combined commercial/office developments are not restricted to the maximum acres for commercial or office uses listed above, as long as they meet the combined commercial/office FAR.)

MULTI-FAMILY

(See Medium/High Density Residential on Page 29)

OPEN SPACE

Every high-density mixed-use area is to have some form of paved or unpaved open space. This could include plazas, parks, pedestrian pathways, lakes or similar types of park-like features. The minimum paved or unpaved open space requirement is to be 10% of the total office/commercial square footage (this is in addition to any other required landscaping). Additional office/ commercial space may be allowed if extra open space and pedestrian amenities are provided.

CIVIC

Small scale government branch offices, small scale police or fire facilities, and other similarly sized facilities.

MAXIMUM BUILDING HEIGHT

3 stories

SPACING

Generally, the centers of neighborhood mixed-use areas should be no closer than one mile (See Figures 4, 5, and 6).

Note: Also see the “General Criteria for All High-Density Mixed-Use Areas” on page 37.



156th and Q Streets

Community Mixed-Use Areas

The community-sized mixed-use area is intended to allow for major grocery and discount stores, major retail stores, major medical and educational institutions, automobile dealerships and other large-scale auto-related uses, moderate- to large-scale civic and cultural facilities, community recreational centers, apartment buildings and townhouses, and moderately sized office buildings (See “box” store description in appendix).

Three sizes of community mixed-use areas have been defined:

Community (165)

LOCATION

At the intersection of a major and minor arterial, two major arterials, or a major arterial and expressway (See Map 2-Mixed Use Areas).

FAR

Commercial: .20 minimum

Office: .30 minimum

Combined Commercial/Office: .23 minimum

(Note: Individual projects shall meet the FAR regulators. Projects which complete the acreage allotments in a mixed-use area may be allowed to incorporate previously approved projects into their proposal in order to meet the overall FAR requirement.)

SIZE

Commercial: Maximum acres allowed = 65

[65 acres (2,831,400 SF) x .20 FAR = 566,280 SF]

Office: Maximum acres allowed = 100

[100 acres (4,356,000 SF) x .30 FAR = 1,306,800 SF]

Combined Comm./Office: Max. acres allowed = 165

[165 acres (7,187,400 SF) x .23 FAR = 1,653,102 SF]

(Note: Combined commercial/office developments are not restricted to the maximum acres for commercial or office uses listed above, as long as they meet the combined commercial/office FAR.)

MULTI-FAMILY

(See Medium/High Density Residential on Page 29)

OPEN SPACE

Every high-density mixed-use area is to have some form of paved or unpaved open space. This could include plazas, parks, pedestrian pathways, lakes or similar types of park-like features. The minimum open paved or unpaved space requirement is to be 10% of the total office/commercial square footage (this is in addition to any other required landscaping). Additional office/ commercial space may be allowed if extra open space and pedestrian amenities are provided.

CIVIC

No size guideline for civic uses.

MAXIMUM BUILDING HEIGHT

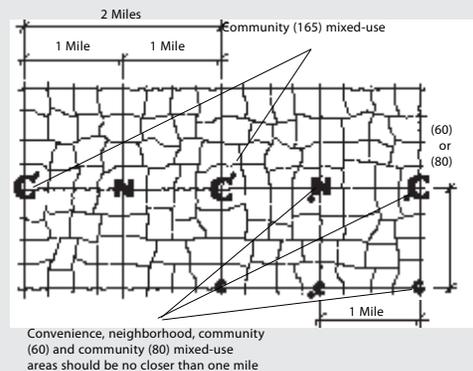
6 stories

SPACING

Generally, the centers of Community (165) community mixed-use areas should be no closer than two miles (See Figures 4, 5, and 6).

Note: Also see the “General Criteria for All High-Density Mixed-Use Areas” on page 37.

Figure 4



Community (80)

LOCATION

At the intersection of a major and minor arterial, two major arterials, or a major arterial and expressway (See Map 2-Mixed Use Areas).

FAR

Commercial: .20 minimum

Office: .30 minimum

Combined Commercial/Office .23 minimum

(Note: Individual projects shall meet the FAR regulators. Projects which complete the acreage allotments in a mixed-use area may be allowed to incorporate previously approved projects into their proposal in order to meet the overall FAR requirement.)

SIZE

Commercial: Maximum acres allowed = 32

[32 acres (1,393,920 SF) x .20 FAR = 278,784 SF]

Office: Maximum acres allowed = 48

[48 acres (2,090,880 SF) x .30 FAR = 627,264 SF]

Combined Comm./Office Max. acres allowed = 80

[80 acres (3,484,800 SF) x .23 FAR = 801,504 SF]

(Note: Combined commercial/office developments are not restricted to the maximum acres for commercial or office uses listed above, as long as they meet the combined commercial/office FAR.)

MULTI-FAMILY

(See Medium/High Density Residential on Page 29)

OPEN SPACE

Every high-density mixed-use area is to have some form of paved or unpaved open space. This could include plazas, parks, pedestrian pathways, lakes or similar types of park-like features. The minimum paved or unpaved open space requirement is to be 10% of the total office/commercial square footage (this is in addition to any other required landscaping). Additional office/ commercial space may be allowed if extra open space and pedestrian amenities are provided.

CIVIC

No size guideline for civic uses.

MAXIMUM BUILDING HEIGHT

3 stories

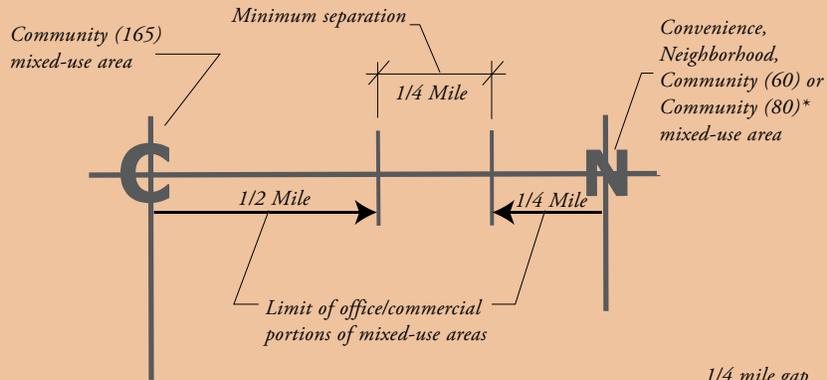
SPACING

Generally the centers of Community (80) mixed-use areas should be no closer than one mile (See Figures 4, 5, and 6).

Note: Also see the "General Criteria for All High-Density Mixed-Use Areas" on page 37.



144th and Maple Streets.



* Community 80 mixed-use areas will be allowed to extend 1/2 mile from the intersection (along Dodge, Maple, Center and 204th) if at least one of the following conditions is met:

the developer of the Community 80 mixed-use area also owns or controls all or part of the adjacent Community 165 mixed-use area to 1/4 mile, thereby assuring a 1/4 mile gap between centers

OR

if an existing project such as a church, school, or multi-family housing, etc. fulfills the gap requirement

OR

if it can be demonstrated that a physical feature such as a regulated drainageway, floodway, wetland, etc. exists that fulfills the gap requirement and would prevent the construction of commercial development

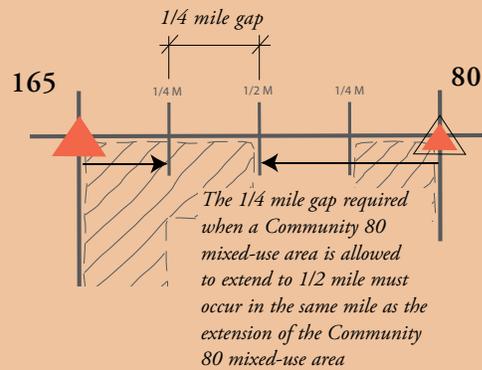
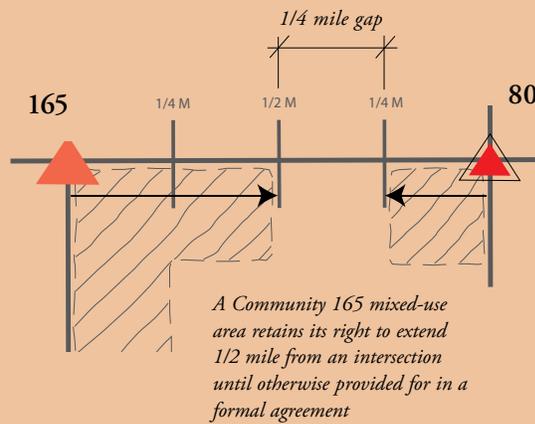


Figure 5

Community (60)

LOCATION

At the intersection of a major and minor arterial, two major arterials, or a major arterial and expressway (See Map 2-Mixed Use Areas).

FAR

Commercial: .20 minimum

Office: .30 minimum

Combined Commercial/Office: .23 minimum

(Note: Individual projects shall meet the FAR regulators. Projects which complete the acreage allotments in a mixed-use area may be allowed to incorporate previously approved projects into their proposal in order to meet the overall FAR requirement.)

SIZE

Commercial: Maximum acres allowed = 25

[25 acres (1,089,000 SF) x .20 FAR = 217,800 SF]

Office: Maximum acres allowed = 35

[35 acres (1,524,600 SF) x .30 FAR = 457,380 SF]

Combined Comm./Office: Max. acres allowed = 60

[60 acres (2,613,600 SF) x .23 FAR = 601,128 SF]

(Note: Combined commercial/office developments are not restricted to the maximum acres for commercial or office uses listed above, as long as they meet the combined commercial/office FAR.)

MULTI-FAMILY

(See Medium/High Density Residential on Page 29)

OPEN SPACE

Every high-density mixed-use area is to have some form of paved or unpaved open space. This could include plazas, parks, pedestrian pathways, lakes or similar types of park-like features. The minimum paved or unpaved open space requirement is to be 10% of the total office/commercial square footage (this is in addition to any other required landscaping). Additional office/ commercial space may be allowed if extra open space and pedestrian amenities are provided.

CIVIC

No size guideline for civic uses.

MAXIMUM BUILDING HEIGHT

3 stories

SPACING

Generally the centers of Community (60) mixed-use areas should be no closer than one mile (See Figures 4, 5, and 6).

Note: Also see the "General Criteria for All High-Density Mixed-Use Areas" on page 37.

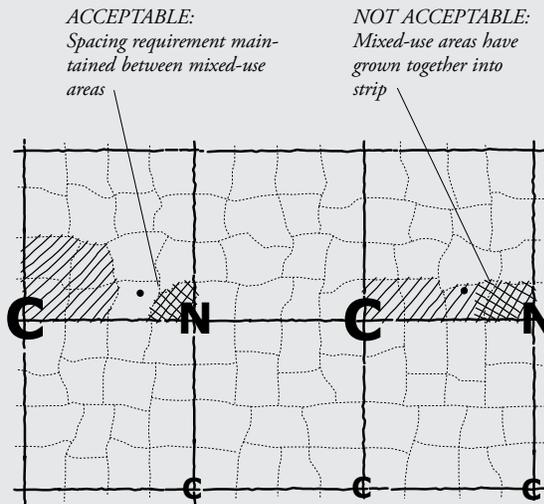


Figure 6

Metro Mixed-Use Area

Metro-sized mixed-use areas are intended to be major employment centers that contain high-density areas of a nature similar to that of Downtown, but of a magnitude that would not rival Downtown. The area that extends along Dodge Street from the Westroads and Regency west to 120th Street is the only area in this land use plan classified as a Metro-sized mixed-use area. (see area delineated on Map1-Future Land Use Map).

