

Sanitary Sewer Map ASHLAND, NEBRASKA



Water System Map ASHLAND, NEBRASKA

STANDARDS FOR SCHOOL LOCATION AND SITE SIZE

Type of School	Travel Distance	Travel Time	Maximum Size of Site
Elementary	1/4 to 1/2 mile	1/2 hour	
Minimum 25 students			7-8 acres
Average 800 students			12-14 acres
Maximum 1200 students			16-18 acres
Junior High	1/2 to 3/4 mile	1/2 hour	
Minimum 800 students			18-20 acres
Average 1200 students			24-26 acres
Maximum 1600 students			30-32 acres
Senior High	3/4 to 1 mile	1 hour	
Minimum 1000 students			32-34 acres
Average 1800 students			40-42 acres
Maximum 2600 students			48-52 acres
Source: Planning Design Criteria, Jo	seph DeChiara and Le	re Koppleman, Van I	Nostrand-Reinhold Co., P.

180-183.

Public Services Recommendations

Increasing numbers of senior citizens in Ashland require special programs and facilities. According to 1960 Census data, 139 persons were 65 years of age or over. By 2010, that number had increased by 180.6 percent to 390 persons. This increase in the elderly population requires that the community improve and expand the facilities serving senior citizens. The following recommendations are intended to help the community in serving these needs. • Maintain and improve existing facilities as needed; • Enforce handicap accessibility standards, such as ADA sidewalks, restrooms, ramps, etc.;

- Publicize adult education courses available to senior citizens;

Maintain and expand support services to allow seniors to remain in their homes and in the community. These services may include handy-man services, visiting nurse program, meals-onwheels, etc.

Water System Recommendations:

It will be important to continue to monitor the regulatory requirements of the State and Federal Agencies (Safe Drinking Water Act), which will have an impact on the public water supply system, i.e. treatment, filtration, and chlorination. Currently, the municipal water meets the current standards of the Safe Drinking Water Act.

The age of the distribution system ranges from 1-60+ years. There are some areas within the community that lack adequate water volume. These areas are primarily in the old section of the city, which is serviced with a 4-inch cast iron pipe. Over the years, these pipes corrode and limit their usefulness. It is recommended that these lines be identified and a yearly program established to replace these lines.

Currently, the City of Ashland has an adequate pumping capacity capable of serving its current consumers; although, one well is nearing the end of its life. With the development and future growth around the City of Ashland, these wells will most likely be overloaded during the summer months. The City of Ashland has identified a fifth well site to replace the well that is nearing the end of its life. Future planning of water system improvements should include consideration of additional wells to meet the demands of both current and future growth.

Sanitary Sewer Recommendations: The wastewater treatment facility has been designed to accommodate a population of 4,747 persons in the year 2024. With Ashland's current population of 2,492 as of 2012, the wastewater treatment facility is well positioned for future growth or accepting wastewater flows from surrounding lake developments. These projections will be greatly affected by any new industrial development that may hook up to the city's sanitary sewer system.

The city needs to continue to monitor their wastewater treatment requirements. It is possible that the city may be placed in a position in coming years that would require stricter effluent disinfection or further treatment of the wastewater sludge. These issues need to be monitored as regulations are implemented and NPDES Operation Permits are issued.

Future improvements to the sanitary sewer system should include expanding of sewer lines to all residents within the corporate limits and replacing old lines. It is further recommended that the city continues to investigate the excessive infiltration during wet weather. In order to plan for future upgrades to the Wastewater Treatment Facilities, the city should begin, presently, planning financially for these improvements. This would allow for a smaller burden on the taxpayers when the time comes to upgrade the facilities.

PARKS AND RECREATION RECOMMENDATIONS

The Nebraska Game and Parks Commission recommends that communities with populations of less than 2,500 provide a minimum of 25 acres of park/recreation space per 1,000 persons. Given the 2010 U.S. Census data the City of Ashland's population of 2,453 would indicate that 61.33 acres of park or recreation space be available. Ashland has an estimated 97.09 acres of park/recreation land, which is approximately 39.58 acres of parkland per 1,000 persons. This calculation is somewhat misleading given that of the 97.09 acres of land designated Parks & Recreation, only 5.92 acres is devoted to city maintained parks. Additionally, the Jack Anderson Ball Park is approximately 14.90 acres. Omitting all other areas of park and recreation the calculation of parkland per 1,000 persons is 14.19 acres. This indicates that although the current allocation of parkland is lower than state standards, the community has ample land appropriately situated for future parkland growth.

Ashland is located in the Nebraska Recreation Planning Region II. Recreation Planning Region Il consists of 17 Southeastern Nebraska counties. In the Ashland area, these counties are Saunders, Lancaster, Cass, Butler, and Otoe. Basic park and recreation space and location planning offers the following recommendations for parks and recreation areas. High density recreation areas should be located near urban areas and user-oriented in design and a range of recreational facilities should be available that are appropriate to the park setting and mass use; and, general outdoor recreation areas should use natural resources and be equipped with man-made facilities.

Ashland has an opportunity to develop large tracts of park and recreational space within and outside the corporate limits. The floodway of the Salt Creek runs through the middle of Ashland. This area cannot be developed with uses requiring permanent structures or any element that would increase the flood elevation. Therefore, this area is ideal for development of open space park and recreational uses. This type of use is acceptable and is a good example of what can be done in this area.

Another project that should be undertaken is the redevelopment of the floodway area into a major community park as proposed in the 1987 Ashland Comprehensive Development Plan. However, the concepts and plantings list should be revisited to identify trees and plantings that may create problems during periods of flooding. Also, the park area should be increased to include as much of the vacant floodway area as possible. This will serve a couple of needs in the community, such as the following:

- transform vacant overgrown property into usable park and recreational space to serve Ashland's residents and residents from the surrounding area
- transform the main entrance to Ashland into an attractive sight for residents and visitors to the community.

Another activity identified in the 1987 Comprehensive Plan is the development of a hiker/biker trails system. Since the completion of the 1987 Plan, the City of Ashland developed approximately three miles of trails in the community. Most of the trails development has occurred in the floodway area. It is recommended that this development continue; however, the future development of trails should look at the following issues:

- continued development of trails in the floodway in order to fill in gaps,
- expansion of the trails system into and around the entire community,
- expansion of the trails system to connect with the Mahoney State Park, SAS Museum area, Linoma, and other parts of Saunders County, Douglas County, Sarpy County, Lancaster County, and Cass County. This development should be done in cooperation with each County government, tourist entity, and the Nebraska Department of Roads, and the Nebraska Game and Parks.

Trails development should also be developed in conformance with the Nebraska Trails Plan dated July 1994. The Trails Plan has Ashland located in the Metropolitan Corridor. Within this corridor, Ashland has proposed trail connections, to Omaha, Lincoln, Wahoo, State Parks (Mahoney State Park, Platte River State Park, Schramm Park, Memphis State Recreational Area, and Louisville State Recreational Area), and communities from David City, in the west, to Nebraska City, in the southeast. This corridor has been proposed to have different types of trails, including the following:

- Multi-Use trails,
- Canoe trails,
- Shoulder trails,
- Greenways.

