

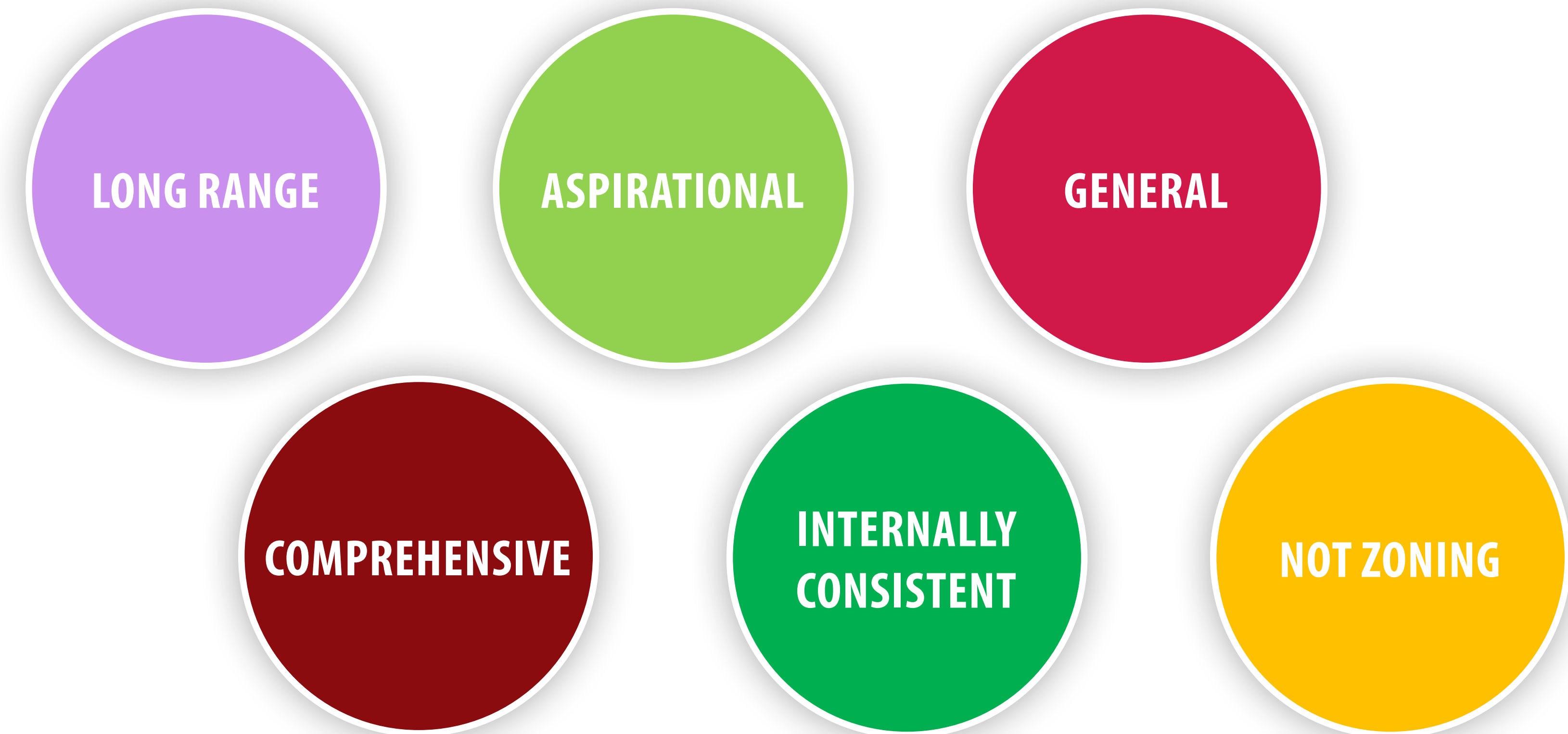
HIGHWAY 75 LAND USE PLAN

CITY OF PLATTSMOUTH



WHAT IS A COMPREHENSIVE PLAN:

- A guide for development policy
- A context for making key land use and public investment decisions
- A vision for the city's future
- A tool to guide city priorities and directions, including capital improvement programming
- A strategic document that is adapted to the specific needs and hopes of the city



WHAT A COMPREHENSIVE PLAN IS NOT:

- An unchangeable, inflexible commitment to carry out specific projects
- A document that commits the city to a specific course of action
- A rigid land use plan that anticipates the specific use of every piece of property into the future
- A capital or operating budget

2015 PLATTSMOUTH COMPREHENSIVE PLAN HIGHLIGHTS:

US Highway 75 Corridor

- With the completion of work on US Highway 75 between Omaha and Plattsburgh, the city may begin to attract additional residents and visitors as a result of the new ease of travel. As a primary highway and main route to and from Omaha, the US 75 corridor is a center of commercial development and Plattsburgh's 'calling card' to the region.

Western Development Areas

- The flat to slightly rolling lands west of US Highway 75 could serve as strong candidates for future development as Plattsburgh continues to mature as a city. The pace of residential development may well accelerate given Plattsburgh's new retail amenities and ease of access to employment centers.

Park Areas

- The area west of US Highway 75 is likely to experience new residential development in the coming years. At present, this area has no dedicated land for the development of parks and recreation spaces. The city should collaborate with the developers of these areas to ensure an appropriate level of recreation service.