Metro-sized mixed-use areas would allow for virtually any use except industrial and single-family residential. (Single-family is encouraged to be located surrounding, but not in, mixed-use areas. Specific permitted uses will be outlined in the zoning ordinance.) Buildings up to ten stories in height would be allowed in the interior portions of the center, but the maximum height for buildings at the edges of the center, nearest surrounding low- and medium-density residential uses, would be six stories. Maximum site coverage and structured parking is encouraged. Open space should be urban in character. The minimum floor area ratio (FAR) is .3 in metro mixed-use areas.

Note: Also see the “General Criteria for All High-Density Mixed-Use Areas” on page 37.

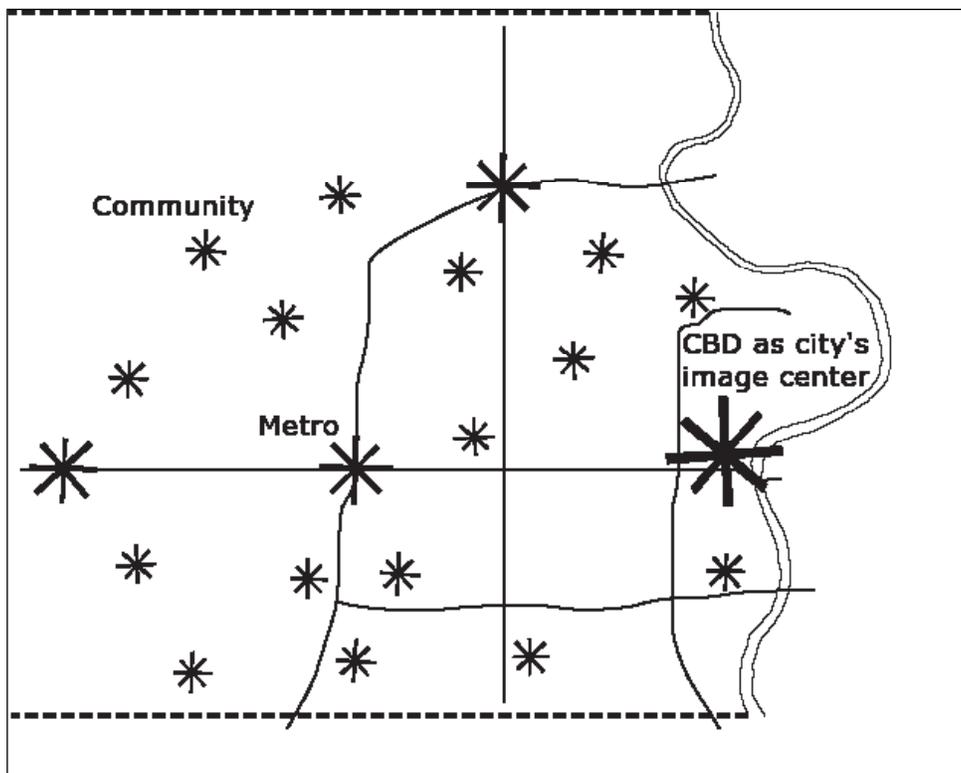


Figure 3

Regional Mixed-Use Area (Downtown/Old Market/Riverfront)

The Downtown Old Market/Riverfront area is unique as the only area identified as a regional mixed-use area. Downtown is to be the “image center” for the city and is to contain a wide range of activities, but the primary focus is to serve as the location for major institutions and facilities that have city-wide importance. The Downtown/Old Market/Riverfront area is to be the city’s dominant mixed-use area serving as a center for the region. More detail concerning the role of Downtown can be found in the Guidelines for Downtown on page 41.

Specialty Mixed-Use Area

Specialty mixed-use areas are areas that contain a truly unique mix of office, commercial and residential uses that can be clearly distinguished from the standard goods and services offered throughout the city. These areas, such as the Old Market or One Pacific Place, often contain a high percentage of one-of-a-kind facilities that are not available in any other part of the city. Additional commercial space may be allowed in specialty mixed-use areas when the retail is one-of-a-kind shops. In the case of specialty retail in these areas, no individual building is to exceed 25,000 square feet.

Note: Due to the unique nature of specialty mixed-use areas, they are not shown on the Land Use Map as a separate land use category. Locations for future specialty mixed-use areas will depend on market demand.



One Pacific Place

Variance Procedure

The Planning Board and City Council may grant relief from the mixed-use area guidelines in the following ways:

Change of 2% or less

- * No variance required

Change of 2% to 10%

- * Variance required
- * Variance handled with the plat
- * Applicant must demonstrate a physical or legal constraint or show that the variance furthers another more important Master Plan objective

Change of 10% -20%

- * Variance required
- * Variance may be placed on the same agenda as the plat but the variance must be heard prior to the plat
- * Applicant must demonstrate a physical or legal constraint or show that the variance furthers another more important master plan objective
- * Applicant must prepare an assessment of the impact of the variance which outlines:
 - the extent of the variance being requested
 - the physical/legal constraint or master plan objective being furthered
 - the justification for the variance
 - the positive and negative effects of the variance
 - how the applicant proposes to mitigate any negative effects

Change of 20% or more

- * Amendment required (see Master Plan Amendment Procedure in Concept Element)

Medium/High Density Residential

- Multi-family housing is preferred but is not required to be constructed adjacent to the office, commercial or civic portions of a mixed-use area.
- Multi-family housing is allowed anywhere within a quarter mile north or south of West Maple, West Dodge and West Center Roads and will not be limited in amount (See Figure 7).
- Multi-family housing located adjacent to the office, commercial or civic portions of a convenience sized mixed-use area will be limited to 250 units. Multi-family housing located adjacent to the office, commercial or civic portions of neighborhood sized mixed-use areas will be limited to 350 units and adjacent to a community sized mixed-use area will be limited to 500 units. (See Figures 8 through 12).
- Multi-family housing which is not located within the West Maple, West Dodge or West Center corridors or adjacent to the office, commercial or civic portions of a mixed-use area, will be limited to 100 units (See Figures 11 and 12).
- Multi-family housing located outside of the West Maple, West Dodge or West Center corridors and away from the office, commercial or civic portions of a mixed-use area will be considered as a part of a group and limited to 100 units, unless it is more than a quarter mile away from the nearest multi-family development (See Figure 12).
- Minor deviations from multi-family limits may be allowed due to the fact that multi-family housing is built in modular unit numbers which may not precisely match the unit limits listed.



Apartments in West Dodge corridor

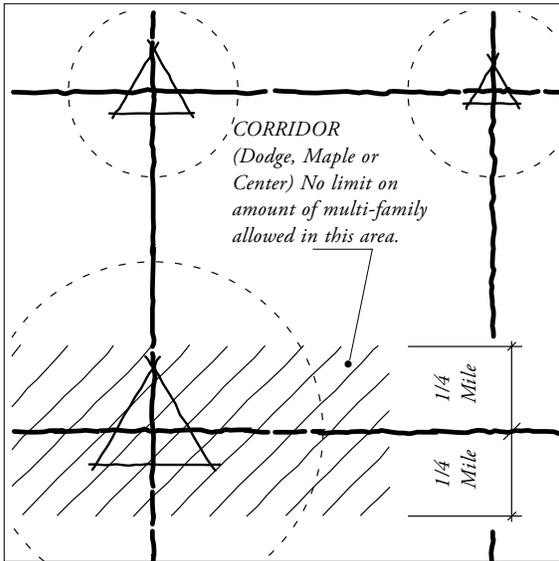


Figure 7

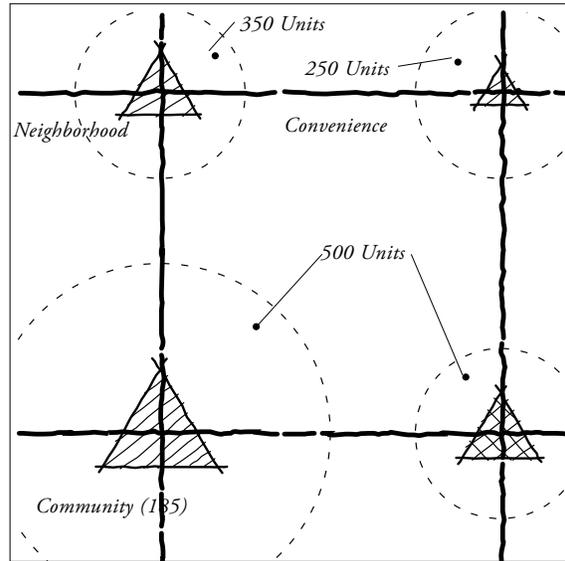
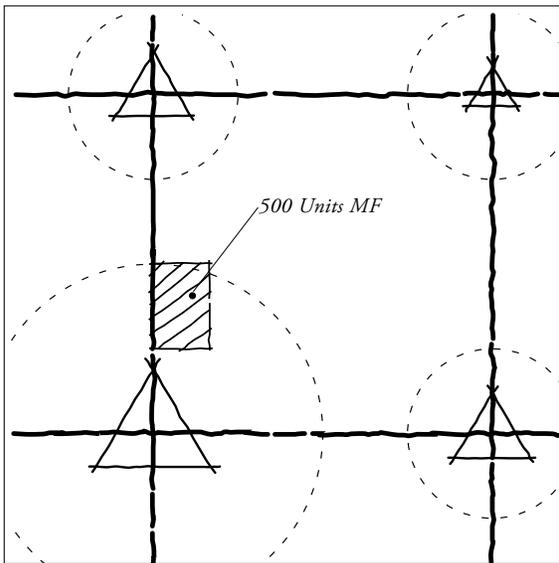
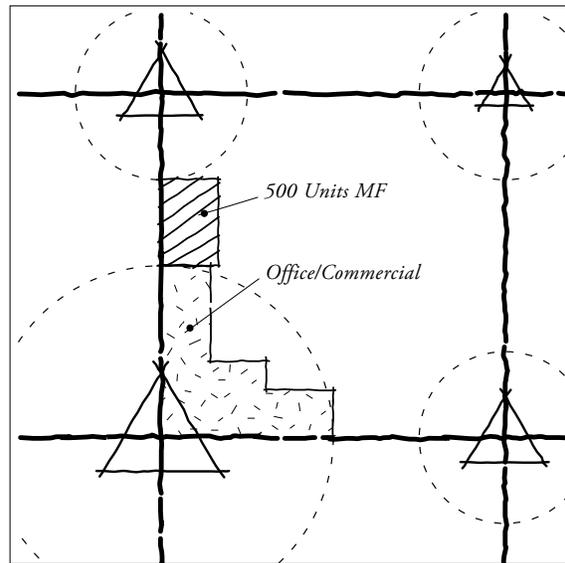


Figure 8



ALLOWED. 500 Units would be allowed in this situation because they are within the 1/2 mile limit of a community mixed-use area.