The City of Ashland should lead a joint effort with Saunders County and Cass County to develop a Trails Master Plan for the Ashland area. This Master Plan should look at:

- potential routes connecting Ashland to locations within the two county area, especially, the Mahoney State Park / SAS Museum area,
- possible routes that would decrease the amount of land taken from tax roles,
- possible ways to generate revenue for all partners,
- signage and promotion of the proposed trails system,
- development of a trails system,
- many other issues.

Transportation Plan

INTRODUCTION

The transportation system, including streets and highways, parking, pedestrian ways, and non-motorized modes of travel, is closely tied to a city's future growth and development. A community's network of streets, for example, helps determine land use configurations, as the physical design of streets influence the character of residential neighborhoods and commercial districts. At the same time, the street network is not solely about vehicular movement. Pedestrian and other forms of non-vehicle travel should also be considered in planning for the future of Ashland.

It is the objective of this plan to produce a framework for an efficient, safe, connected, and sustainable transportation system.

The primary bases for information employed in the development of the Transportation Plan were: (1) City of Ashland's "One and Six Year Plan"; and (2) Nebraska's "One and Five Year Plan". The Nebraska Department of Roads, each county, and each municipality must develop and file with the State's Board of Public Roads Classifications and Standards a long-range, Six-Year Plan of highway, road, and street improvements. These proposed improvements are to be based on priority of needs and calculated to contribute to the orderly development of an integrated statewide system. Upon approval of these plans by the Board of Public Road Classifications and Standards, the governmental units are eligible to receive highway-user revenue from the State Highway Department.

The One and Five Year Plan, developed by the Nebraska Department of Roads, establishes present and future programs for development and improvement of state highways. The one year plan includes highway projects scheduled for immediate implementation, while the five year plan identifies highway projects to be implemented within five years or possibly sooner if scheduled bids and work for one year projects cannot be awarded and constructed. The One and Five Year Plan not only addresses road projects, but also can include other types of projects such as trail or scenic enhancement programs.

STREET AND ROAD CLASSIFICATIONS

Nebraska Highway Law identifies eight functional classifications or rural highways. These classifications illustrate that roads serve specific functions. The following provides a brief description of the classification system:

- 1. Interstate Roadways consist of the federally designated National System of Interstate and Defense Highways. There are no roadways within Ashland city limits or the extra-territorial jurisdiction.
- 2. Expressways consist of a group of highways following major traffic desires in Nebraska that rank next in importance of the Interstate. The expressway system is one which, ultimately, should be developed into multi-lane divided highway standards. There are no roadways within Ashland city limits or the extra-territorial jurisdiction.

- 3. Major Arterials consists of the balance or routes that serve major statewide interests for highway transportation. This system is characterized by high speed and relatively long-distance travel patterns. There are no roadways within Ashland city limits or the extra-territorial jurisdiction.
- 4. Other Arterials consist of a group of highways of less importance as through-travel routes that serve places of smaller population and smaller recreation areas not served by the higher systems. Within Ashland city limits and extra-territorial jurisdiction the following roadways are a representation of this roadway classification:
 - a. U.S. Highway 6 (Minor Arterial)
 - b. Nebraska Highway 66 from US Highway 6 to the East (Minor Arterial)
- 5. Collectors consist of a group of highways that pick up traffic from many local of landservice roads and carry it to community centers or to the greater system of arterial roadways. They are the main school bus routes, mail routes, and farm-to-market routes. Within Ashland city limits and extra-territorial jurisdiction, the following roadways are a representation of this roadway classification:
 - a. Nebraska Highway 66 from U.S. Highway 6 to the north (Major Collector)
 - b. Silver Street from US Highway 6 to Nebraska Highway 66 (Major Collector)
 - c. Furnas Street from Nebraska Highway 66 to the west (Major Collector)
 - d. Silver Street from Nebraska Highway 66 to 30th Street (Minor Collector)
 - e. 30th Street Silver Street to Birch Street (Minor Collector)
- 6. Local Roads consist of all remaining rural roads, except remote residential and minimum maintenance roads. All roadway segments within Ashland city limits not already identified above are considered to be local roads.
- 7. Remote Residential Roads consist of roads or segments of roads in remote areas of counties with a population density of no more than five people per square mile or an area of at least one thousand square miles, and which serve as primary access to no more than seven residences.
- 8. Minimum Maintenance Roads consist of roads used occasionally by a limited number of people as alternative access roads for areas served primarily by local, collector, or arterial roads or roads that are the principal access roads to agricultural lands for farm machinery and farm trucks, and which are not primarily used by passenger or commercial vehicles and are not intended for school bus or mail routes.

STREET SYSTEM

Ashland is accessed by U.S. Highway 6 and State Highway 66. U.S. Highway 6 crosses just south of Ashland in a northeast-southwest direction. State Highway 66 enters Ashland from the southeast corner and then proceeds in a northerly direction. Traffic entering Ashland from the north and south are delivered into the city's street network by State Highway 66. Travelers arriving from the east are carried into Ashland by Silver Street via U.S. Highway 6. The major intra-city streets in Ashland are Furnas Street, which is an east-west collector street; Silver Street, which is an east-west collector street, which is a north-south collector street on the western edge of the city.

CONNECTIVITY

An efficient transportation system will likely have a high degree of connectivity since the frequency of connections helps reduce traffic volumes, delays, and enhances the opportunities for pedestrian and bicycle travel. Ashland's local street network has a high degree of connectivity with its classic grid layout. Such a physical plan not only ensures that vehicular travel times will be reduced, but it also offers the city the opportunity to enact to a flourishing multi-modal program. In the absence of dedicated bicycle lanes, the city could explore the possibility of strategically designating a handful of city streets as shared-lanes for vehicles and bicycles. Bicycle racks located downtown should also be a component of a larger bicycle implementation program.

COMMUTING PATTERNS

The number of Ashland residents who drive alone to work is 83.4%, which is close to, but higher than, the state average of 80.3%. Figure 1 shows the percentage of residents who car pool, walk, or work from home. Ashland's rate of car-pooling to work is higher than the state average of 9.83%. The mode of commuter travel for Ashland is lower in every other category than the state average. Ashland's average commute time is 23.0 minutes, which is approximately 5 minutes longer than that state average (Figure 2). This is an important finding since it indicates a sizable share of Ashland's residents work in a different community but choose to live in Ashland. This travel pattern can be expected to continue and most likely intensify over the coming years, and, as such, its influence on the area's growth and pattern of development should be an integral part of Ashland's on-going decision making process.

PUBLIC TRANSPORTATION

Saunders County Senior Services provides transportation services to the senior population of Ashland.

PARKING

A community's transportation system includes the accommodation of parked vehicles, particularly in its central business district. The provision of parking in a small community's downtown is essential to its economic health and viability. Downtown Ashland provides free on-street parking in the three-block downtown area. The on-street parking inventory includes approximately 94 head-in angle spaces on Silver Street and a mixture of approximately 55 striped head-in angle and parallel spaces on Silver Street's intersecting streets of 14th, 15th, and 16th. A previous assessment of Ashland Downtown parking was conducted in 1994*. This assessment of the existing supply of parking spaces identified a potential deficiency given the land use composition of the downtown. This previous plan makes a recommendation to add "from 100 to 150 parking stalls over the next ten years (The Ashland Center Plan pg. 26)".