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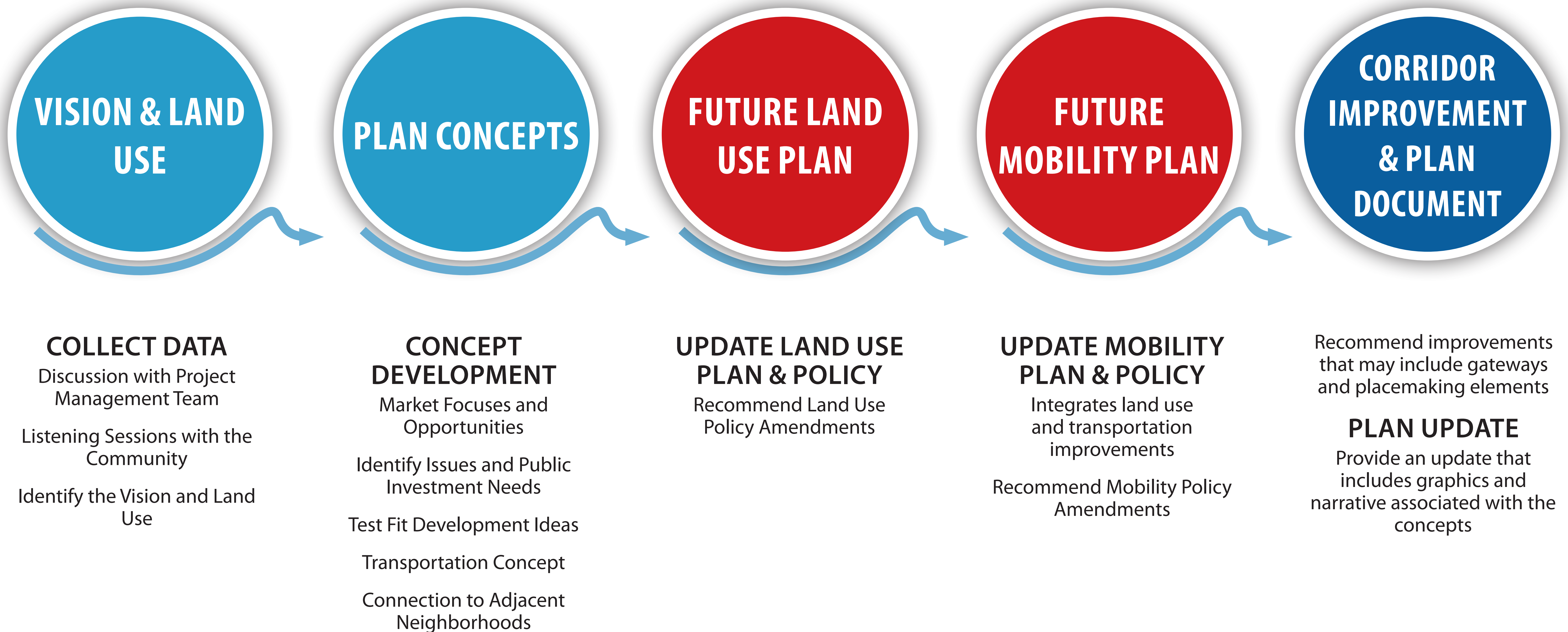
WHY AN UPDATE

The City of Plattsmouth is updating the 2015 Comprehensive Plan to improve mobility, economy, and future development along Highway 75 to better meet current needs.

This project will:

- Discover. Update background information that incorporates qualitative information from stakeholder input and RDG's observations.
- Vision. Summarize themes and goals that guide the concepts.
- Concepts. Develop graphics that may include plan view maps and sketches. This includes each segment of the project area.
- Supporting Narrative. Update language from the 2015 Plan to accompany the graphics, describing the concepts, vision, and policies.