Figure 9



ALLOWED. 500 units would be allowed in this situation because they are adjacent to the office/commercial development of a community mixed-use area.

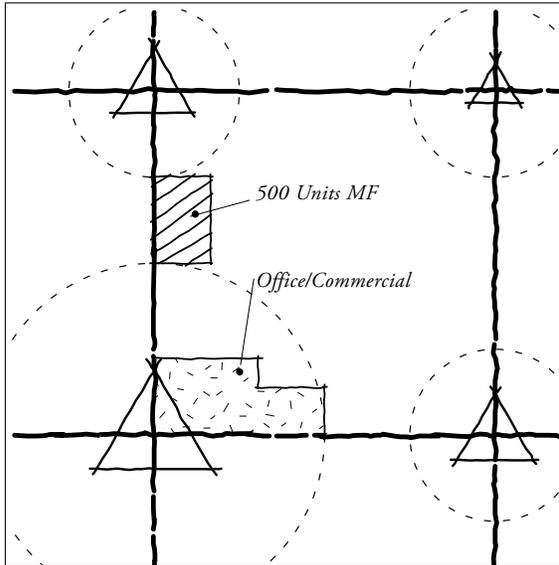
Figure 10



Large apartment complex outside of mixed-use area

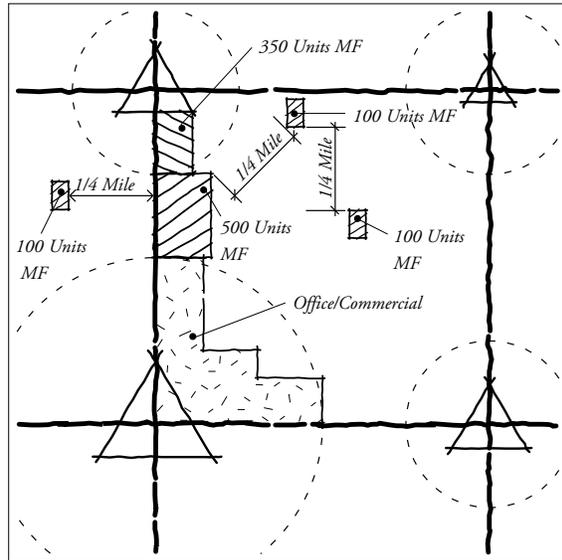


Apartments adjacent to mixed-use area



NOT ALLOWED. 500 units would not be allowed in this situation because they are not within the 1/2 mile limit of the mixed-use area and they are not adjacent to the office/commercial development of a community mixed-use area. 100 units would be the maximum allowed in this situation.

Figure 11



ALLOWED. In this situation, 500 units are allowed as part of a community mixed-use area and 350 units as part of a neighborhood mixed-use area. Multi-family projects up to 100 units are allowed in any location as long as they are spaced at least 1/4 mile from any other multi-family development.

Figure 12



University of Nebraska Medical Center



Walnut Grove Park

Civic/Institutional

This land use category includes hospitals, schools, universities, libraries, airports, cemeteries, and other uses of a general institutional or public/quasi-public nature. Appropriate civic uses, such as libraries, schools, fire stations, police stations, and post offices should be located in mixed-use areas when possible, but will be allowed in low-density residential areas as well.

Parks/Open space

Parks are allowed in either mixed-use areas or low-density residential areas.

Industrial

Industrial and industrial-type uses are to be located only in designated industrial areas, characterized by large tracts of level ground adjacent to major streets with good access to the interstate. The majority of land in industrial areas is to be used for industrial purposes and not for office, commercial, civic or other uses. A limited amount of office and/or commercial is appropriate in industrial areas as ancillary uses (See Map 3-Industrial Sites in the Appendix).

Highway Commercial

Service stations, hotels and motels, automobile repair services, and other facilities that serve highway travelers are allowed in highway commercial areas.



Airport Industrial Park



Highway Commercial at 72nd and I-80

Areas of Existing Development

The high-density mixed-use concept will result in areas of existing major development that do not conform to the guidelines outlined in this plan. Existing strip commercial, office parks, large apartment complexes and other existing development outside of the proposed high-density mixed-use areas will be considered existing, non-conforming major development areas. The Future Land Use Map denotes two major categories of existing development — Office/Commercial Areas and Medium/High-Density Residential Areas. The following will apply to proposals for rezonings or permits in existing, non-conforming development areas:

- Present zoning classifications will remain valid.
- Requests for rezoning or zoning permits will be approved if the proposed use is in compliance with the comprehensive plan, or if the proposed use is consistent with the surrounding land use.



Existing Commercial Development at 69th and Maple Streets

The Mixed-Use Concept and Existing Development

The Mixed Use Area Map (See Map 2 in the Appendix) shows locations for centers in both developed and undeveloped parts of the city. One of the goals of this plan is to attempt to reconfigure certain existing, developed parts of the city into areas that function as true mixed-use centers. This could be accomplished over time as these areas change and evolve. Various design guidelines and incentives will be used to help achieve this goal.

The potential mixed-use areas in the developed part of the city fall into two general types — those older streetcar-era commercial areas that were built before the second world war, and the more automobile oriented centers built after the war. Described below are general characteristics of each type and guidelines for their development.

Streetcar-Era Commercial Areas

CHARACTERISTICS:

- Often contain a number of late 19th and early 20th century buildings.
- Mix of uses
- Relatively high-density
- High percentage of buildings sit directly on the property line, little or no setbacks, buildings often directly abut one another, on street parking, high degree of shared parking, pedestrian oriented, built during pedestrian/public transit era

GUIDELINES:

- Retain sound, late 19th and early 20th century buildings.
- Continue to encourage a mix of uses
- Build infill that is compatible with surrounding area in density, scale, design and use
- Appropriate contemporary uses should be found for sound, underutilized older buildings when possible
- Development should respect pre-existing setback lines
- Prevent office and commercial projects in mixed-use areas from expanding into surrounding residential areas
- Prevent mixed-use areas from growing together into strip commercial



Benson Commercial Area

Note: Also see the “General Criteria for All High-Density Mixed-Use Areas” on page 37.

Post-WWII Era, Auto-oriented Areas

CHARACTERISTICS:

- Large setbacks
- Low-density
- Majority of area is often just one use type (commercial, etc.)
- Buildings separated and isolated from each other
- High percentage of surface parking
- Many individual, free-standing buildings surrounded by parking
- High degree of large scale signage (pole signs, billboards, etc.)
- Designed primarily for automobiles
- Little or no consideration for pedestrians



90th Street North of Maple

GUIDELINES:

- Relate buildings as directly as possible to street; minimize setback
- Increase density
- Provide for a mix of commercial, office and multi-family
- Arrange buildings to create distinctive spaces and focal points
- Utilize shared parking and parking structures when possible (See Shared Parking Guidelines in Transportation Plan)
- Parking lots/structures to the rear or side of buildings are encouraged
- Minimize signage
- Design for pedestrians and public transportation as well as automobiles
- Prevent office and commercial projects in mixed-use areas from expanding into surrounding residential areas
- Prevent mixed-use areas from growing together into strip commercial
- Conform to FAR and Maximum Building Height requirements for new high-density mixed-use areas as outlined in this plan

Note: Also see the “General Criteria for All High-Density Mixed-Use Areas” on Page 37.

General Criteria for all High-Density Mixed-Use Areas

Types of mixed-use areas differ in some aspects. The following principles, as also outlined in the Urban Design Element, apply to all mixed-use areas: (See Figure 13)

- Encourage multi-use rather than single-use buildings
- Provide a mix of commercial, office, multi-family and open space
- Provide facilities for a full range of incomes, lifestyles, ages and family structures
- Arrange buildings to create distinctive “spaces” and focal points that are interesting enough that people might walk to them (See Figure 14)
- Design buildings that are compatible to one another in terms of scale, form and detail;
- Design for pedestrians and public transportation as well as for automobiles
- Relate buildings as directly as possible to the street; minimize setbacks
- Parking lots/structures to the rear or side of buildings are to be encouraged
- Align sidewalks next to the curb
- Utilize shared parking, on-street parking and parking structures (See Shared Parking Guidelines in Transportation Plan)
- Provide street connections to adjacent areas (See Figure 15)
- Provide pedestrian/bicycle connections to adjacent areas
- Tie into the city-wide pedestrian and open space system
- Provide substantial landscaping, such as trees along ROW, etc.
- Provide alleys for service functions
- Minimize street widths and design intersections to facilitate pedestrian movement. Intersections within mixed-use areas must be narrow enough to allow pedestrians to cross the street within the time allotted for standard walk signals and mass transit activities

Exceptions to Guidelines and Criteria for High-Density Mixed-Use Areas

Variance from the specific size and FAR criteria for mixed-use areas may be allowed in circumstances where the unique design of a particular project can be shown to be of special community value to the city. For example, a greater amount of office or commercial development may be allowed if it is built at a high FAR or if a significant amount of publicly accessible open space is provided. (“Criteria for Determination of Special Community Value” available at the Omaha City Planning Department.)

Variance from the space (gap) required between mixed-use areas may be allowed if a mixed-use area is designed as a “Planned Community”. “Criteria for Determination of a Planned Community” are available at the Omaha City Planning Department.

When the land within 1/2 mile of the intersection of mixed-use areas (on West Maple, West Dodge & West Center, west of I-680) is platted and zoned to something other than DR or AG, and all of the acres allotted to a particular mixed-use area have not been utilized, then those excess acres can be moved up to one mile from the intersection east or west along West Maple, West Dodge or West Center. “Criteria for Extending Development Beyond the 1/2 Mile” are available at the Omaha City Planning Department.