While the existing supply of parking in downtown may accommodate parking demand most days, there are special occasions when demand outstrips supply. Also, potential redevelopment of a downtown property might generate higher levels of daily parking demand. Therefore the city should be mindful of empty or vacant parcels in the downtown area that could be acquired by the city and adapted into additional surface off-street parking lot. Given the projected increased growth of the city, existing parking facilities may not be able to sufficiently handle demand, thus Ashland should seek to outline a goal of increasing downtown parking capacity by 15%-25% over the next ten (10) years.

* RDG Martin Shukert Inc., The Ashland Center Plan 1994.



Road Classification Plan ASHLAND, NEBRASKA



Future Transportation System Map

PEDESTRIAN CIRCULATION

The non-vehicular transportation system is enhanced with a well-designed distribution of sidewalks. Sidewalks provide a safe and convenient mode for travel to work, school, shops, and other public facilities. With the census specifying that 3.6% of Ashland residents over the age of 16 walk to work, and as fuel prices continue to rise, it is incumbent upon the city to upkeep and potentially expand its sidewalk system to further increase access to its citizens. While Ashland-Greenwood Elementary School benefits from surrounding sidewalks, careful consideration should be given to the installation of sidewalks in the neighborhoods adjacent to Ashland-Greenwood High School and Downtown.

CITY OF ASHLAND ROADWAY IMPROVEMENTS

The City of Ashland, contained in its One and Six-Year Plan, has identified three transportation projects to be undertaken in the next six (6) years. The proposed projects include the following: 1. M-121(49): Construction of a new Silver Street Bridge over Salt Creek (Existing Surface: Asphalt). The proposed new structure would be surfaced in concrete with a thickness of 8

- inches and a width of 24 feet. The estimated cost of this improvement is \$955,000.
- 2. M-121(48): Improvement of Elm Street from 6th Street East 320 feet (Existing Surface: Gravel). The proposed improvement will have a thickness of 6 inches and a width of 24 feet. The proposed surfacing material is un-identified. The estimated cost of this improvement is \$50,000.
- 3. M-121(44) Improvement of Dennis Dean Road from Elm to Highway 6, Dale Street from 7th Street to Highway 6, Elm Street from 7th Street to 8th Street, and Fir Street from 7th Street to Dennis Dean Road (Existing Surface: Dirt/Gravel). The proposed improvement will have a thickness of 6 inches and a width of 25 feet. The proposed surfacing material is un-identified. The estimated cost of this improvement is \$539,000.

NEBRASKA DEPARTMENT OF ROADS IMPROVEMENTS

The Nebraska Department of Roads annually publishes a list of proposed projects for the next five years. The following three projects impact the City of Ashland at its Extra-Territorial Jurisdiction.

- 1. STPD-HSIP-66-6(104): Nebraska Highway 66 from Ithaca to Ashland. The proposed improvement will entail mill and widening/resurfacing of approximately 14 miles of the of Ashland City Limits. The estimated cost of this project is \$6,174,000.
- 2. STP-66-6(107: Nebraska Highway 66 from Furnas Street to Silver Street. The proposed project will include grading and structural improvements to the roadway. The estimated cost is \$2,382,000.
- 3. RD-606(1052): U.S. Highway 6 from Ashland to the Platte River. The proposed project will include milling and resurfacing of the roadway. The project will also include bridge repair. The estimated cost is \$2,852,000.



COLLECTOR ROADWAY

highway. This project will affect the segment of Highway 66 from Furnas Street to the North

PROPOSED ROADWAYS

As Ashland continues to grow and potential sites for development are identified, a new collector road location needs to be identified. The Transportation Plan Map indicates that this future collector roadway should run north from the intersection of Furnas Street and 30th Street for approximately 2600 feet. The collector road should then proceed east approximately 5270 feet or one mile and connect with Nebraska Highway 66, north of Ashland. The need for this road is based upon the anticipated future development of Residential, Commercial, and/or Light Industrial Uses. Construction of proposed collector roadways should conform to other existing City of Ashland collector roads.

In addition to the provision of a future collector roadway, the Future Transportation System has identified a number of proposed Local Roads. These Local Roads include a future roadway extension of 24th Street from Furnas Street North to the proposed Collector Roadway. Also, a Local Road is proposed west of current city limits, running south of Ashland Road and North of Cooper Road. Lastly, a Local Road is proposed as a westward extension of Boyd Street to the previously noted proposed Local Road. The location and extent of these Local Roadways are intended to continue the existing roadway grid street development. Construction of proposed Local Roads should conform to other existing City of Ashland Local Roads.

TRAFFIC MANAGEMENT

Ashland has historically done a responsible job of handling traffic management issues. As development occurs, it is important that the city continue this practice. One approach may be to craft a traffic management plan ensuring the maintenance of these effective results. The following are an array of commonly practiced traffic management measures the City of Ashland may wish to consider as development proposals are brought forward for review:

- Signalized intersections
- Modern Roundabouts
- Traffic Circles
- Bulbouts/Neck-Downs
- Center/Raised Medians
- Raised Crosswalks

Increasingly, small communities are choosing to manage traffic through the design of new connector roadways in strategic locations to increase roadway capacity. Such an approach disperses traffic away from congestion nodes and results in a more attractive roadway for all modal users.



PASSENGER RAIL

Sponsored by the Nebraska Transit and Rail Advisory Council in 2003, the "Nebraska Transit Corridors Study" explored the feasibility of intercity rail passenger services in Nebraska. In addition to providing for future rail service in Nebraska, the report also identified new transit corridors between Nebraska cities and proposed a Lincoln-Omaha mid-route station in Ashland if demand merits. The locating of a rail station in Ashland would be an economic and social asset for the city. In that light, it is a project city leaders should monitor.

BICYCLE PATHWAYS

A goal of this comprehensive planning effort is to make bicycling safer and more convenient for bicyclists of all ages and skill levels. Since bicycling is non-polluting and cost-efficient, it is a terrific transportation alternative to vehicular traffic. Making bicycling improvements to the existing system of trails within Ashland, should boost the number of people using a bike for both work and recreational trips.

For the purpose of this plan, bicycle facilities are separated into three categories: Bike Route, Bike Path, and Bike Trail. These three bicycle facilities are generally defined as:

- Bike Route is generally defined by roadway signage which informs bike riders about the route direction and terminus. The construction of this type of bicycle facility requires only a minimum modification to existing city streets. Due to the close proximity of these facilities to vehicular traffic, most of these facilities should be located on streets without high vehicular traffic.
- Bike Path is generally defined by an 8-foot wide sidewalk separated from vehicular traffic but adjacent to an existing roadway. These facilities should be constructed alongside of roadways with higher vehicular traffic. These facilities, orientated within the street Right of Way, but separated from vehicular traffic, should service both bicycle and pedestrian traffic.



Bike Trail – is generally defined by an 8-foot wide paved pathway constructed in an area not adjacent to existing roadways. Instead these facilities should be constructed near scenic areas of the city (i.e. the Salt Creek corridor and city of Ashland Parks). Bicycle Trails are intended for both bicycle and pedestrian traffic.





Currently, the City of Ashland possesses approximately 2.78 miles of bicycle facilities. This a distance of 1.94 miles is defined as a Bike Trail, while 0.84 miles is defined as a Bike Path.