SCOPE OF WORK

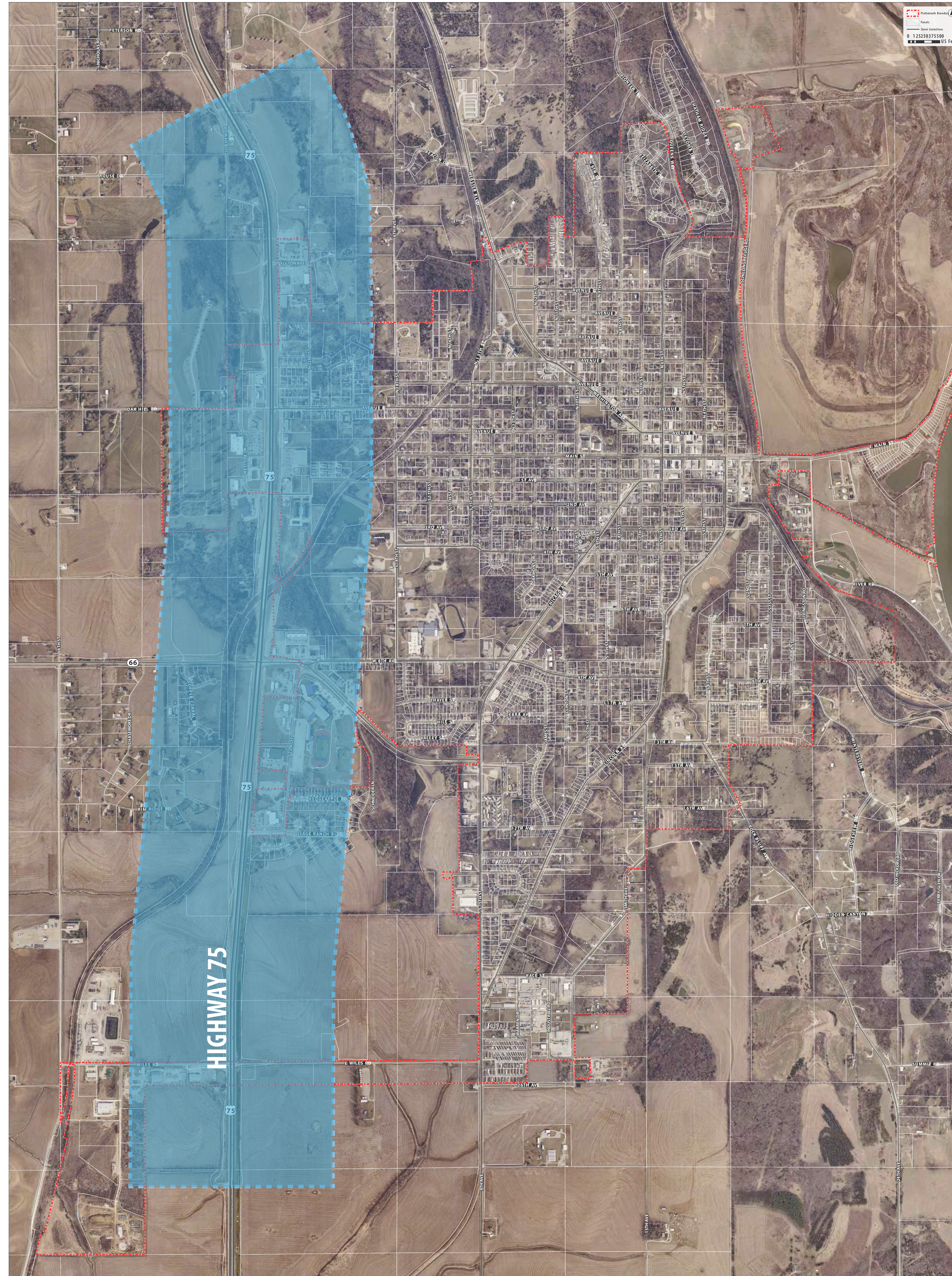


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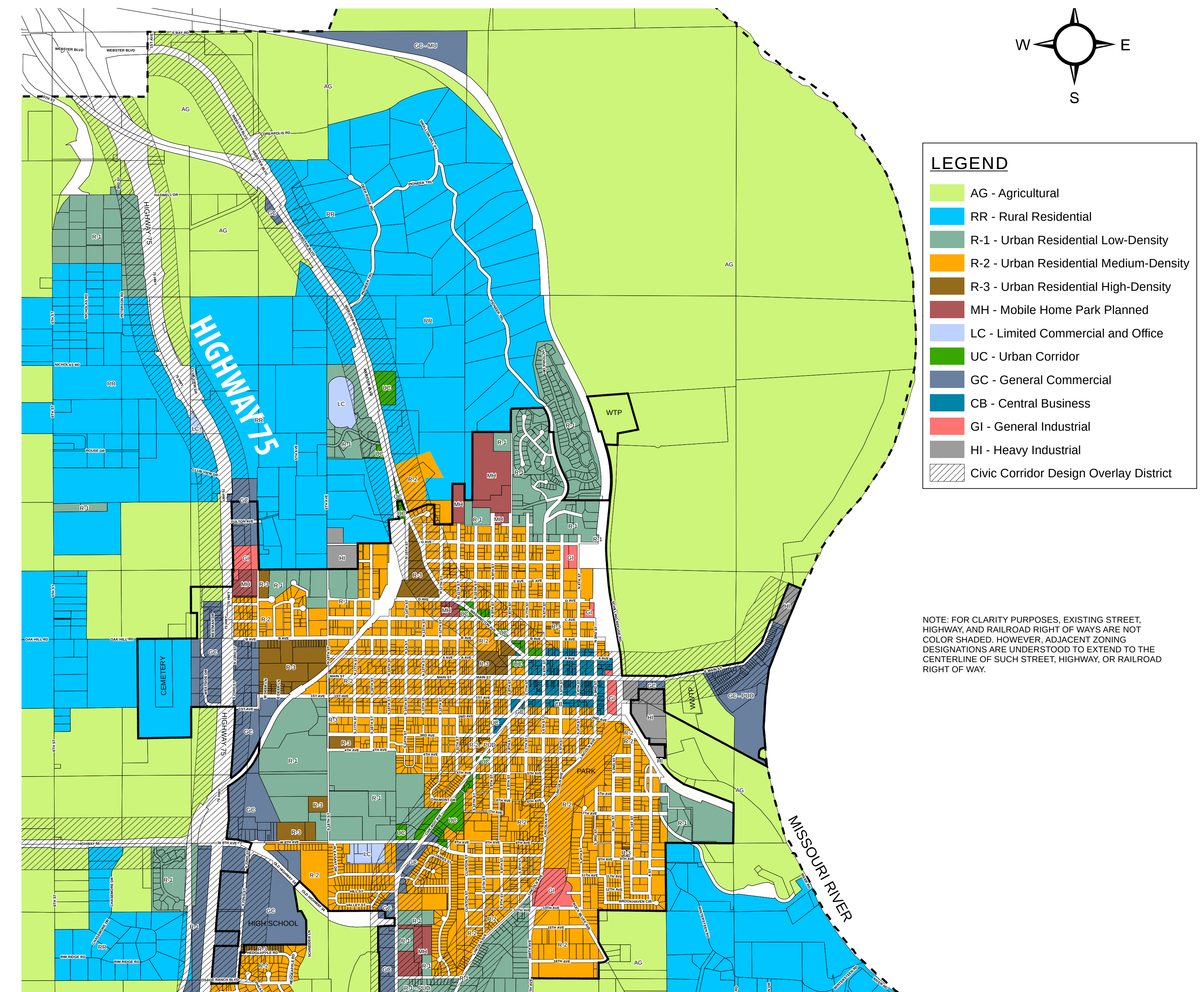
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SCOPE AREA



2025 ZONING MAP



Future Land Use & Development Strategy

The Future Land Use Plan update addresses three areas:

COMMUNITY GROWTH

- Land for urban use in the future, highlighting centers for residential growth, commercial, and industrial development.