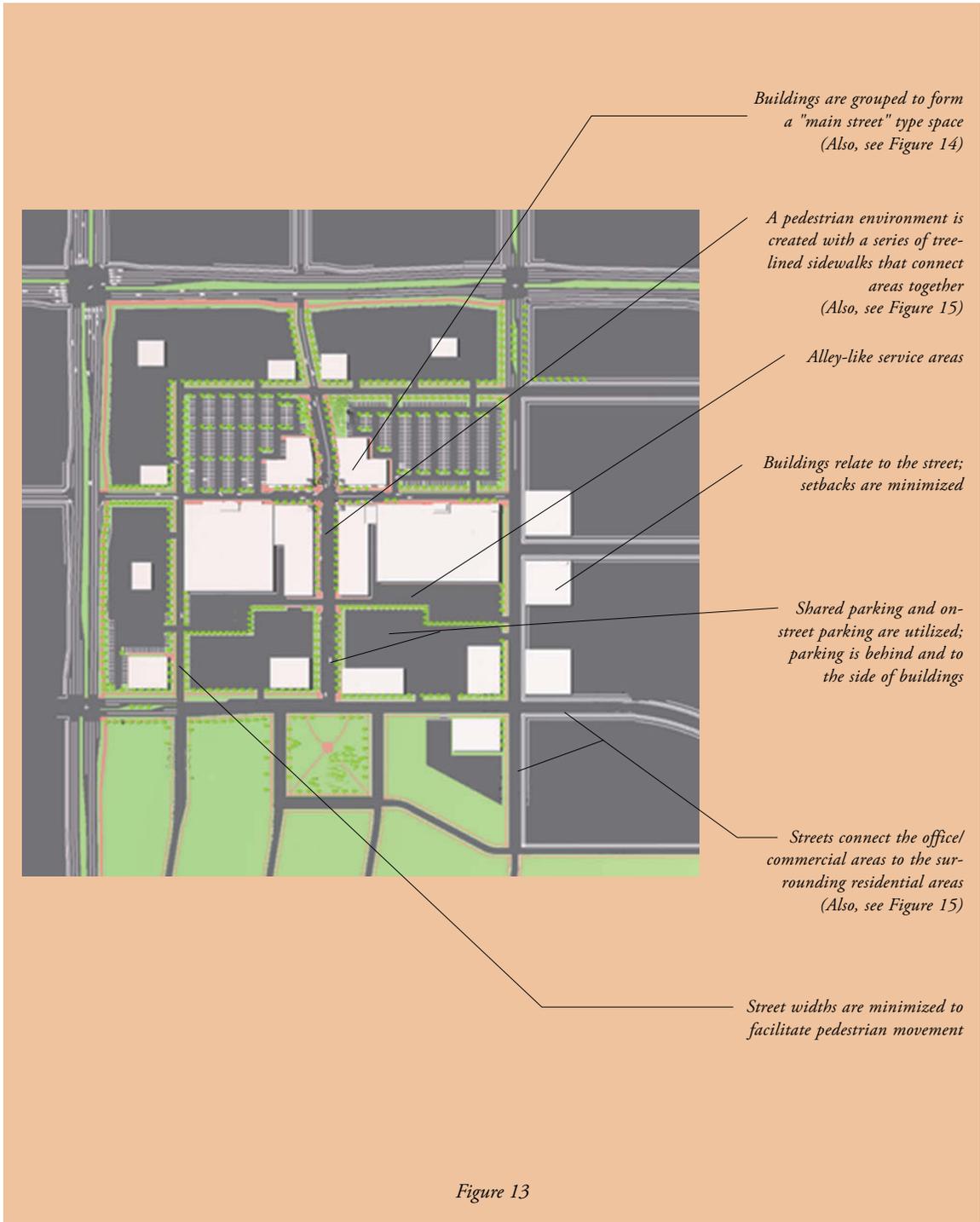
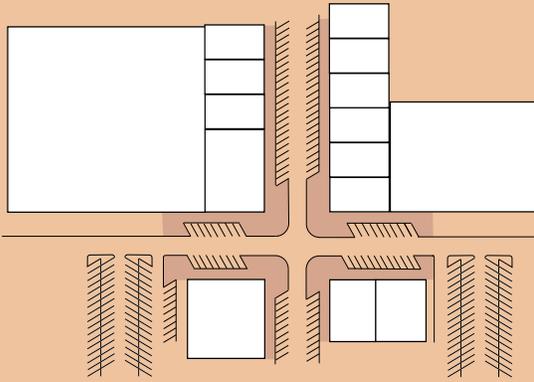
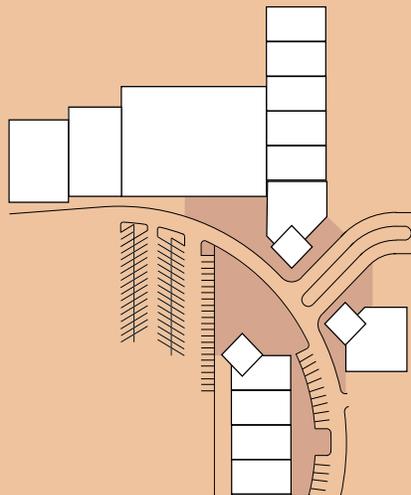
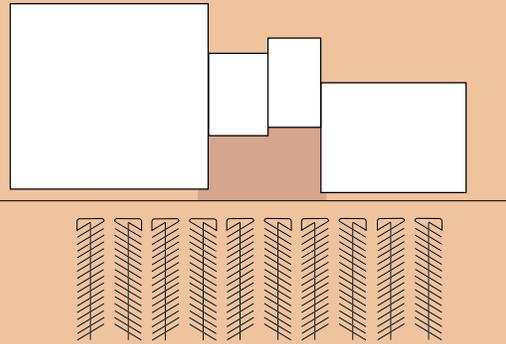


Figure 13



"Main street" type space created by grouping buildings around an intersection with on-street parking

A public space created by pushing several store bays back from the building line

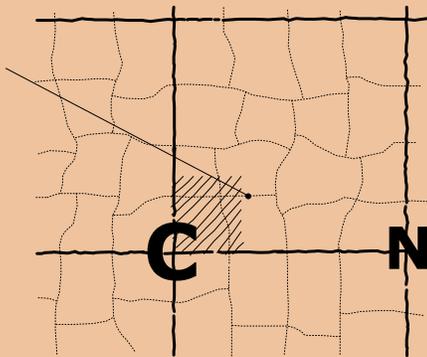


Buildings grouped around a bend in the street. This configuration also allows for building features to be viewed from each approach.

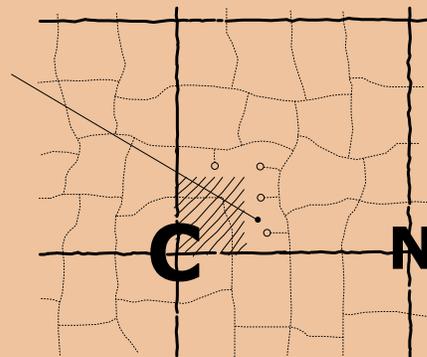
Figure 14



Street connections and a network of sidewalks make it easy to move between the office, commercial and residential portions of mixed-use areas.



*ACCEPTABLE:
Streets continue through mixed-use area to surrounding residential area*



*NOT ACCEPTABLE:
Mixed-use area cannot be accessed from residential area without using major street system*

Figure 15

Image Center/Downtown

The Concept Element states:

- Omaha's Downtown will be the clear and positive "image center" for the city. The Downtown/Riverfront area should contain a wide variety of activities and facilities, but should focus on being the location for major governmental offices, major corporate offices, major cultural/entertainment facilities, major public open spaces and attractions, major convention/hotel facilities, educational facilities, and specialty retail and residential facilities.

GUIDELINES

Downtown Facilities

Public funds and/or incentives must not be used to construct the following facilities outside of Downtown unless it has been determined that the proposed facility does not fit within the overall plans for Downtown and it is clear the development of the amenity elsewhere would not detract from the effort to establish the Downtown/Riverfront area as the city's "image center". Public incentives could be provided to facilities which are either already located elsewhere or are tied to historical, physical or natural sites. Definitions for facilities to be located in Downtown:

- Major governmental offices: 1) City Hall, 2) County Courthouse, 3) State Office Building, 4) Federal Courthouse, and 5) any local, state or federal office which has a staff of more than 50 employees.



Hruska Federal Courthouse

- Major corporate offices: 1) companies and non-profit organizations doing business on a regional, national, or multi-national scale which employ more than 200 people in their main offices, and/or 2) companies and organizations requiring more than 500,000 sq. ft. of office space in one location.
- Major cultural/entertainment facilities: 1) facilities that are unique within the region, 2) will draw more than 20,000 visitors per year, and/or 3) receive public funds for either construction, operation or maintenance.
- Major public open spaces and attractions: unique public facilities which are tourist and/or “image” related.
- Major convention/hotel facilities: complexes which are constructed, operated and/or maintained with public funds and which regularly attract regional and national conventions attended by more than 1,000 people.
- Educational facilities: facilities which focus on advanced training and higher education.
- Specialty retail and residential facilities: generally up-scale shops and high-density residential developments which are not found elsewhere within the metropolitan area.



Convention Center Hotel

Land Use Considerations Related to Transportation

The Concept Element states:

- The city's street system and land use pattern will be directly connected and designed to further the overall development pattern established by the Master Plan. Proposed land use changes which exceed street capacities set out in the Plan will be avoided and street widths will be tied to surrounding land uses and traffic volumes. The overall layout of the street system will be designed to incorporate a dense network of local and collector streets and to reduce traffic congestion, provide better circulation, and reduce right-of-way costs. New development will be designed to encourage pedestrian movement, mass transit, and alternative modes of transportation.
- To provide transportation (bikes and pedestrian movement) and recreation alternatives, Omaha's major activity centers will be interconnected by the linear trail system. Other activity centers will be situated on the linear trail system whenever possible.
- A pedestrian and open space system will be employed to facilitate pedestrian and other non-mechanized movement between areas of the city and to link low-density residential and high-density mixed-use areas together (See Figure 16). The system should include such amenities as landscaping, seating, lighting and bicycle paths. Sidewalks should be provided in all areas of the city.

GUIDELINES

High-Density Mixed-Use Areas

The criteria for mixed-use areas, outlined earlier in this plan, established a relationship between the size of mixed-use areas and street intensity. Convenience mixed-use areas are to be located at the intersection of two streets classified as at least collector and minor arterial. Neighborhood and community sized mixed-use areas are to be located at the intersection of a major and minor arterials, two major arterials, or a major arterial and expressway.

Railroad Service and Land Use

- Abandoned railroad R-O-W will be considered for future streets and/or trails.
- Generally, industrial property with rail access should not be allowed to change to other uses.
- The city should explore development of additional rail served industrial sites.

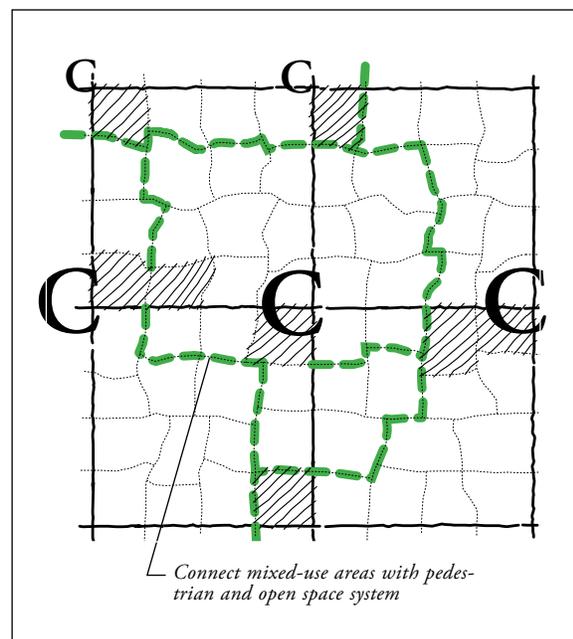


Figure 16

Reverse Commuting

Reverse commuting is a term to describe the daily journey of city residents who have jobs in the suburbs. Many of these job sites do not have adequate mass transportation to serve its employees. The best possible way to address this problem is to bring job and shopping opportunities to the inner city in order to accomplish this.