The Future Trails Map calls for an addition of 5.50 miles of bicycle facilities, including 1.71 miles of Bike Routes, 2.63 miles of Bike Paths, and 1.16 miles of Bike Trails. All elements of the proposed system of bicycle facilities are meant to provide enhanced bicycle and pedestrian travel within and throughout the City of Ashland. The locations of Bike Routes are targeted for implementation along roadways with lower levels of vehicular traffic. These Bike Routes are meant to connect other bicycle facility types as well as centrally located public facilities. Bike Paths are called for on collector and/or arterial roadways where higher levels of vehicular traffic might make bicycle traffic otherwise unsafe. Lastly, Bike Trails are to be located in areas in which the provision of scenic vistas can be provided to the person or persons using the facility.



Bicycle Facilities Plan ASHLAND, NEBRASKA

Energy Element

INTRODUCTION

This chapter presents a profile of existing energy use by sector, the utilization of renewable energy sources, strategies and actions designed to set the City of Ashland on the path to achieving a sustainable future, and a summary of the Nebraska Energy Code. This chapter has been prepared in accordance with Nebraska State Statute 19-903(4). The purpose of this legislation is to ensure Nebraska communities have an energy plan to benefit from emerging technologies to reduce energy related costs. The energy utilization data displayed below is drawn from the Nebraska Energy Office and depicts energy consumption patterns on a state-wide level. The state-wide Nebraska data patterns are used to evaluate and analyze energy consumption for Ashland due to a lack of local energy consumption data. Please note that the figure for energy use by sector in the State of Nebraska may not equal the sum of the components due to independent rounding of these figures during the data collection process.

Energy infrastructure and energy use by sector, including residential, commercial, industrial, and transportation sectors

RESIDENTIAL: the residential sector consists of private households residing in single family, duplex, and multifamily units. Energy is chiefly spent on space heating, water heating, air conditioning, refrigeration, cooking, clothes drying, and lighting. In 2010, a total of 85.87 Trillion British Thermal Units (BTUs) were used by residential sector energy users. Of this amount, 46.92% of the residential sector's energy consumption was from natural gas, 40.16% from electricity, 9.97% from petroleum products, and 3.01% from renewable energy. Between 2009 and 2010, residential sector net energy use increased by 3.02%. As of 2010, the State of Nebraska ranked 36th of 50 states in energy consumption by Residential Sector. (Source: US Energy Information Administration, State of Nebraska Energy Data Report)



Figure 1 NE Residential Sector Energy Use (2010)



INDUSTRIAL: The industrial sector consists of manufacturing, construction, mining, agriculture, and forestry organizations. In 2010, a total of 272.06 Trillion BTUs were used by industrial sector energy users. Of this amount, 31.50% of the commercial sector's energy consumption was from natural gas, 12.81% from electricity, 13.22% from petroleum products, 37.90% from renewable energy, and 4.68% from coal. Between 2009 and 2010, industrial sector net energy use increased by 14.82%.

(Source: US Energy Information Administration, State of Nebraska *Energy Data Report)*



Figure 3 NE Industrial Sector Energy Use (2010)

TRANSPORTATION: The transportation sector consists of private and public vehicles that move people and commodities. In 2010, a total of 182.60 Trillion BTUs were used by transportation sector energy users. Of this amount, 93.21% or 169.83 BTUs of the transportation sector's energy consumption was from petroleum products (54.24% from motor gasoline, 35.22% from diesel fuel, 2.57% from jet fuel, 0.13% from aviation gasoline, and 0.95% from lubricants). Of energy consumed in the State of Nebraska Transportation Sector, natural gas and ethanol comprised 4.05% and 2.74%, respectively. Between 2009 and 2010, transportation sector net energy use increased by 6.64%.

(Source: US Energy Information Administration, State of Nebraska Energy Data Report)



Figure 5 NE Transportation Sector Energy Use (2010)

Figure 4 NE Transportation Sector Petroleum Use (2010)

UTILIZATION OF RENEWABLE ENERGY SOURCES

In 2010, a total of 129.72 Trillion BTUs of renewable energy was used in the State of Nebraska. Of this amount, biofuels accounted for 80.1%; biomass 7.70%; geothermal 0.9%; hydro power 12.82%; wind 4.11%; and solar 0.04%. Total 2010 renewable energy use in the State of Nebraska accounts for approximately 15.37% of overall energy use. The United States, by comparison, used a lower percentage of its overall energy from renewable sources for the year 2010; 8.28%. Between 2009 and 2010, renewable energy use increased by 48.17%.

(Source: US Energy Information Administration, *State of Nebraska Energy Data Report)* (Source: Trends in Renewable Energy Consumption and Electricity 2010, released 12/11/2012)



5.72%

Figure 6 NE Renewable Energy Use (2010)

Energy conservation measures that benefit the community

GOAL: DECREASE ENERGY USE AND INCREASE RENEWABLE ENERGY USE

Strategies and Actions:

- Cooperate with the Omaha Public Power District (OPPD) on an education program to communicate with Ashland residents and businesses regarding energy saving opportunities and sustainability goals. For instance, OPPD offers heating and cooling rebates to customers through the Residential Energy conservation Program. This program is available to OPPD customers who purchase and install a new heat pump in a residential house or install accepted heat pump indoor/outdoor thermostats with the outdoor thermostat set at 20 degrees Fahrenheit or lower. Additionally, OPPD will help pay the cost of retrofitting or replacing inefficient lighting systems with new energy efficient ones.
- Collaborate with carpooling companies serving the Lincoln/Omaha I-80 corridor to promote their services and benefits to Ashland commuters.
- Work with OPPD and other partners to further publicize the existing program that provides residents with low-cost or free energy audits for residential buildings.
- Work with the City of Lincoln's Water System (LWS) to assure energy efficiency methods are employed in local water production and distribution infrastructure.
- Initiate discussions with the non-profit organization Re-Tree Nebraska whose mission is to foster the planting of one (1) million trees throughout Nebraska communities by 2017. Furthermore, as part of its Tree Promotion Program, OPPD has established a treeplanting fund that sponsors a limited number of tree planting projects each spring for area nonprofit groups.
- Explore the opportunities of federally funded energy efficiency program grants. For example, as part of an Energy Efficiency and Conservation Block Grant, Tecumseh, Nebraska, won partial funding for an \$187,000 project to, in part, install 95 new LED light fixtures across that community. Through this one measure, Tecumseh city officials expect to save more than \$6,000 annually.
- Develop zoning regulations, ordinances, or development plans that protect access to solar and wind energy resources. Nebraska's solar and wind easement provisions allow property owners to create binding solar and wind easements for the purpose of protecting and maintaining proper access to sunlight and wind.

Additional energy savings advice for individuals, families, and businesses is found on the State's Energy Office webpage, "Energy Saving Tips" (http://www.neo.ne.gov/tips/tips. html) and on OPPD's webpage "Energy Advisor Tips" (http://www.oppd.com/AimGreen/EnergyInformationCenter/22_001478).



NEBRASKA ENERGY CODE

Nebraska has adopted the 2009 International Energy Conservation Code (IEEC), effective August 2011. Cities and counties may adopt codes that differ from the Nebraska Energy Code, but state law requires the adopted code to be equivalent to the Nebraska Energy Code. For existing buildings, only those renovations that will cost more than 50% of the replacement cost of the building must comply with the code.