STRATEGIC DIRECTION AREAS

- Projects and policies for areas that have both land use and major public/private investment implications.

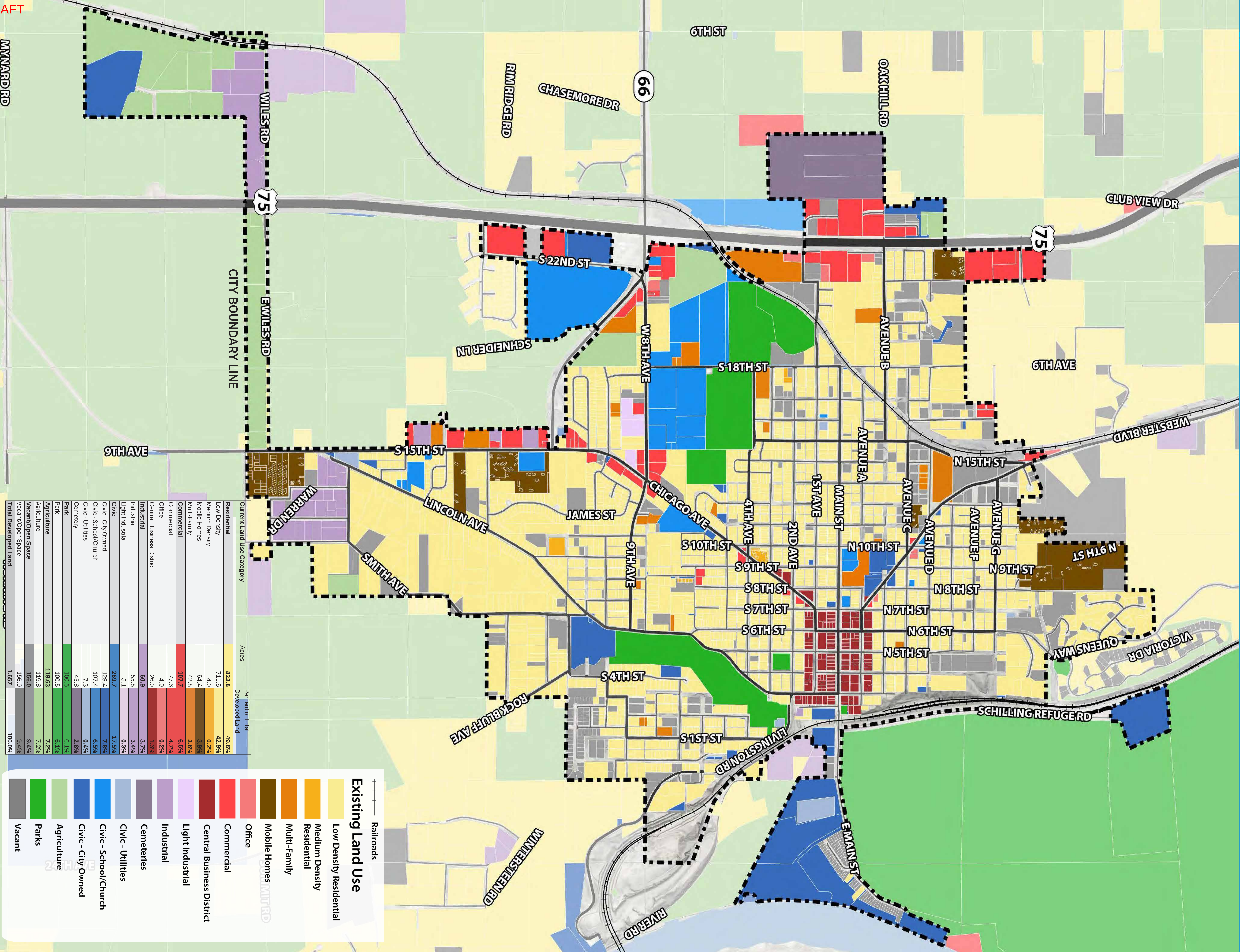
MANAGING INCREMENTAL LAND USE DECISIONS

- Criteria for locating individual uses or project types. The land use decision matrix in this section provides context for these choices.

2025 EXISTING LAND USE



DRAFT



SUMMARY THEMES FOR HWY 75 CORRIDOR



The 2025 update involved several discussions with stakeholder groups, two public meetings, and presentations to the City Council. The recent Cass County Housing Study provided additional input on community desires for the Highway 75 corridor.



1. **The population is growing faster than anticipated**, which increases the housing and service needs from the 2015 plan for new residents.

2. **Plattsmouth needs more housing.** Up to 208 new housing units should be supplied through 2030 to meet demand.

3. **Highway 75 is a net benefit to Plattsmouth.** The Highway offers easier commutes to jobs in the region and to Plattsmouth, but also creates a barrier between the historic town and growth to the west.

4. **Plattsmouth needs to add new commercial land as the population grows.** Plattsmouth has a relatively low amount of commercial land to its local peers.