- The City should assist in the development, revitalization or stabilization of commercial and employment centers in low-income areas to help offset the lack of adequate transportation alternatives.
- The City should work with MAT to identify low-income neighborhoods which are in need of additional mass transit service and help in the formulation of a plan which would provide adequate service. This service should not be measured based on the number of passengers it serves, but on the number of job placements it helped provide.



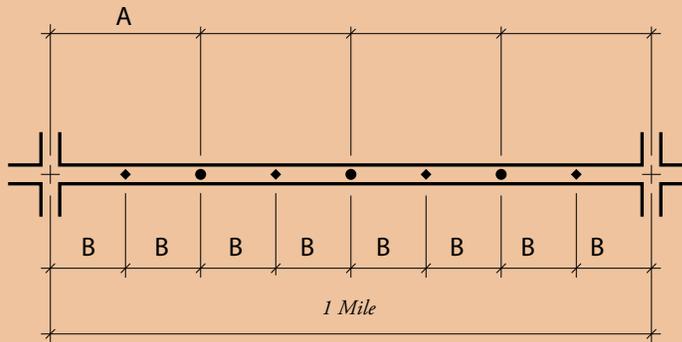
Sidewalks in front of townhomes.



Commercial development at 72nd and Ames streets.

Arterial Access Implementation Policy

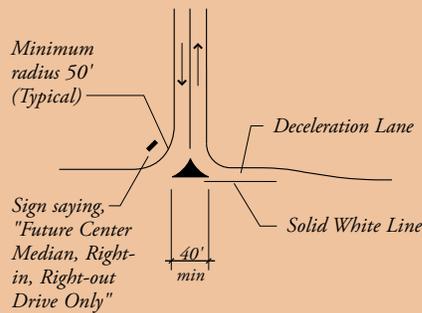
The following criteria have been adopted by the public works and planning department. The purpose is to set standards for access points along major and minor arterial streets within the jurisdiction of the City of Omaha. This policy supports the master plan's call for a dense network of streets as well as provides for safe and efficient arterials throughout the community.



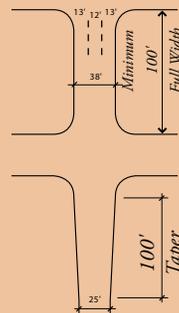
- Point of intersection for through streets; median break
- ◆ Right-in, right-out only (design per Fig. 4, page 7, Traffic Engineering Division Guidelines as shown below); not allowed in single family areas; no signalization; deceleration lane required at private cost for private drive; deceleration lane may be general obligation debt if for public street; conditions of access to be recorded on plat

- A 1320' spacing preferred
1200' minimum spacing
- B 660' spacing preferred
500' minimum spacing

NOTE:
Intersections at mixed-use center locations to be designed according to traffic impact study requirements



Rightin, Rightout Driveway Design
(Traffic Engineering Division Guidelines)



Typical Residential Intersection

Figure 17

Arterial Access Policy

The criteria illustrated in Figure 17 have been adopted jointly by the Public Works and Planning Departments. The purpose is to set standards for access points along major and minor arterial streets within the jurisdiction of the City of Omaha. This policy supports the Master Plan’s call for a dense network of streets as well as provides for safe and efficient arterials throughout the community.

Three Through Routes per Mile Policy

In accordance with the Arterial Access Policy, each mile section will have three through routes in the north/south and east/west direction (See Figures 18 and 19). The construction of bridges may be necessary to meet this policy in some cases.

Alternative Modes: Pedestrian System

This plan is based on the concept of a series of high-density mixed-use areas linked together by a pedestrian and open space system. Components of the open space system include hiking trails, bike facilities (see following section), multi-purpose open space corridors such as creeks and boulevards, and standard sidewalks.

- Mixed-use areas are to be connected to each other utilizing hiking trails, bike facilities, multi-purpose open space corridors, and standard sidewalks.

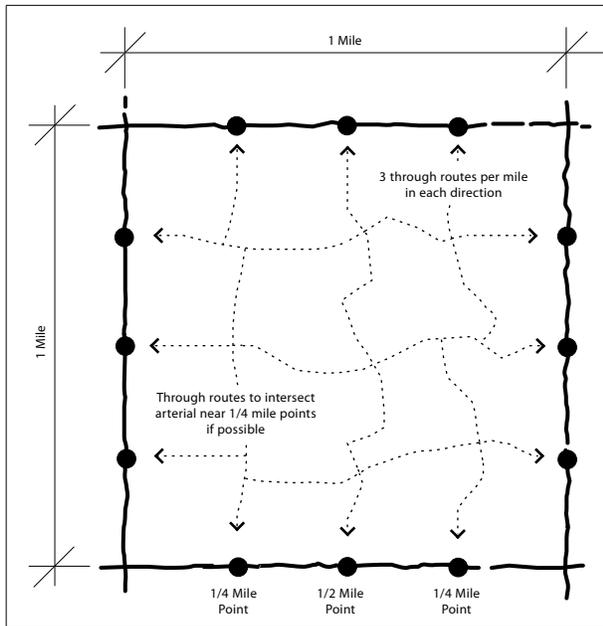


Figure 18

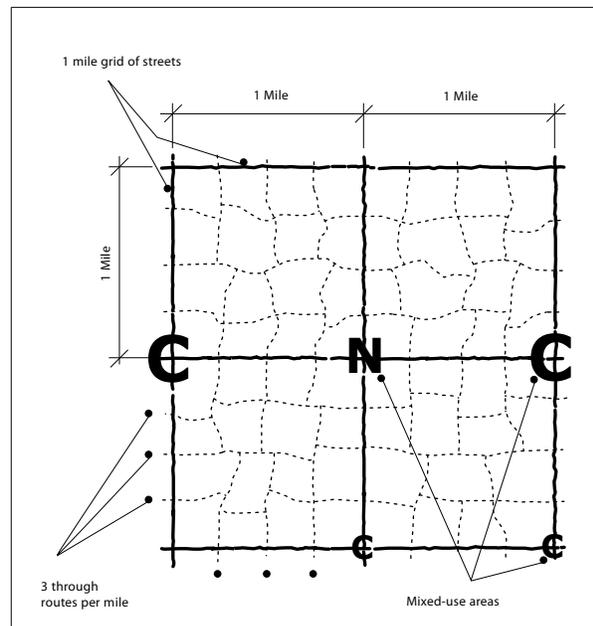


Figure 19

Bike Routes

The Transportation Plan establishes a future bicycle network for Omaha (See Map 4-Future Bicycle Facility Map), reprinted from Transportation Plan). The intent is to connect mixed-use centers to provide a safe route via bicycle to all the mixed-use centers in Omaha. The routes were chosen based on traffic volume, directness between centers, and topography.

The Transportation Plan defines three classifications of bicycle facilities (refer to the Transportation Plan for more detail):

1. Bicycle trail: An exclusive bicycle facility with cross traffic minimized.
2. Bicycle path: A separate bicycle facility located next to minor and major arterials.
3. Bicycle route: A street that is signed as a bicycle route, but which does not include a separate facility for bicycles. These are normally located on local roads.

Mass Transit

Omaha's reliance on the automobile as space-intensive and expensive is outlined in the Transportation Plan. That plan calls for the City to rethink mass transit's role and encourage design which makes other options to the car more attractive.

Since a successful transit system depends on concentrated riders and destinations, the Transportation Plan reinforces the concept of high-density mixed-use areas as outlined in this plan and introduces the concept of transit corridors. The Future Land Use map indicates the location of mixed-use areas and also shows three "transit corridors", West Center Road, West Dodge Road, and West Maple Road. The intent is to develop the necessary densities to support transit. (The following guidelines are repeated here from the Transportation Plan)

Metropolitan Area Transit

1. New developments must be designed to accommodate MAT's recommended standards for bus traffic (See Transportation Plan).



Keystone Trail

2. If development proposals consisting of land uses which MAT attempts to serve are located beyond the 20-year service area, the developer should contact MAT to review how to best serve these *developments*.

These uses are:

- Colleges and hospitals
- Apartment units in complexes of 48 units or more
- Employment sites
- Major shopping centers
- Senior citizen towers/retirement communities

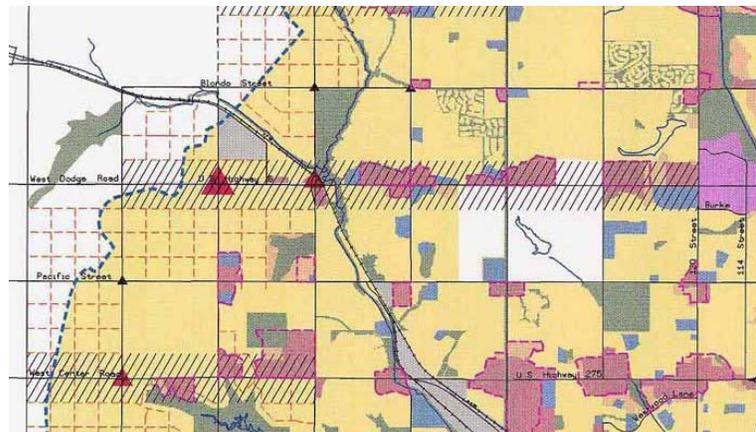
3. Civic uses and day care facilities are strongly encouraged at MAT's future park and ride lot locations.

Transit Corridor

As noted previously in the criteria for mixed-use areas, medium- to high-density residential uses will be allowed to be located between mixed-use areas in the transit corridors shown on the Land Use Map along West Maple, West Dodge and West Center Roads.

1. To support viable bus service, residential densities along the corridor need to average 8 dwelling units per net residential acre (du/ac).
2. To obtain this density, a variety of residential densities should be encouraged within these corridors - apartments in mixed-use areas and a mix of townhomes, duplexes, and single-family homes in the remaining portion of the corridor.

This mix of densities should allow for diverse building types - apartments in the mixed-use centers, and a mix of townhomes, duplexes, and single-family homes in the remaining portion of the corridor.



Shaded areas show West Maple, West Dodge and West Center transit corridors

Urban Design

The Concept Element states:

- The City of Omaha will ensure that areas of the city are cohesive in terms of appearance and function. The City will require that proposed projects be considered within the context of their surroundings and that they be consistent with an overall design concept that considers the interrelationship of buildings, parking, open space, pedestrian movement and existing site features.
- The City of Omaha will utilize a combination of incentives, policies, and design review procedures to attain a high degree of design quality in Omaha, in its own projects — such as public spaces and civic buildings — and in the private sector. Public art should be a consideration in the community’s development.
- Omaha’s streets will be made more attractive through increased landscaping, and through the tighter regulation of signs and adjacent land uses. The historic park and boulevard system will be retained and enhanced. Major entries into Omaha such as Abbott Drive, the interstate and Dodge Street should be attractively designed and portray a positive image. The visual qualities of land uses adjacent to major entries should be considered.
- The treatment of selected major thoroughfares such as parkways should be considered.
- Rezoning, conversions and “slip-in” apartments will be discouraged in conservation areas and special regulations and improved code enforcement will be implemented to encourage conservation and rehabilitation.
- Omaha’s sound existing building stock, older neighborhoods and older business districts should be conserved and enhanced. A range of historic buildings and areas representative of Omaha’s varied social and architectural history should be retained.