Because consumers have an expectation that newly constructed houses and buildings meet uniform energy standards, the Legislature adopted the IEEC in order to:

- 1 Ensure that a minimum energy efficiency standard is maintained throughout the state;
- 2 Harmonize and clarify energy building code statutory references;
- 3 Ensure compliance with the National Energy Policy Act of 1992;
- 4 Increase energy savings for all Nebraska consumers, especially Iow-income Nebraskans;
- 5 Reduce the cost of state programs that provide assistance to low-income Nebraskans;
- 6 Reduce the amount of money expended to import energy;
- 7 Reduce the growth of energy consumption;
- 8 Lessen the need for new power plants;
- 9 Provide training for local code officials and residential and commercial builders who implement the 2009 IEEC.

Implementation

The final section of this Comprehensive Plan, Implementation, is a multi-page chart that shows how the plan's recommendations would help to advance the goals and polices of multiple elements of the plan. For each recommendation, the following guide identifies the primary source of leadership, the amount of staff support required, and a cost estimate if the recommendation would require new or increased expenditures by the City.

The recommendations of the Comprehensive Plan stem from input obtained from City staff, elected and appointed officials, the citizens of Ashland and the consulting team to assist with updating of the costs.

To promote timely implementation of the Comprehensive Plan Update, the Planning Commission

will work with the City-elected officials and City staff to work towards implementing the plan.

Future Land Use Plan

The Future Land Use Plan assists the community in planning and organizing anticipated urban growth. This 'anticipated growth' is based upon past growth trends in both population as well as land consumption. In addition to the provision of adequate land for the projected population of Ashland, the Future Land Use Plan attempts to address the desired types of growth and the location of that development. Planning for change in an urban area also requires considering the physical characteristics, strengths, and constraints to the increase or decrease in the area served by municipal services.

Land Use Plan Objectives:

- 1. Identify past trends in demand for various land use categories.
- 2. Combine community goals with estimated future demands to project future land use needs
- 3. Establish policies and land use suitability standards to:
 - a. Protect and enhance current and future urban growth
 - b. Provide reasonable alternatives and locations for various land uses
 - c. Promote efficient use of public facilities and utilities

The future land use in Ashland will center around five primary use categories, which are:

- 1. Residential
- 2. Commercial
- 3. Industrial
- 4. Flexible Zoning or Flex Space
- 5. Public

Of the five above-mentioned land use categories, each one, except for the Flex Space and Industrial, is further refined by the specific type and density of that development. The following list illustrates the break down for each land use type:

- 1. Residential
 - a. Residential Estate
 - b. Low Density Residential
 - c. Medium Density Residential
 - d. High Density Residential
 - e. Mobile Home Residential
 - f. Residential Transition

- 2. Commercial
 - a. General Commercial
 - b. Downtown Commercial
 - c. Highway Commercial
- 3. Public

a. Public Use

- b. Semi-Public Use
- c. Parks

To further define the intended nature of each future land use recommendation, the following paragraphs provide detailed descriptions of each land use type. Each separate land use description will address the intent of the land use type and what general development guidelines should be applied in the future.

RESIDENTIAL ESTATE (RE)

The RE districts are meant for largelot estate subdivisions containing lots approximately one acre or larger. This development type should promote the conservation of land for agriculture, natural resource use, and non-intensive recreational use. Permissible uses within this district include:

- Conservation areas or farming activities.
- Single Family dwellings with a minimum density of 1 unit per acre.
- No Apartment Buildings/
 Structures.
- Semi-Public Uses, i.e.: churches, parks, etc.

LOW DENSITY RESIDENTIAL (R-1)

The LDR districts are intended to accommodate large lot residential development. This district will accommodate a maximum density of two housing units per acre or less. Permissible uses within this district include:

- No Apartment Buildings / Structures
- Single-family housing, including accessory uses
- Semi-Public Uses, i.e.: churches, parks, etc.

MEDIUM DENSITY RESIDENTIAL (R-2)

The MDR district represents the typical residential subdivision within a community. The density level of these districts are to be a maximum of seven housing units per acre or less. Allowable uses within these districts include:

- Some small multi-family units, i.e. Duplexes and Triplexes
- Single-family units on a minimum 7,500 sq. ft. lots
- No Apartment Buildings / Structures
- Semi-Public Uses, i.e.: churches, parks, etc.

HIGH DENSITY RESIDENTIAL (R-3)

This Land Use district is intended to accommodate denser residential development. The locations of these districts are such that they act as a buffer between more intensive uses, (i.e. Commercial and Industrial) and the Low Density and Medium Density Residential Districts. The developed density of these districts should be 7 to 30 housing units per acre. Allowable uses in this district are:

- Apartment buildings
- Flexibility in density along flood plains
- Single-family units on a minimum 5,600 sq. ft. lots
- Multi-family dwellings
- Multiple building complexes
- Semi-Public Uses similar to Residential District

MOBILE HOME RESIDENTIAL (MHF)

This district is designated in order to allow for Mobile Home development within specific locations rather than scattered throughout the community. These residential units have different needs than the typical stick built residential unit. These needs can be accommodated by placing these units in a clustered area (Mobile Home Park).

- Maintain a quality residential living environment
- Intended for the location of Mobile Homes, as defined by Nebraska Statute

RESIDENTIAL TRANSITION (RT)

This district is intended as a transition along Silver Street and Highway 66 within Ashland city limits. This transition is intended primarily for the area between 16th Street and 28th Street along Silver Street and along Highway 66 from Boyd Street to Furnas Street. The following will be allowable uses within this district:

- Single-family units
- Small retail, professional office uses, (i.e. Dental Office, Attorney's Office)
- Small retail and office space must make use of existing residential style building
- If new structure is required, construction style must meet neighborhood character Density/Acre = 7 Units/Acre

FLEX SPACE (FS)

This district is typified by a mix of nonresidential uses allowed in the Industrial, Commercial, and High Density Residential uses. This district is intended to provide for appropriate land for employment centers. Specifically, this land use is meant to provide zoning 'flexibility' to provide for appropriate land for centers of future employment of many types. In addition, flex space zoning provides for future population growth, which supports these employment centers. Allowable uses included the following:

- Light and medium industrial uses
- General and Highway Commercial uses
- High Density Residential

GENERAL COMMERCIAL (B-1)

This Land Use district is intended to accommodate commercial uses along the edge of the downtown business district and in other locations within the community. Allowable uses in this district include the following:

- Larger commercial developments requiring on-site parking
- Supplying goods and services to residents in need of fast transactions, i.e.
 o Convenience Stores
 - o Convenience Sto
 - o Laundry Mats
 - o Small Restaurants

DOWNTOWN COMMERCIAL (B-2)

The downtown commercial district is intended to provide a location for smaller retail and office uses. This is the original Central Business District and is the heart of the retail community in Ashland. This district includes a number of historic structures. Allowable uses include the following:

- Businesses and services supplying retail products
- Offices for professional employment
- Governmental facilities

HIGHWAY COMMERCIAL (B-3)

This district lies along U.S. Highway 6 within Ashland and extending to the One-mile Extraterritorial Boundary at the perimeter of Ashland. This district is intended to provide goods and services to the motoring public. The allowable uses include the following:

- Auto related uses such as:
- o Service Stations
- o Motels
- o Fast Food Restaurants
- Community wide services:
 - o Lumber Yards
 - o Nurseries

LIGHT INDUSTRIAL (L-1)

This district is intended to accommodate smaller less intensive manufacturing companies. These facilities will act as a buffer between high intensity industrial plants and the remaining community. Allowable uses included the following:

- Small scale production
- Production with minimal odors, noise and other pollution, and water usage
- Full scale wholesaler / distributors

PARKS (PA)

This district accommodates the existing Parks and Recreational facilities and expands these facilities to begin the development of a trails system throughout Ashland, Saunders County, and Cass County. This land use district will connect Ashland with the State Parks system, Strategic Air & Space Museum, Quarry Oaks Golf Course, and other amenities, while improving the community's quality of life.