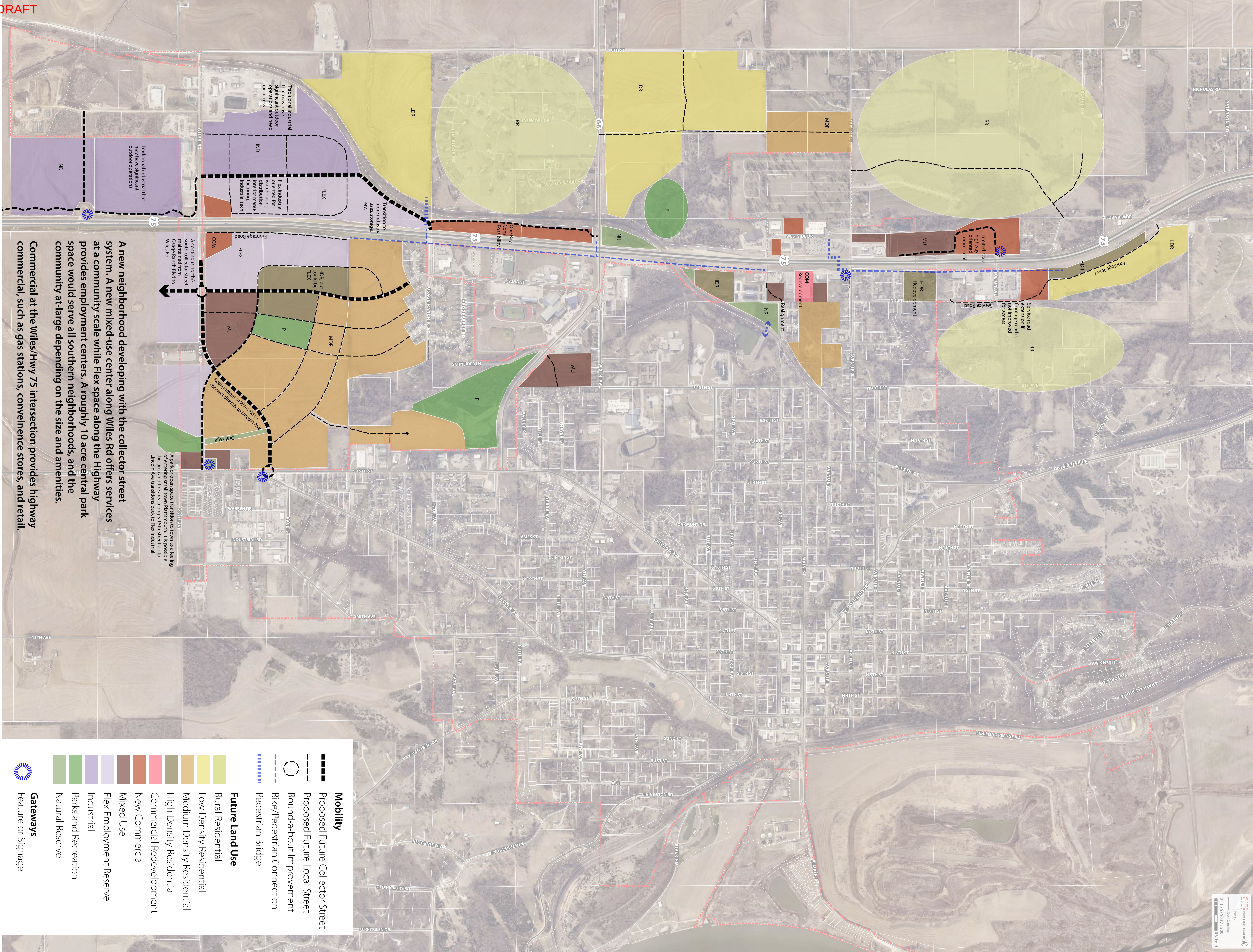
5. **Plattsmouth is well positioned for employment center growth.** Going forward, Plattsmouth should expect strong interest from industries that rely heavily on direct national transportation routes and workforce.

6. **Plattsmouth cannot meet its future land needs within the existing city limits.** The annexation approach in the 2015 plan remains valid to meet Plattsmouth's future needs.

7. **Parts of Plattsmouth near Highway 75 remain underserved with parks.** Neighborhood parks are an important need as the community grows, especially if neighborhoods expand west of Highway 75.

8. **Getting people to Historic Downtown Plattsmouth remains a strong focus.** Residents want more services in Plattsmouth, but not at the expense of its small town character.





DRAFT

A new neighborhood developing with the collector street system. A new mixed-use center along Wiles Rd offers services at a community scale while Flex space along the Highway provides employment centers. A roughly 10 acre central park space would serve all southern neighborhoods, and the community at-large depending on the size and amenities.

Commercial at the Wiles/Hwy 75 intersection provides highway commercial, such as gas stations, convenience stores, and retail.

Areas intended to accommodate industrial uses that are difficult to integrate with less intensive uses due to negative impacts from heavy traffic, noise, or odors.

CONCEPT - MOBILITY



RIGHT OF WAYS

DESCRIPTION

Acquire the right of ways for major future streets in advance of development and then construct the street concurrent with development.