Landscaping in parking lot



Parking on street and to the rear and side of buildings

Architecture and Site Design

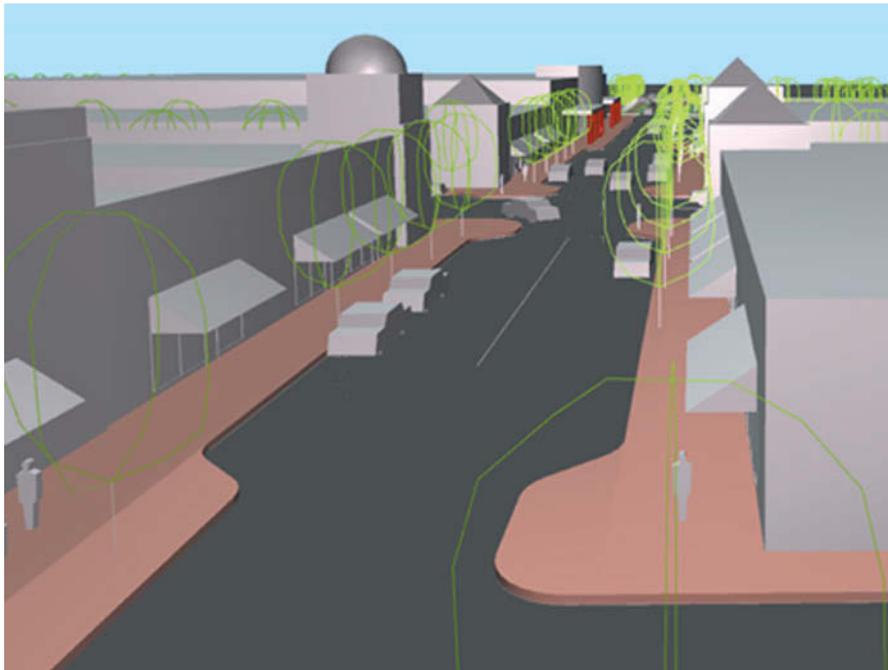
A major development/site plan review procedure will be used to assess the compatibility of new construction with its surrounding environment and to ensure visually and functionally integrated development. Projects will be judged on the following criteria:

Building design

- Architectural design and building materials should be compatible with surrounding areas.
- Development should minimize differences in height and building size from surrounding areas.

Orientation of buildings

- Buildings should front each other across plazas or across streets, and backs of buildings should not face a street, plaza, or the front of another building.
- Development should respect pre-existing setback lines in surrounding areas.
- Buildings should be grouped to form common open space for public use when possible.
- Buildings should relate as directly as possible to the street; setbacks should be minimized.



Buildings grouped to form a "main street" type space

Parking/vehicular circulation

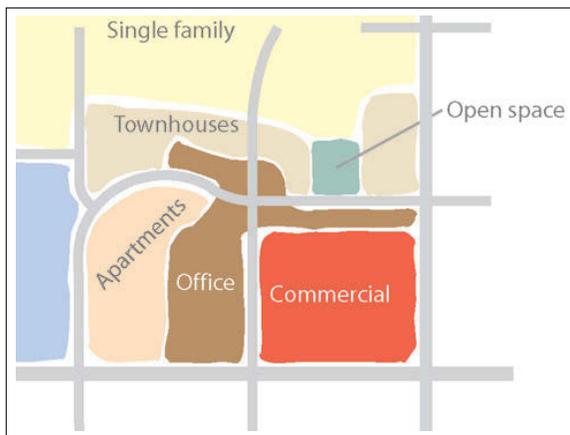
- Parking is to be fully integrated into the design concept for all projects and is to be well landscaped.
- Shared parking should be employed when possible. Parking structures should be encouraged. (See Shared Parking Guidelines in Transportation Plan)
- Parking lots/structures to the rear or side of buildings are to be encouraged.
- Whenever possible, parking lots should not be located at street corners.
- Parking and circulation should serve all structures with minimal vehicular and pedestrian conflicts.
- All structures must be readily accessible to public safety vehicles.
- Streets are to connect directly to adjacent development, adjacent public streets or adjacent private ways. Internal circulation should distribute traffic to minimize conflict at access points.
- Parking lots are to be broken up with landscaping.

Sidewalks/pedestrian movement

- Sidewalks and/or pathways are to be used to make clear, direct and pleasant connections between buildings, adjacent developments and the trail system when possible (See Figure 15).

Landscaping

- Projects are to be designed to retain the highest degree of existing trees possible.
- Mixed-use areas are to have street trees and parking lot trees.
- Landscaping should be utilized to divide otherwise unbroken paved areas.



Street network links various land uses together.



Sidewalks link adjacent developments

General Design Quality

Firms selected to design City buildings may be subjected to concept reviews by an ad hoc panel of recognized experts from the design community at large.

Public building projects will be required to set aside 1% of their total cost for art. (This pertains to buildings generally open to the public, such as libraries, City Hall, etc. It does not apply to maintenance, storage, and similar type buildings.)

Streetscape: Signs

The types of signs allowed (Y=yes, N=no) will be dependent on the type of area in which they are located shown on the following chart:

	Industrial	Mixed-Use	CBD	Low Den.Res.	Maj. Ent.
Wall/Facade	Y	Y	Y	N	Y
Projecting	Y	Y	Y	N	Y
Canopy	Y	Y	Y	N	Y
Below Peak	Y	N	Y	N	N
Above Peak	Y	N	N	N	N
Pole	Y	*Y	N	N	N
Monument	Y	*Y	N	N	N
Ground	Y	Y	Y	N	Y
Sign Band	Y	Y	N	N	Y
Painted Wall	Y	Y	Y	N	Y
Pennants	Y	N	N	N	N
Pneumatic	Y	N	N	N	N
Balloon	Y	N	N	N	N
Graphic	Y	Y	N	N	N

A pole or monument sign shall be permitted if it meets the following criteria:

- Is a center identification sign;
- Located at a point of public access in a mixed-use center;
- The total sign budget for the mixed-use development is not exceeded.

Existing non-conforming pole and monument signs should be allowed until:

- Change of use type or abandonment;
- New sign is erected.



Center identification sign



Abbott Drive



Entering Omaha along Blair High Road

Major Entries to the City

The Transportation Plan identifies the major entries, or “gateways” to the city. These are important points of arrival into Omaha that deserve special landscaping and land use consideration (See Figure 20).

(The following guideline is repeated here from the Transportation Plan)

Overlay zoning districts should be adopted for the areas shown as Omaha’s gateways. This overlay zone will guide the color, signage, texture, spacing, landscaping,, and the bulk of the buildings so that all land uses in the zone contribute to the sense of place.

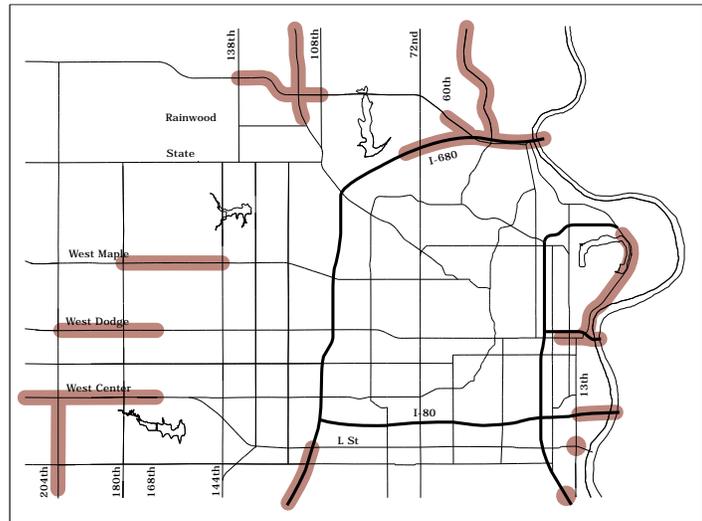


Figure 20

Neighborhood Conservation

In order to encourage the creation of healthy neighborhoods, preserve existing housing stock, stabilize existing neighborhoods, and prevent the spread of blight and neighborhood decline, the City will:

- Prohibit illegal land uses;
- Require that projects meet zoning ordinance provisions for minimum lot area and setback regulations, landscaping, buffers, screening, parking, and home occupations;
- Require that projects are compatible with the surrounding neighborhood in terms of scale, setback, building materials, landscaping and parking;
- Allow neighborhood down-zonings where zoning does not match existing use;
- City should establish and provide an effective code enforcement program;
- Encourage the retention and rehabilitation of historic structures.



Compatible infill housing

Historic Preservation

The Charleston Principals listed below, dealing with the value of historic preservation, as adopted by the United States Conference of Mayors, are to be employed:

“Identify historic places, both architectural and natural, that give the community its special character and that can aid its future well being.

Adopt the preservation of historic places as a goal of planning for land use, economic development, housing for all income levels, and transportation.

Create organizational, regulatory, and incentive mechanisms to facilitate preservation, and provide the leadership to make them work.

Develop revitalization strategies that capitalize on the existing value of historic residential and commercial neighborhoods and properties, and provide well-designed affordable housing without displacing existing residents.

Ensure that policies and decisions on community growth and development respect Omaha’s heritage and enhance overall livability of the city.



Mason Terrace Apartments

Demand excellence in design for new construction and in the stewardship of historic properties and places.

Use our heritage to educate citizens of all ages and to build civic pride.

Recognize our cultural diversity and empower a diverse constituency to acknowledge, identify and preserve our cultural and physical resources.”

In order to be considered historic, buildings, sites or areas must meet either National Register criteria or the criteria for local designation as set out in Section 24-52 of the Omaha Municipal Code.

Tax incentives such as local tax abatement or low interest rehabilitation loans should be provided to encourage the retention and designation of historic buildings and areas.

Community Development and Revitalization

The Concept Element states:

- The City will ensure that policies and programs are in place to create healthy and diverse neighborhoods and affordable housing for all of the city's residents in all areas of the city. The use of innovative site planning and design techniques will be encouraged as a way to reduce overall development costs.
- The City will promote redevelopment to provide a broader range of employment, retail, service and housing opportunities within central city areas identified as having the greatest needs.
- Efforts should be made to combat deterioration within older sectors of the city by promoting the construction of new infill housing built within the interstate loop, revitalizing existing neighborhoods, and developing new commercial and employment centers within the city's older neighborhoods.



Redevelopment project on former Logan-Fontenelle site

GUIDELINES

Innovative Residential Site Planning

The City will permit the use of innovative techniques, such as:

- Density bonuses: the use of a bonus incentive to increase a project's density in exchange for the provision of affordable housing;
- Planned Unit Developments: a development of land that is under unified control and is planned and developed as a whole or in phases;
- Cluster Subdivision: a technique that concentrates building on a site to allow the remaining land to be used for common open space;
- Zero Lot Line Developments: the location of a building on a site directly on a lot line; the side yard is larger and usable and requires less land;
- Performance standards: allowing development to occur provided it can meet a set of standards designed to ensure it would not adversely affect adjacent property;
- Mini-lot: high-density detached housing unit on small lots; reduced lot areas, frontages and setbacks permitted;
- "Z" lot: long and narrow lot with side yard easements to allow it to accommodate a detached housing unit with a more livable floor plan;
- Village House: single-family detached house located close to the street to maximize rear yard, alleys are encouraged to reduce visual impact of the automobile on streets.
- Patio House: single-family detached or semi-detached unit built on small lot enclosed by walls for privacy.