PUBLIC USE (PUB)

This district is located at areas where a large amount of land is required for public uses. These areas include the Public School's building sites, city facilities, and the Ashland Cemetery. There are other public facilities scattered around the city and these will be accommodated in the particular land use districts. Future allowable uses in this district include:

• Continuation of existing Public uses: Ashland-Greenwood Public Schools, Municipal properties, etc.

TRANSITIONAL AGRICULTURAL (TA)

This district is reserved for traditional agricultural uses around the perimeter of the community. However, future livestock feeding operations should stay outside the two-mile horizon (discussed later in this chapter) limits of Ashland. Allowable uses are as follows:

- As development occurs, all agricultural uses (crops, livestock, etc.) to be eliminated from within the Corporate Limits
- Existing Agricultural land, within Corporate Limits, to be grandfathered
- As development occurs, agricultural uses on that property to be eliminated
- No new agricultural uses to be established within Corporate Limits
- Limitations on confined feeding operations

LAND USE TRANSITIONS

New development should provide, if needed, any screening, buffers, or extra setback when located next to existing uses. Screening or buffers can be plant material, low earthen berms, solid fences, or any combination of the above. Boundaries between different land uses are done along streets, alleys, or natural features (streams, railroads, etc.) whenever possible.

COMMUNITY GROWTH

New development should, to the greatest extent possible, be contiguous to existing development or services. This would allow for the logical and cost effective extension of streets and utility services (see Phasing Plan). The city may authorize non-contiguous development if:

- 1. the developer pays for the "gap" costs of extending services from the existing connections to the proposed development, or
- 2. the extension would open up needed or desirable areas of the community for additional growth, or
- 3. issues related to adjacent/transitional agriculture

The Land Use Plan is one of the three Statutory requirements in the Nebraska State Statutes. The Land Use Plan, along with the Transportation Plan, and the Phasing Plan, provide the tools to direct future development in Ashland. The Land Use Plan is based upon existing conditions and projected conditions for the community.

The need for residential uses will be driven by the future population, the ratio of Owner Occupied to Renter Occupied, and the projected number of future units needed. The development of new residential units drives the need for additional commercial development, additional streets, public and park facilities, and industrial development. Residential development is the primary force that drives all other uses in smaller communities. Therefore, decisions regarding future residential development will have implications throughout the entire community.

COMMUNITY ENTRANCES

First impressions of the community are made at the entrances. These impressions are critical to a community's overall image. This is true for both communities and individuals. New development should have larger set-backs and higher landscaping standards when located at any of the entrances to the community. For example, all new development along Nebraska Highway 63 and U.S. Highway 66 might be required to provide an extra three to five feet (3' to 5') of front yard setback to be developed into ground cover or lawn. Also, signs, storage areas, or parking lots might be regulated to reinforce the guality of life in Ashland.

EXTRATERRITORIAL JURISDICTION

The one-mile area beyond the city limits will play a major factor in Ashland's future growth.

The land uses in the extraterritorial area will include all the Land Uses except Public. Agricultural activities should be limited (i.e., no animal confinement or major feeding operations).

Development within this area will be impacted by the local waterways and the 100-year Floodplain or floodway associated with them. The siting of future land use should not occur within this floodway. Additionally, the phasing of future development will omit any areas affected by the floodway, indicating that these areas are not suitable for future urban development. All areas impacted by the floodway should remain in a rural or natural setting. Due to the presence of significant floodway within the Ashland Extraterritorial Boundary, the community will not be able to develop the total of this area into urban development. Nevertheless, areas outside of the floodway and inside of the Extraterritorial Boundary provide an excellent selection of available land suited for future urban development.

ANNEXATION POLICY

The City of Ashland should annex newly developed areas, within the guidelines of the Nebraska State Statutes. This should occur as development becomes urban in nature rather than rural. The City of Ashland, when providing services (water and sewer) to residents in newly developed areas, outside of the corporate limits, should charge a higher rate for these services. State Statutes allow for the immediate annexation of subdivisions that develop contiguous to a city or village.

Also, the city should establish subdivision improvement agreements and non-contested annexation agreements with future Sanitary Improvement Districts (SID's). This agreement gives the SID a financing vehicle. In return, the city gets an agreement that states that the SID can be annexed, at the discretion of the city, and the SID will not contest the annexation action.

POPULATION PROJECTIONS

When beginning the task of creating a Future Land Use Plan, it is necessary to have an understanding of how many people the community should expect in the upcoming years. The best way to estimate or project the future population of a community is to examine historical population trends. Population projections are tools that will allow Ashland to estimate what the

2010 to 2030 Trend-Line Analysis Population Projection: Ashland, NE					
	2010	2020	% increase	2030	% increase
0.74% Annual Growth Rate (Scenario A)	2,453	2,641	7.67%	2,844	15.94%
2% Annual Growth Rate (Scenario B)	2,453	2,990	21.90%	3,645	48.59%
3% Annual Growth Rate (Scenario C)	2,453	3,297	34.39%	4,430	80.61%

population will be in specific future years. At the present time, population projections are the best 'educated guess' that Ashland can employ for the planning of future population changes. The benefit to projecting population into the future, is the ability to provide future services to the public, including; water, sewer, electricity, and other services that residents, businesses, and industries demand.

The population projection technique used for this planning effort is Trend-Line Analysis. This method of population projection measures past population growth and averages the changes out over a certain number of years. This average is then projected into the future. In some cases, this technique is a good indicator, but caution should be used when creating and interpreting this data due to the expectation that the social and economic conditions in Ashland are likely to change in the future. Any change in either social or economic conditions within the community can have an unknown effect on future population growth. Due to these uncertainties, it is necessary to review and evaluate the results of Trend-Line Analysis. To this end, there were three separate Trend-Line population projections created. The table below illustrates the three projections which provide three separate levels of estimated population growth.

The first Trend-Line Analyis, or Scenario A, utilizes the historical population growth of Ashland from 1990 to 2010. During this time period, the community grew from 2,136 to 2,453 residents. This equals an increase of 317 residents or 14.8% over the twenty year period. This same level of growth, when averaged over each year, equals approximately 16 persons or 0.74%. Projecting this level of population growth, the community should

expect to receive an additional 188 persons in 2020 and an additional 203 persons in 2030. The next Trend-Line Analysis or Scenario B, assumes a 2.0% annual increase in the population. Scenario B estimates that in 2020 the population will increase by 537 residents and in 2030 the community will add an additional 655 persons. The third Trend-Line Analysis of Scenario C, assumes a 3.0% annual increase in the population. Scenario C estimates that in 2020 the population will increase by 844 residents, and in 2030 the population will add an additional 1133 persons.