FRONTAGE ROADS

DESCRIPTION

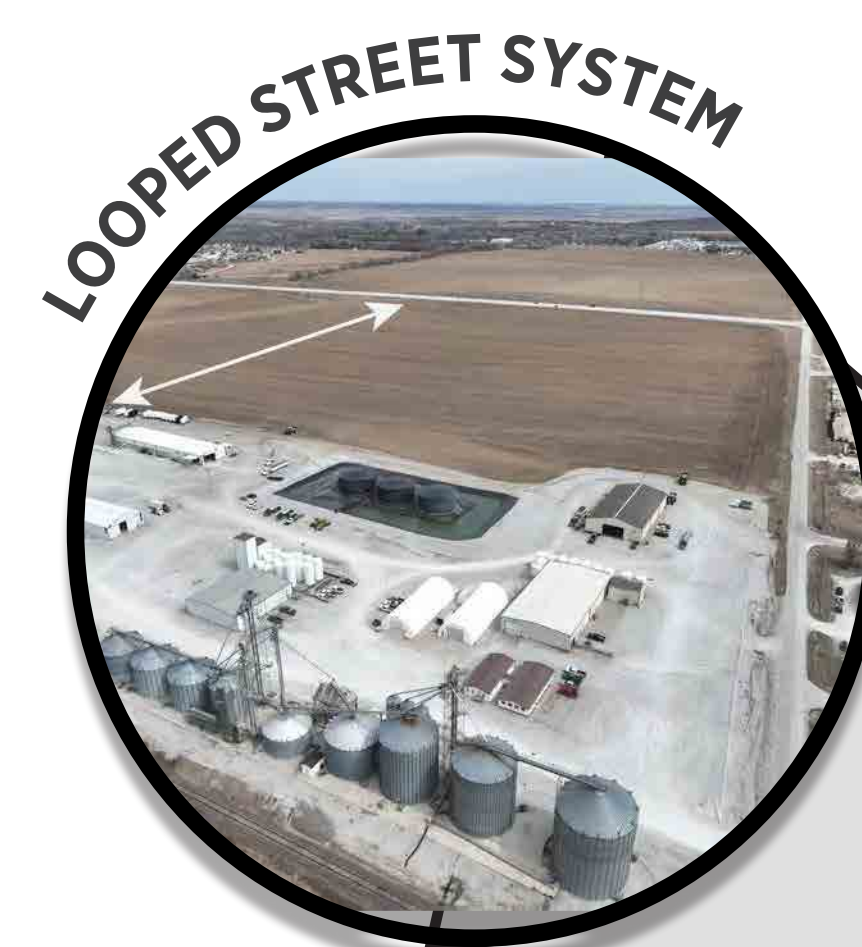
Place priority on reserving a continuous north/south frontage road and pedestrian connection between property along Highway 75.