Inner City Infill Housing

Environment

The Concept Element states:

- Policies which emphasize higher density development, adaptive reuse, and infill will be used to reduce farmland and energy consumption, increase access to natural features, reduce flooding, and improve water quality. The expansion of the city will be regulated to prevent wasted services and loss of resources. Restrictions should be established on the creation of rural subdivisions (large lot without urban services) in Omaha's suburban fringe, where future extension of urban services is anticipated. Development patterns should be more compact and require higher densities. The amount of land consumed by auto-related uses, including streets and parking lots, should be reduced. Limitations will be placed on filling and development in the floodplain. The proportion of land used as parks should not be reduced as the city grows. Additional tree cover, wildlife habitat and open space corridors should be established throughout the Omaha area.
- Effective measures must be taken to ensure that lakes, rivers, wildlife habitat, wooded hills, ravines and waterways, natural springs, loess bluffs, prairies, rock outcrops, and steep slopes are protected from destruction. Special consideration will be given to wetlands and the Missouri River bluffs.



Large Lot Development

The following concepts or goals are outlined in the Concept Element:

Sustainability in Development

The long term effects of development on the environment and the finite nature of natural resources will be considered in all city projects, as well as in all private development. Emphasis will be placed on maintaining the health of environment systems and protecting natural features at the initial stages of design for development.

Important Natural Features

Regulations, incentives and policies for the preservation, protection and re-establishment of sensitive natural features will be developed and enforced. Emphasis will be placed on the modification of development proposals to accommodate and protect natural features rather than modification of natural features to accommodate development. When modification of natural feature is allowed, mitigation procedures and penalties will be utilized to compensate for the damage and/or loss.

Environmental Safety and Quality

By setting an example with its own projects, as well as developing policies and incentives for private development, the City will promote a more efficient, environmentally safe, clean city. Mitigation measures will be required for all development which results in pollution.

Foster Compact Urban Form and Design

Policies which emphasize higher density development, adaptive reuse, and infill will be used to reduce farmland and energy consumption, increase access to natural features, reduce flooding, and improve water quality. The expansion of the city will be regulated to prevent wasted services and loss of resources.



Grading for New Development

GUIDELINES

Protection of Natural Features

a. The following table establishes the percentage of each unique or sensitive natural feature which should be protected and the ratios required for mitigation if a development destroys more of a feature than the amount allowed. (Note: 1:1 = 1 acre destroyed to 1 acre restored, 1:2 = 1 acre destroyed to 2 acres restored, etc.)

	Percentage	Ratio
Natural Lakes	100%	1:1
Man-made, Private Lakes (Not farm ponds)	80%	1:1
Floodways for Rivers and Intermittent and Perennial Streams	100%	*
Natural Wetlands (as defined by the Corps of Engineers)	100%	1:3
Natural Springs (which discharge to the surface)	100%	1:1
Floodway Fringe for Rivers and Intermittent and Perennial Streams:		
Developing areas and critical areas within existing development	75%	1:1
Existing development (prior to adoption of this element)	**	**
Virgin Prairies	100%	1:2
Tree Canopy (Mature Woodlands)	75%	1:2***
Natural Ravines (defined by 17%+ slopes)	80%	1:1
Loess Bluffs	100%	1:1
Rock Outcrops	100%	1:1

* As required by the Corps of Engineers and/or other governmental agency with jurisdiction.

** Intensive site regulation with guidelines to protect vested development rights (vested rights may be based on zoning or surrounding development)

*** Remediation by covenant allowed

- b. Features created for mitigation purposes will be completely protected.
- c. Wildlife corridors should be considered in the preservation of all features.
- d. Mitigation can include purchase and protection of existing features in other locations in Washington, Douglas and Sarpy counties.

- e. An “Assessment and Mitigation Plan” will be required for activities which exceed the protection factor in order to determine the need for mitigation and whether the proposed mitigation is appropriate.
- f. If Federal, State or City governmental agencies require a special change in a proposed development which would result in the destruction of all or part of a natural feature, the developer would not be required to mitigate the loss resulting from the required change.
- g. Mobile home parks and outdoor storage should not be allowed to be located in floodplains. Agricultural, recreational and open space uses of floodplain land should be encouraged. Residential, commercial/office, and industrial type uses should be discouraged.
- h. The City should study the effect of stormwater from new development and adopt policies which will prevent future flooding problems. The City should study methods of financing improvements related to stormwater detention and management.

In order to protect a natural feature, a developer may transfer the amount of development allowed on the entire site to the portion of the site which does not include the feature, provided that:

- The added density does not result in the indirect destruction of the natural feature;
- The project can meet other required site regulators;
- The increased density is in keeping with the City’s Master Plan.



Retention of existing trees

Preserve, Protect and Enhance Environmental Safety and Quality

OBJECTIVES:

- The City will make every effort to protect and improve the overall quality of our environment.
- Omahans must work in a pro-active manner to prevent environmental degradation and eliminate waste and environmental pollutions at the source rather than addressing the problems after they arise.
- Whenever possible, those who generate pollution must be required to mitigate the damage.
- Omaha will preserve and enhance its creeks and floodplains and restore degraded areas.
- The City will develop fair and equitable policies and regulations to improve water quality and protect life, health and property from stormwater damage.



Heron Haven

POLICIES:

1. The City will develop and adopt a comprehensive stormwater management plan that identifies acceptable levels of impact from development and identifies measures to mitigate adverse impacts. This stormwater management plan should place priority on regional stormwater management.
2. The City will work with the NRD to encourage adoption of this stormwater management plan throughout the metropolitan Omaha area.
3. Stormwater management within newly developed sites should maximize the use of natural drainage patterns, and should be integrated with open space resources that also provide important stormwater benefits.
4. As part of the stormwater management plan, the City should work with the NRD, the County, and other agencies to remove buildings that currently are located in the floodplain through voluntary buy-outs.
5. The City should support efforts by the NRD to re-map floodplains in the Papillion Creek Watershed based on future development conditions hydrology.
6. The City should work with the NRD and the County to design and build the park system in the floodways and publicly-owned portions of the floodplains throughout the city.



Papio Creek

IMPLEMENTATION:

- a. The City, in conjunction with the NRD, will establish a Stormwater Management Task Force to develop stormwater management standards, including standards related to flood peaks, flood stage, flood velocity, erosion and sedimentation and to identify major regional stormwater management facilities.
- b. The City should continue to review all proposed building construction or re-grading within areas officially mapped as within the current 100-year floodplain and the future 100-year floodplain based on future development conditions hydrology, as established by the Papillion Creek Watershed Partnership.
- c. The City should adopt and enforce a regulation that limits the filling of the floodway fringe of the floodplain unless mitigation is provided.
- d. The City should continue to acquire existing buildings in the floodplain through voluntary buy-outs, according to priorities, and should continue to seek funding from other governmental entities to speed up the implementation of the buy-out program.
- e. The City Parks and Recreation Department should work with the NRD, the County and philanthropy to acquire, design, implement, and program a world-class regional park system, structured by the creeks of the Omaha metropolitan area. The City should fund and seek funds for the long-term programming and maintenance of the regional park system.

Appendix

Density/Land Consumption Calculations

Bureau of Business Research (BBR) projections:

Total Housing Units for 45 years (1995-2040)	55,420 units
Single-family (69% of total)	(38,240) units
Multi-family (31% of total)	(17,180) units

Ponca Special Development Zone

Area = 7,181 acres (1 unit/5 acres) = (full buildout)	1,436 units
minus estimated existing units in Ponca area	<u>- 836 units</u>
	610 units
	(yet to be built)

Units allocated to inner city

250 units/year x 45 years =	11,250 Total Units
(69% = Single-family)	(7,763) units
(31% = Multi-family)	(3,487) units
Vacant, improved lots in SIDs in 1995	6,197

4 Unit/Acre Overall Average Density As Shown On Figure 1

55,420 Total Units
 - 610 Ponca
 -11,250 Inner City
 - 6,197 Vacant, Improved SID Lots
 37,363 Units (4 Units/Acre = 9,340 Acres (Darker band on Figure 1)

1.6 Unit/Acre Overall average density as shown on Figure 1

38,239 Single-Family Units (1.25 Units/Acre * =	30,591 Acres
11,339 Multi-Family Units (66% of 45 Year total; 34% Allocated to Inner City) - 16 Units/Acre =	<u>708 Acres</u>
	31,299 Acres

(Area between edge of existing development and outer most limit of light colored band on Figure 1)

*1.25 Units/Acre is based on taking the higher density figure of a 2 year comparison of unit/acre calculations based on Building and Development Summary figures for 1993 and 1994. This considers figures for single-family, two-family, office and commercial from the Development Summary as representing approximately 65% of total acres needed for development. An additional 35% was factored in for right-of-way, schools, civic uses, parks, etc.