PROJECTED LAND USE REQUIREMENTS

The projected land use requirements are based upon two sets of data. The first is the existing land use area, and the second is the population projection. The existing land use area for Ashland provides an indication of how the community is using each land use type. These numbers can then be compared to the existing population to determine an estimate for the land area required for each land use type for each Ashland resident. This assumption is the basis for projected land use requirements.

The population projection figures will be combined with existing land use numbers to provide an estimated increase in urban land by land use type, which should be prepared by the city in expectation of a future population increase. The 2013 Existing Land Use survey revealed that approximately 42% of the developed urban area of Ashland is dedicated to roads and other public right-of-way (ROW). Correspondingly, each land use increased by 42% to account for future local ROW.

To examine the expected impact of each Trend-Line Analysis, each of the three population projections, Scenarios A, B, and C, are utilized to create three projected land use requirements. The following tables illustrate the projected land use requirements.

- Ashland, Nebraska				
Scenario A - 0.74% Annual Growth				
	2020	2030		
Residential	18.7	38.9		
Low Density	17.0	35.4		
Medium Density	0.6	1.2		
High Density	0.5	1.1		
Mobile Home	0.6	1.2		
Flex Space	3.5	7.3		
General Commercial	1.7	3.5		
Highway Commercial	1.1	2.3		
Industrial	0.7	1.6		
Semi-Public	0.8	1.6		
Public	4.2	8.8		
Streets and ROW	11.4	23.7		
New Developed Land	38.6 acres	80.3 acres		

Projected Land Use Requirements (acres) - Ashland, Nebraska

Scenario B - 2.0% Annual Growth			
	2020	2030	
Residential	53.4	118.4	
Low Density	48.6	107.8	
Medium Density	1.6	3.5	
High Density	1.5	3.3	
Mobile Home	1.7	3.7	
Flex Space	10.1	22.3	
General Commercial	4.8	10.5	
Highway Commercial	3.2	7.1	
Industrial	2.1	4.7	
Semi-Public	2.2	4.8	
Public	12.1	26.8	
Streets and ROW	32.6	72.4	
New Developed Land	110.3 acres	244.7 acres	

Scenario C - 3.0% Annual Growth			
	2020	2030	
Residential	83.8	196.5	
Low Density	76.3	178.9	
Medium Density	2.5	5.8	
High Density	2.4	5.6	
Mobile Home	2.7	6.2	
Flex Space	15.8	37.0	
General Commercial	7.5	17.5	
Highway Commercial	5.0	11.7	
Industrial	3.3	7.8	
Semi-Public	3.4	7.9	
Public	19.0	44.4	
Streets and ROW	51.2	120.1	
New Developed Land	173.2 acres	405.9 acres	

Of the three population projections and corresponding projected land use requirements, Scenario B is utilized. This level of population growth provides for a continued level of population at historic trends and assumes an increased level of population growth.



Future Land Use Map

Phasing Plan

Phasing development means expanding services on an incremental basis and avoiding long spans of water, sewer, and streets that do not serve growth. Phasing may not be limited to infrastructure. The costs associated with each different Phase may include improvements within a 100 year floodplain, crossing a major highway, etc. The Phasing Plan is intended to reduce costs to the city and developers. However, positive development opportunities may require some variance in this basic policy. See Figure 7 for boundaries of each Phasing district. To provide an organization to the Phasing of future urban development within the Ashland Extraterritorial Boundary, this area has been divided into four phases. In addition, those areas within the city's Extraterritorial Jurisdiction that are impacted by the 100-year Floodplain are identified and excluded as these areas are unsuitable for future urban development.

PHASE 1 DEVELOPMENT

Phase 1 Development is intended to be the primary area for development within the Ashland area. This area is contained within the current corporate limits. This area is predominately serviced at present; only a slight amount of utility service extensions will be necessary to accommodate growth. Besides existing infrastructure, this area has the capacity to be redeveloped and rehabilitated in the future. The primary concerns of this area should be the following: • Infill existing lots using already established utilities Redevelopment of substandard property

- Redevelopment of underutilized property

PHASE 2 DEVELOPMENT

Phase 2 Development areas are located in two contiguous locations in Ashland. The first area is located adjacent to Ashland city limits west of 30th Street, north of Furnas Street, and north of the high school and is denoted as Phase 2A. The second area is primarily east of Ashland city limits, east of Highway 6, and north of Highway 66 and is denoted as Phase 2B.

Phase 2A:

- Continued extension of a new sanitary sewer trunk line along Furnas Street past 30th Street and north of the high school east of Highway 66.
- New service lines for sewer and water necessary to serve undeveloped properties north of Furnas Street, west of 30th Street, and north of the high school.
- Major street systems already in place to facilitate development.
- Majority of this area lies within the Wahoo Creek Watershed, which facilitates gravity flow infrastructure to the existing wastewater treatment plant located near the Salt Creek to the northeast of the city limits.

Phase 2B:

- Service lines for sewer and water already constructed to serve this area.
- Local roads already implemented in this area.
- Majority of this area lies within the Salt Creek watershed and is provided with sewer via lift stations already in place, which connect to the existing wastewater treatment plant.

PHASE 3 DEVELOPMENT

Phase 3 development areas are contained in four locations around Ashland. The first is located beyond Phase 2A and extends to the west and northwest, referred to as Phase 3A. The second location for this phased area is located south of Ashland city limits, east of Highway 6, and south of Phase 2B. The third location is directly west of Phase 3A and north of Furnas Street extending to the One-mile Extraterritorial Boundary to the northwest of Ashland. The final area in Phase Three development lies south of Phase 3B, east of Highway 6, south and west of Highway 66

extending south to the One-mile Extraterritorial Boundary of Ashland. The following describes the main issues that determined their status as a Phase 3 area:

Phase 3A:

- Continued extension of new trunk line west of Ashland.
- Major roadway construction will be needed to facilitate development in this area.
- Area resides within the Wahoo Creek watershed and will facilitate gravity infrastructure to the existing wastewater treatment plant.

Phase 3B:

- Existing sewer and water infrastructure to the north of this area will need to be evaluated as to the capacity to extend those services to this area.
- Minor roadway construction will be needed to facilitate development in this area as the Highway 66 lies adjacent to this area.
- Major water lines will need to be constructed to serve this area.

 Majority of this area lies within the Salt Creek watershed and is provided with sewer via lift stations already in place, which connect to the existing wastewater treatment plant

Phase 3C:

- Trunk Lines will need to be extended to facilitate development in this area.
- Additional water and sewer lines need to be built to collect waste and distribute water to this area.
- Major roadway construction will be needed to facilitate development in this area.
- Area resides within the Wahoo Creek watershed and will facilitate gravity infrastructure to the existing wastewater treatment plant.

