

# Chapter 4: Future Land Use



## Introduction

The Future Land Use Map provides an overview of the main ideas and themes to be addressed in the Comprehensive Plan. The map highlights areas where some degree of change is encouraged or anticipated. Table 4-1 summarizes the guiding policies for each highlighted area on the map. The map is provided at the end of this chapter.

**Table 4-1: Future Land Use Guiding Policies**

Framework	Guiding Policies
City Gateways	Strengthening the City’s image and attractiveness by improving entries.
Corridor Enhancement Areas	Improving the condition, character and quality of primary and secondary travel corridors.
Greenway Park System	Providing a connected system of parks and greenways.
Residential	Encouraging a mixture of lots sizes and housing styles for residential development areas combined with parks and green spaces.
Mixed Use Development Areas	Promoting planned mixed use areas offering innovative combinations of residential and business development.
Historic Downtown Revitalization Area	Reviving downtown as the heart of the City – the civic, economic, cultural, and symbolic center of city life.
US 78 and Magnolia Road Revitalization Area	Promoting reinvestment and sensitive redevelopment in this older commercial and industrial district.
Neighborhood Areas	Improving the quality of life in the City’s mature neighborhoods.

This chapter further elaborates on the guiding policies provided above and addresses each area identified on the Future Land Use Map. The chapters following this one, particularly

The following chapter will provide the detailed goals, objectives and strategies that will guide the City in the implementation of the framework plan policies in this chapter.



### **City Gateways**

The Framework Map identifies the City’s primary and secondary gateways—selected areas where the regional road network crosses a City boundary. Primary gateways are identified at the City’s interstate interchanges. Secondary gateways are found at major secondary road corridor entrances, the entrances for US 78 at State Route 77, US 78 at Honda Drive, US 78 at Lake Login Martin, State Route 34 at Stemley Road (Market Street), State Route 77 at Speedway Blvd. and State Route 77 at South Magnolia Road. These gateways serve as the community’s front door, establishing first impressions and reinforcing images and perceptions of Lincoln’s character, quality of life and vitality. The City should prepare an evaluation of the visual quality and entry experience at each gateway and plan for appropriate improvements. Such improvements could include updated entry signage, landscape plantings, screening of unsightly views, and new development and redevelopment recommendations. The City should consider locating gateways within the corporate limits.

## **Corridor Enhancement Areas**

The Future Land Use Map highlights the important local and regional travel routes into and through the City, many of which are commercial and tourist destinations. Their quality and character strongly influence the City's accessibility, attractiveness and economic vitality.

This plan recommends that a special study of each of these corridors be carried out to address such issues as:

- Land use and design quality
- Streetscape improvements
- Vehicle, pedestrian and bicycle circulation
- Access management
- Development, redevelopment and reuse opportunities
- Conservation of special features
- Improvements to utilities and public facilities, and
- Signage.

Some of these corridors include residential areas, which may be under stress due to increased traffic along the corridor. It is particularly important that the corridor studies examine whether these areas should remain residential or be permitted to convert to nonresidential uses on a location-specific basis. Conversion to non-residential uses can result in building improvements along the corridor. On the other hand, continuous strips of retail and/or office uses can cause access management problems, with many commercial driveways causing dangerous traffic situations. Another consideration regarding conversion to non-residential use is the resultant expansion of the supply of potential retail/office sites in the City. If the demand is not high enough, the result may be spotty conversions that further destabilize the neighborhood. In some cases, existing residential areas along corridors can be improved by the installation of street trees and landscaping that buffer the houses from the road and by traffic calming measures. A mix of residential and non-residential uses may also be appropriate if the best sites for conversion are identified in the corridor plan, and if design standards are applied to mitigate adverse impacts of non-residential uses on neighboring residential uses and on traffic safety.

## **Greenway Park System**

Network of green spaces serves both recreational and environmental functions along with being an alternative means of transportation. They preserve vital elements of nature in the City – the streams, floodplains, and unique wooded sites. These ribbons of green could connect the City's parks with sidewalks and bicycle and/or shared-use paths and linear open spaces, providing protection from flooding, visual relief from urban development and an attractive recreational environment. The goal of the City should be to preserve the environmental and recreational values of these lands through enlightened conservation practices on its own lands and cooperative efforts with private landowners. The latter might include the purchase, acceptance of donation, and suggestion of proffers of land and easements from willing participants

## **Residential**

Areas represented as residential on the Land Use Map encompass all possible types of residential development. City zoning policies will determine where various development densities are appropriate. Residential areas are intended to provide the continuation of stable, healthy residential environments in all their forms. Additionally these areas will encourage the development of appropriate, and discourage the encroachment of inappropriate, commercial development through the implementation of master plan developments.