Calculation for 2040 Development Line

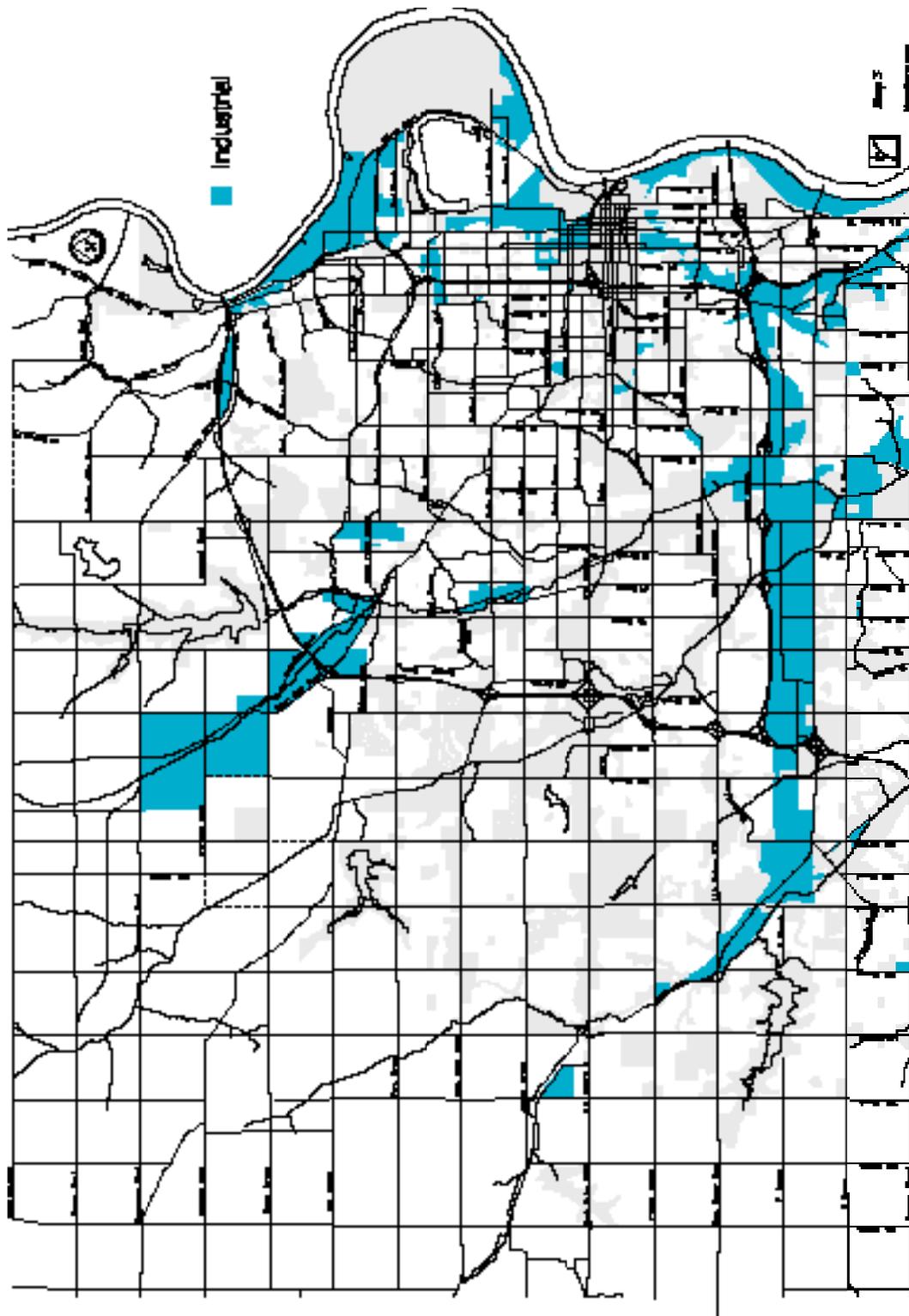
SINGLE FAMILY UNITS	38,240	
- Ponca	-610	
- Inner City	- 7,763	
TOTAL-SINGLE FAMILY UNITS	29,867	
Average Single-family (only) density	- 2.7 units/acre	11,062 Acres
MULTI-FAMILY UNITS	17,180	
- Inner City	- 3,487	
TOTAL MULTI-FAMILY UNITS	13,693 units	
Average Multi-family Density	-16 units/acre	856 Acres
OFFICE/COMMERCIAL		
Convenience M.U. Area	10 Acres x 16 Areas	160 Acres
Neighborhood M.U. Area	30 Acres x 3 Areas	90 Acres
Community (185)	185 Acres x 3 Areas	555 Acres
Community (60)	60 Acres x 4 Areas	240 Acres
Lake Cunningham		1,100 Acres
Standing Bear Lake		531 Acres
Industrial Area (N.W.)		1,600 Acres
Floodway		363 Acres
Parks (29,755 SF Units + 13,805 MF Units = 43,560 Units x .06 AcresParkland/Unit)		2,613 Acres
Schools (35 Acres/Sq. Mile x 30 Sq. Miles; 30 Sq. Miles based on earlier approximation of amount of ground needed to year 2040)		1,088Acres
Right-of-Way (34 Miles x 100 ft.)		412 Acres
TOTAL ACRES NEEDED FOR YEAR 2040		20,670 Acres

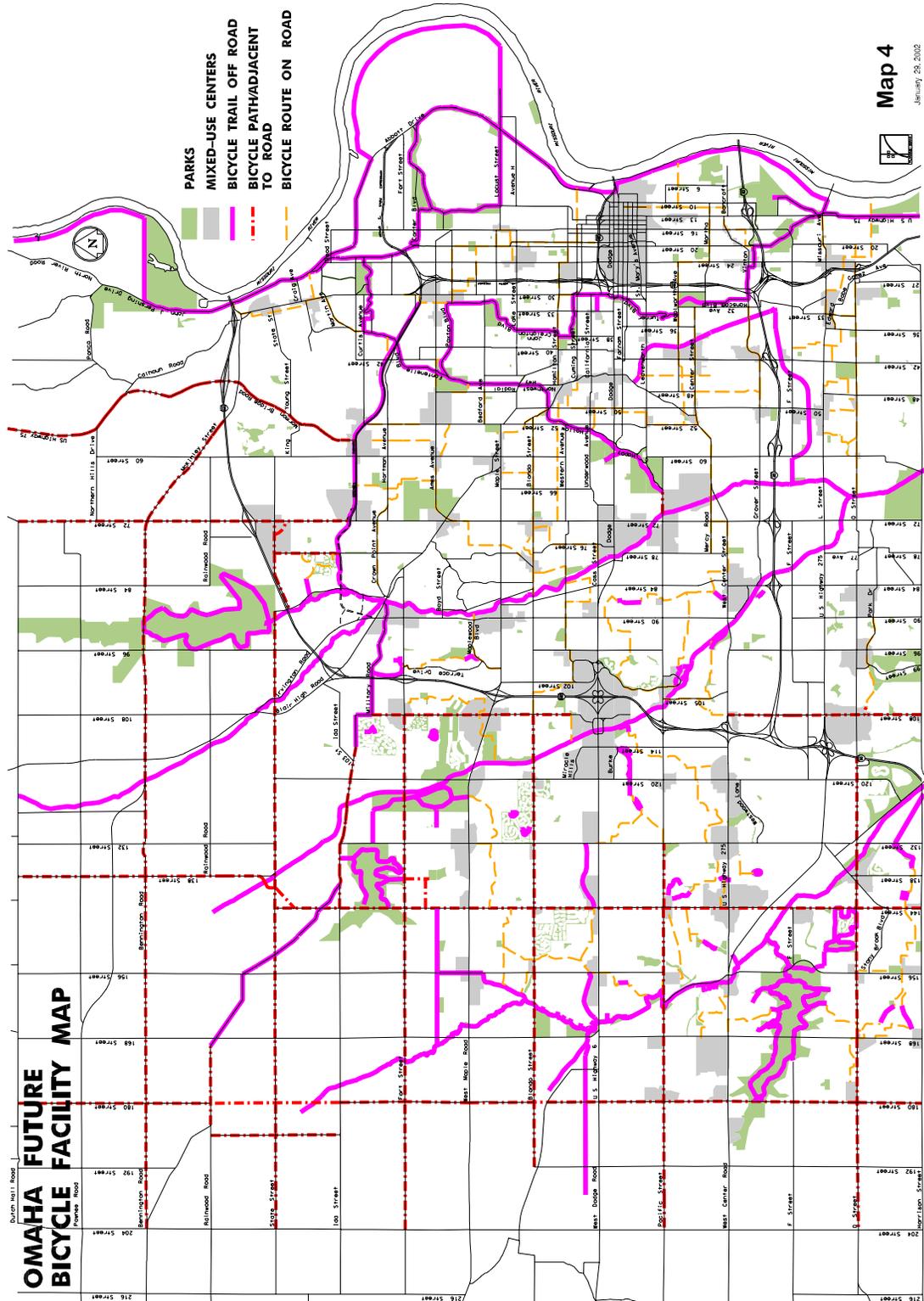
Master Plan as a Guide

The Omaha City Charter establishes the master plan as a general guide for the physical development of the city. Deviations from the Plan may be allowed by the Planning Board or City Council as deemed necessary to further another important master plan objective.

"Box" Stores

This plan defines "box" stores as the so-called "big box retailer" superstore. These are large, single-story stores generally ranging in size from between 25,000 sq. ft. and 200,000 sq. ft. Not included in this definition are large grocery stores (usually in the 65,000 to 80,000 sq. ft. range). Any single one-story retail building (other than a grocery store) larger than 30,000 sq. ft. would be considered a "box" store.





Map 4
January 28, 2002

Amendments to the Land Use Element

Approved by Ordinance (No. 34336)
Amended by Ordinance (No. 34342) October 1997
Amended by Ordinance (No. 34474) February 1998
Amended by Ordinance (No. 34496) March 1998
Amended by Resolution (No. 1787) June 1998
Amended by Ordinance (No. 34661) September 1998
Amended by Ordinance (No. 34681) September 1998
Amended by Ordinance (No. 34757) December 1998
Amended by Ordinance (No. 34901) May 1999
Amended by Ordinance (No. 34921) June 1999
Amended by Ordinance (No. 34933) June 1999
Amended by Ordinance (No. 35251) June 2000
Amended by Ordinance (No. 35573) May 2001
Amended by Ordinance (No. 35600) June 2001
Amended by Ordinance (No. 35622) June 2001
Amended by Ordinance (No. 35785) December 2001
Amended by Ordinance (No. 35809) December 2001
Amended by Ordinance (No. 35829) January 2002
Amended by Ordinance (No. 35830) January 2002
Amended by Ordinance (No. 36438) November 2003
Amended by Ordinance (No. 36525) January 2004
Amended by Ordinance (No. 36677) June 2004
Amended by Ordinance (No. 36822) October 2004
Amended by Ordinance (No. 36829) October 2004
Amended by Ordinance (No. 36830) October 2004
Amended by Ordinance (No. 36871) December 2004
Amended by Ordinance (No. 36979) March 2005
Amended by Ordinance (No. 36980) March 2005
Amended by Ordinance (No. 36984) March 2005
Amended by Ordinance (No. 37103) August 2005
Amended by Ordinance (No. 37124) August 2005
Amended by Ordinance (No. 37187) October 2005
Amended by Ordinance (No. 37225) December 2005
Amended by Ordinance (No. 37235) December 2005
Amended by Ordinance (No. 37254) December 2005
Amended by Ordinance (No. 37351) May 2006
Amended by Ordinance (No. 37369) May 2006
Amended by Ordinance (No. 37410) June 2006
Amended by Ordinance (No. 37442) July 2006
Amended by Ordinance (No. 37533) November 2006
Amended by Ordinance (No. 37537) November 2006
Amended by Ordinance (No. 37660) February 2007

Amended by Ordinance (No. 37704) May 2007
Amended by Ordinance (No. 37796) July 2007
Amended by Ordinance (No. 37773) July 2007
Amended by Ordinance (No. 37886) October 2007
Amended by Ordinance (No. 37971) January 2008
Amended by Ordinance (No. 38108) May 2008
Amended by Ordinance (No. 38125) June 2008
Amended by Ordinance (No. 38156) July 2008
Amended by Ordinance (No. 38161) July 2008
Amended by Ordinance (No. 38168) July 2008
Amended by Ordinance (No. 38239) September 2008
Amended by Ordinance (No. 38281) November 2008
Amended by Ordinance (No. 38417) June 2009
Amended by Ordinance (No. 38609) December 2009
Amended by Ordinance (No. 38685) March 2010
Amended by Ordinance (No. 38766) July 2010
Amended by Ordinance (No. 38836) October 2010
Amended by Ordinance (No. 38862) November 2010
Amended by Ordinance (No. 38936) February 2011