LOOPED STREET SYSTEM

DESCRIPTION

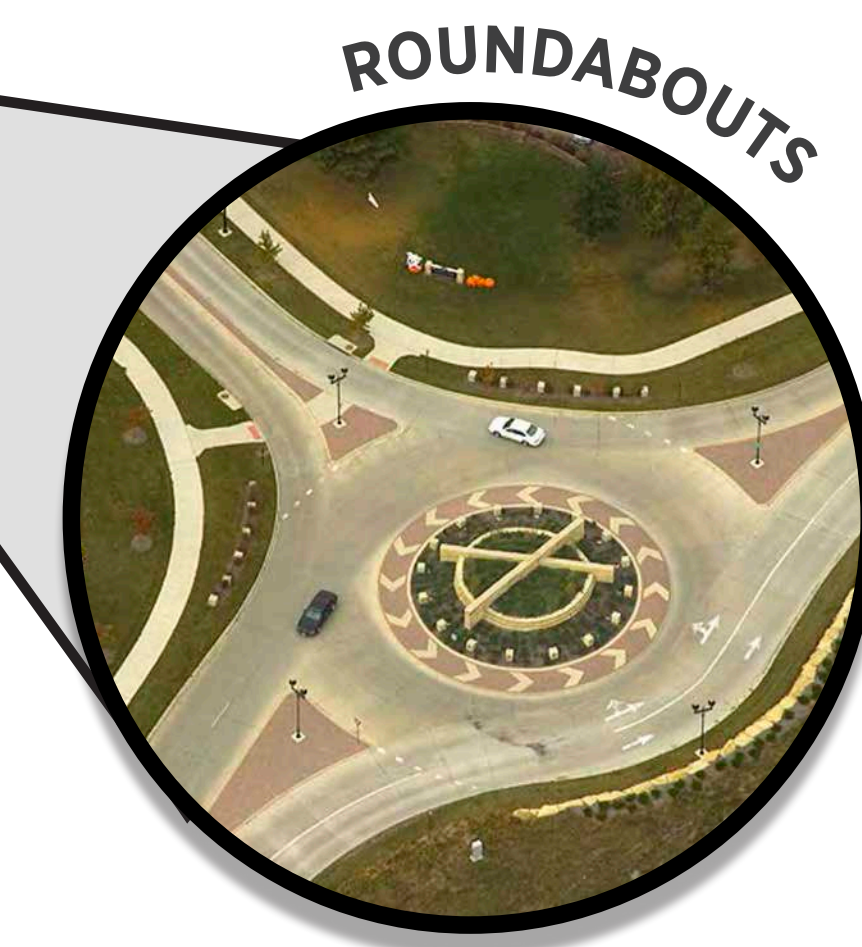
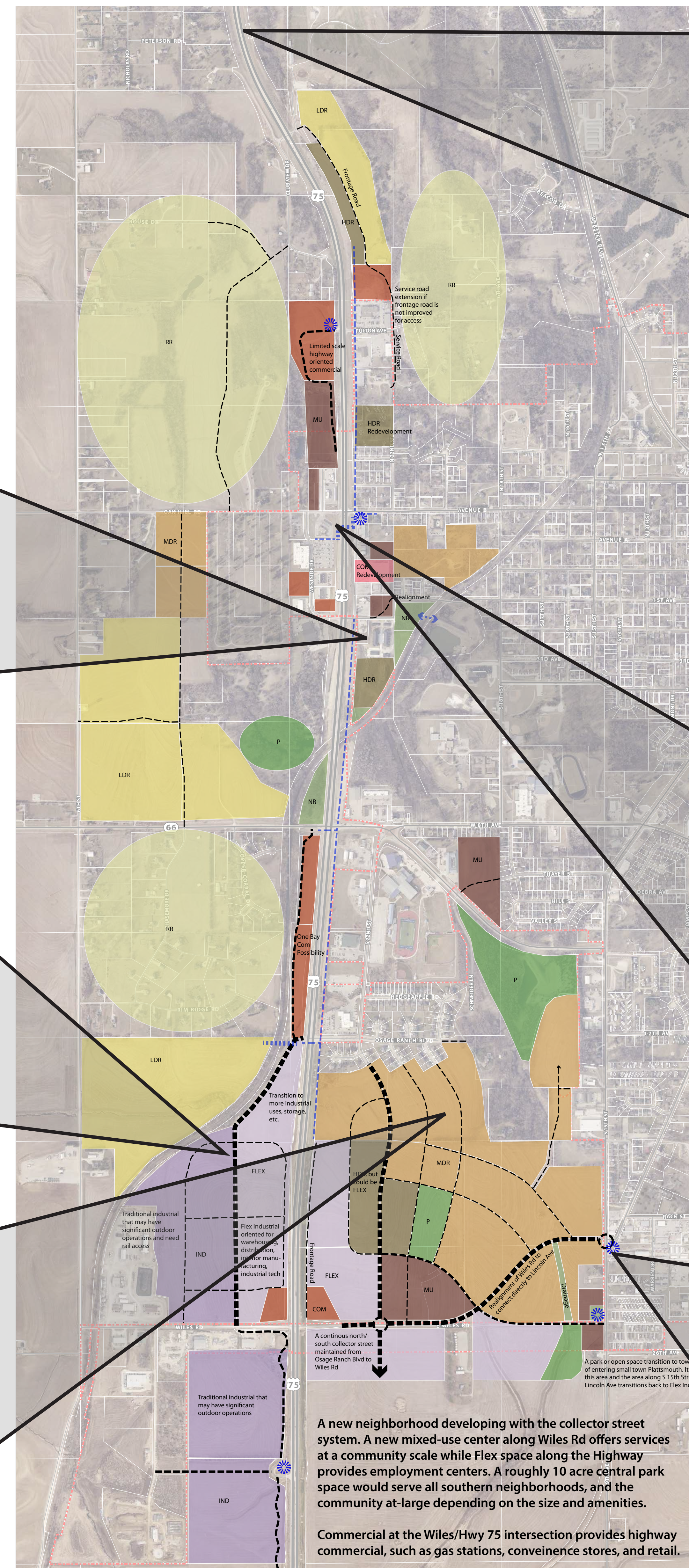
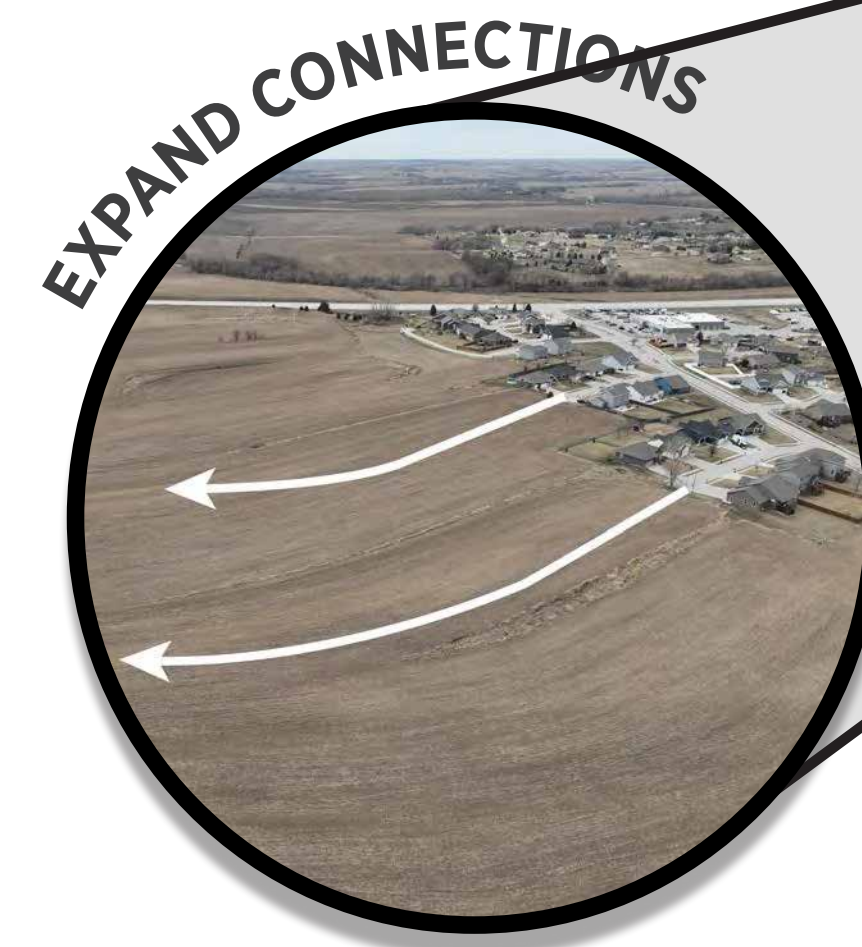
Create a looped street system for industrial and commercial development areas on the south part of the corridor that offer multiple entry and exit points to businesses.



EXPAND CONNECTIONS

DESCRIPTION

Expand connections into Plattsmouth's existing neighborhoods to the east through new street extensions.



COMPLETE TRAIL

DESCRIPTION

Create a phased plan to expand the Plattsmouth trail system, especially to the north into the Omaha regional trail system.

COMPLETE STREETS

DESCRIPTION

Develop the network with consideration for automobiles, bicyclists, and pedestrians. This network of "complete streets", developed incrementally, will create a safe and friendly transportation system for all users.