## **Mixed Use Development Areas**

These areas combine residential and non-residential uses in master planned neighborhoods where the different uses are finely mixed instead of separated. Quality architectural design features and strategic placement of green spaces will ensure development compatibility. These areas are prime candidates for “live-work” and traditional neighborhood developments. Live-work developments combine residential and office/service uses allowing people to both live and work in the same area. Live-work spaces may be combined in the same building or on the same street. All buildings have a similar residential scale.

Traditional neighborhood development permits integrated mixing of residential, retail, office and employment uses to create a neighborhood with the following characteristics:

- The design of the neighborhood allows residents to work, shop, and carry out many of life's other activities within the neighborhood.
- A mix of land uses is provided. The proximity of uses allows residents to walk, ride a bicycle, or utilize other means for many trips between home, work, shopping, and school.

- A variety of housing types is provided at a range of densities, types (multifamily, townhouse, and single family), and costs. Neighborhoods are heterogeneous mixes of residences in close proximity to commercial and employment uses.
- The neighborhood includes a retail, office, employment, and/or entertainment core to provide economic and social vitality, as well as a major focus and meeting place in the community. The core area may contain high density residential uses as well, particularly in the form of multifamily units on the upper floors of buildings over retail or office uses.
- Architectural, landscape and/or other design measures are employed to ensure compatibility between the different uses.
- The circulation system serves many modes of transportation and provides choices for alternative transportation routes. Streets, alleys, and pedestrian and bicycle paths connect to the surrounding area. Streets and alleys generally follow a grid pattern to provide these route choices and connections. Traffic calming techniques may be used to reduce vehicle speed and increase pedestrian and bicycle safety.
- The overall intensity of development is designed to be high enough to support transit service.
- A system of parks; open spaces; and civic, public, and institutional uses is included to create a high quality of life and civic identity for the community.
- The cluster concept is embraced so as to concentrate development in environmentally suitable areas and to preserve and protect important environmental and cultural resources.

Live-work areas should include most of the qualities of traditional neighborhood developments except that a concentrated core area is not required, the retail component is very minor, and residential-scale office uses may be more finely mixed with residential uses.

### **Revitalization Areas**

The following areas of the City are already developed, but have experienced some symptoms of decline. Revitalization and selected redevelopment, according to thoughtful detailed plans, are needed to ensure that these areas remain assets to the City, property owners, businesses, and residents.

### Downtown Revitalization Area

The City of Lincoln seeks to revive downtown as the heart of the City, an economic engine, source of civic pride, arts and entertainment center, and quality place to shop, work and live. The boundaries of the Historic Lincoln included, the business district, public areas (Blue Eye Park and other city owned properties) that connect downtown to surrounding neighborhoods. The center public square is the historic and symbolic center; a quarter mile radius from the center of the square defines the area within easy walking distance. The Main Street approach to revitalizing downtown forms the core principles for improving the area and focuses on organization, design, promotion and economic restructuring. In regard to design, the City should create special regulations to guide the rehabilitation and development of the area including the appropriate densities, intensity and character of downtown. Further guidance on the revitalization of downtown is provided in Historic Downtown Chapter.

### US 78 and Magnolia Road Revitalization Area

The City should to create a redevelopment and revitalization plan for this area which currently serves as the commercial, financial and public center of Lincoln. An area that currently exhibits mixture of land uses; new and deteriorating building stock; and conflicting focal points (visual messages). The goal is to encourage reinvestment and to seek coordinated redevelopment of the area transforming it into an attractive and vital City asset.

## **Neighborhood Areas**

Some neighborhoods face challenges to reinvestment and rehabilitation while others confront preservation issues. Some are suffering from poorly maintained, deteriorating, or vacant homes and spot conversions of single family homes to apartments or businesses. Some are affected by encroaching commercial development or inappropriate conversion of houses to non-residential uses. Some are impacted by lack of developmental standards and enforcement of building standards. Impacts of traffic on highly traveled roadways may also be creating neighborhood infrastructure stress. This plan recommends that for each of these areas a community-based neighborhood plan be developed to address these and other issues raised by the community. The following chapters provide goals, objectives and strategies to guide the conservation of these existing neighborhoods.