Phase 3D:

- Existing sewer and water infrastructure to the north of this area will need to be evaluated as to the capacity to extend those services to this area.
- Major roadway construction will be needed to facilitate development in this area.
- Major water lines will need to be constructed to serve this area.
- Majority of this area lies within the Salt Creek watershed and is provided with sewer via lift stations already in place, which connect to the existing wastewater treatment plant.

These areas could be developed prior to Phase 2 development; however, the cost of extending services will be costly. Additionally, the development of Phase 3 areas, prior to the development of phase 2 areas is likely to result in a 'leap-frog' development pattern. This style of development, which creates new urban areas not contiguous to the existing community should be strongly discouraged. If these areas are developed ahead of schedule, services should be constructed with either the developer assisting with financing the infrastructure upgrades or the developer creating on-site infrastructure that meets city's specifications.

PHASE 4 DEVELOPMENT

Phase 4 development areas are considered capable of development but have the highest price tags associated with development. There are currently three areas designated as Phase 4 development. The first is located north of Phase 3A and infills the remaining buildable area within the One-mile Extraterritorial in this part of Ashland. The second area lies east of Phase 2B and the Highway 66 corridor extending to the eastern edge of the Extraterritorial Boundary. The third area lies directly south of Phase 3A, Phase 3C, and Phase 2A, south of city limits, and north of the Salt Creek Floodplain. The following describes the main issues that determined their status as a Phase 4 area:

Phase 4A:

- Larger trunk lines will need to be extended to serve this area.
- New service lines need to be constructed in order to carry waste out of the area and distribute water into this area.
- Major roadway construction will be needed to facilitate development in this area.
- Area resides within the Wahoo Creek watershed and will facilitate gravity infrastructure to the existing wastewater treatment plant.

Phase 4B:

- Larger trunk lines will need to be constructed to serve this area.
- New service lines need to be constructed in order to carry waste out of the area and distribute water into this area.
- New lift station(s) and force mains will need to be constructed in order to carry waste from this area to an area with gravity flow.
- Major roadway construction will be needed to facilitate development in this area
- Areas reside within the Wahoo Creek watershed but are located downstream from the existing wastewater treatment plant. Sewer services to the area will require the construction of lift stations.

Phase 4C:

- Larger trunk lines will need to be constructed to serve this area.
- New service lines need to be constructed in order to carry waste out of the area and distribute water into this area.
- New lift station(s) and force mains will need to be constructed in order to carry waste from this area to an area with gravity flow.
- Additional lift stations and force mains may be required to serve this area.
- Major roadway construction will be needed to facilitate development in this area.

Note: The recommendations found in the Sanitary Sewer System section and Water System section of the Community Facilities should be followed in order to allow for smooth development in the future. Utility services will play a critical role in future development with regard to its present capacity and its ability to handle new residential, commercial, and industrial development.

Leap frog development in and around the City of Ashland is highly discouraged. Residential and smaller commercial/industrial uses should attempt to either infill existing lots or develop in contiguous tracts.



Phasing Map ASHLAND, NEBRASKA

Plan Implementation

Successful community plans have the same key ingredients: "2% inspiration and 98% perspiration." This section of the plan contains the inspiration of the many city officials and residents who have participated in the planning process. However, the ultimate success of this plan remains in the dedication offered by each and every resident.

There are numerous goals and objectives in this plan. We recommend reviewing the relevant goals during planning and budget setting sessions. However, we also recommend that the City select three elements of the plan for immediate action- the goals of highest priority. This is the Action Plan.

ACTION AGENDA

The Action Agenda is a combination of the following:

- Goals and Objectives
- Growth Policies
- Land Use Policies
- Support programs for the above items

It will be critical to earmark the specific funds to be used and the individuals primarily responsible for implementing the goals and policies in and around the Ashland area.

SUPPORT PROGRAMS FOR THE ACTION AGENDA

Four programs will play a vital role in the success of Ashland's plan. These programs are: 1. Capital Improvements Financing—an annual predictable investment plan that uses a six-year planning horizon to schedule and fund projects integral to the plan's action agenda. (see Table 20 this section).

- 2. Zoning Regulations—updated land use districts can allow the community to provide direction for future growth.
- 3. Subdivision Regulations—establish criteria for dividing land into building areas, utility easements, and streets. Implementing the Transportation Plan is a primary function of subdivision regulations.
- 4. Plan Maintenance—an annual and five year review program will allow the community flexibility in responding to growth and a continuous program of maintaining the plan's viability.

ANNUAL REVIEW OF THE PLAN

A relevant, up to date plan is critical to the on-going planning success. To maintain both public and private sector confidence, evaluate the effectiveness of planning activities, and, most importantly, make mid-plan corrections on the use of community resources. The annual review should occur during the month of January.

After adoption of the comprehensive plan, opportunities should be provided to identify any changes in conditions that would impact elements or policies of the plan. At the beginning of each year a report should be prepared by the Planning and Zoning Commission that provides information and recommendations on:

- whether the plan is current in respect to population and economic changes; and
- whether the recommended policies are still valid for the city and its long-term growth.

The Planning Commission should hold a public hearing on this report in order to: • Provide citizens or developers with an opportunity to present possible changes to the plan; • Identify any changes in the status of projects called for in the plan; • Bring forth any issues, or identify any changes in conditions that may impact the validity of

- the plan.

If the Commission finds that major policy issues or major changes in basic assumptions or conditions have arisen that could necessitate revisions to the plan, they should recommend changes or further study of those changes. This process may lead to identification of amendments to the plan, which would be processed as per the procedures in the next section.

PLAN AMENDMENT PROCEDURES

It is anticipated that each year individuals and groups may come forward with proposals to amend the plan. We would recommend that those proposals be compiled and reviewed once a year at the annual review. By reviewing all proposed amendments at one time, the effects of each proposal can be evaluated for impacts on other proposals, and all proposals can be reviewed for their net impact on the comprehensive development plan.

UNANTICIPATED OPPORTUNITY

If major new, innovative development opportunities arise that impact several elements of the plan and are determined to be of importance, a plan amendment may by proposed and considered separate from the annual review and other proposed plan amendments. City staff shall compile a list of proposed amendments received during a year, prepare a report providing pertinent information on each proposal, and recommend action on the proposed amendments. The comprehensive plan amendment process should adhere to the adoption process specified by Nebraska law and should provide for organized participation and involvement of interested citizens.

METHODS FOR EVALUATING DEVELOPMENT PROPOSALS

The interpretation of the plan should be composed of a continuous and related series of analyses, with references to the goals and policies, the overall land use plan, and specific land use policies. Moreover, when considering specific proposed developments, interpretation of the plan should include a thorough review of all sections of the plan.

If a development proposal is not consistently supported by the plan, serious consideration should be given to making modifications to the proposal or the following criteria should be used to determine if a comprehensive plan amendment would be justified:

- the character of the adjacent neighborhood - the zoning and uses on nearby properties
- the suitability of the property for the uses allowed under the current zoning designation
- the type and extent of positive or detrimental impact that may affect adjacent properties, or the community at large, if the request is approved
- the impact of the proposal on public utilities and facilities
- the length of time that the subject and adjacent properties have been utilized for their current uses
- the benefits of the proposal to the public health, safety, and welfare compared to the hardship imposed on the applicant if the request is not approved
- comparison between the existing land use plan and the proposed change regarding the relative conformance to the goals and policies
- consideration of professional staff recommendations