PEDESTRIAN SAFETY

DESCRIPTION

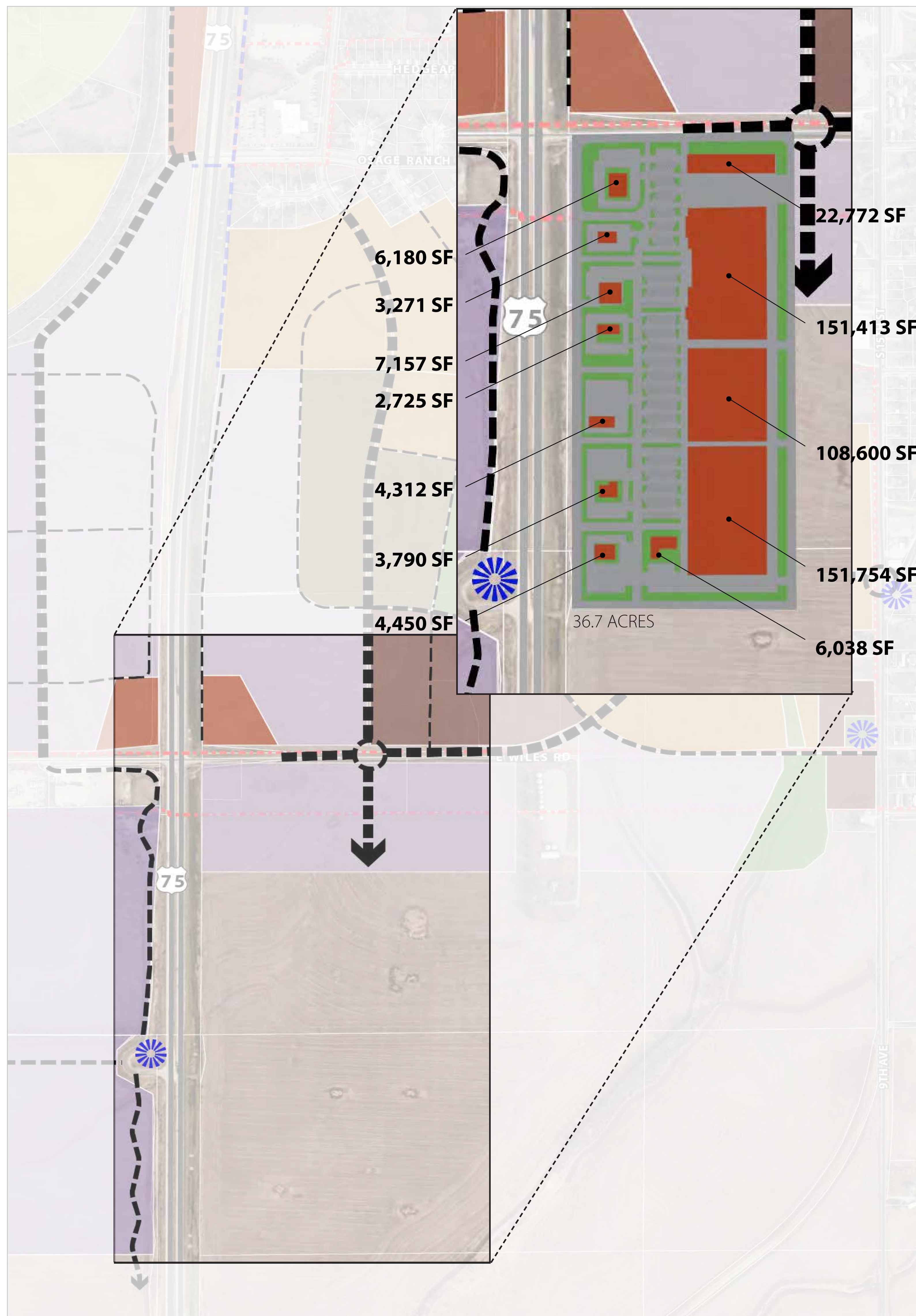
Invest in pedestrian safety for crossing Highway 75 as development intensifies west of Highway 75. Grade-separated crossings are preferable with at-grade crosswalks and crossing timers the minimum improvement necessary. Pedestrian bridges can also be gateway opportunities to increase Plattsmouth's "brand."

ROUND-A-BOUTS

DESCRIPTION

Provide round-a-bouts at specific intersections to improve efficiency, reduce conflicts, and improve safety at intersections.

DESIGN VISION - FLEX FUTURE LAND USE



FLEX EMPLOYMENT

DESCRIPTION

Plattsmouth's location on the Highway and near major populations make it a conducive location for large scale commercial, shipping, and manufacturing related development. Several areas along the corridor should allow a broad range of larger footprint commercial and indoor light industrial uses such as regional bulk purchase centers, indoor manufacturing, warehousing facilities, technology centers, and similar scale uses.

RESIDENTIAL

Residential uses are generally not appropriate in Flex areas. Multi-family residential uses can be mixed into corporate campuses or employee provided housing arrangements.

NON-RESIDENTIAL

Areas preserved for larger production facilities or regional commercial/warehousing, generally over 20 acres. Uses may focus on manufacturing, warehousing, office, office/industrial flex spaces, and technology. Smaller commercial uses can be provided to support the primary employment generators. The preferred uses in Flex areas provide employment and production opportunities and are not only temporary storage places for distribution or data centers.

Extraction, heavy materials production, and uses with significant outdoor operations are generally not appropriate and should rather be in Industrial areas.

FORM AND FEATURES

- » Intensity can vary but should have higher infrastructure and urban design standards along Highway frontages and transitions to lower intensity districts. Examples include landscaping, connections, screening, and buffering lower-intensity uses.
- » Special consideration is given to the image that travelers see along the Highway through building design and quality materials.
- » Indoor production uses that might have high external effects like noise and smell are allowed given they mitigate impacts on adjacent land uses. Operational standards should consider traffic, noise, lighting, and air quality.

FLEX AREA SPECTRUM

HEAVY COMMERCIAL



TECHNOLOGY/BUSINESS PARK



INDOOR MANUFACTURING



OFFICE/WAREHOUSING

