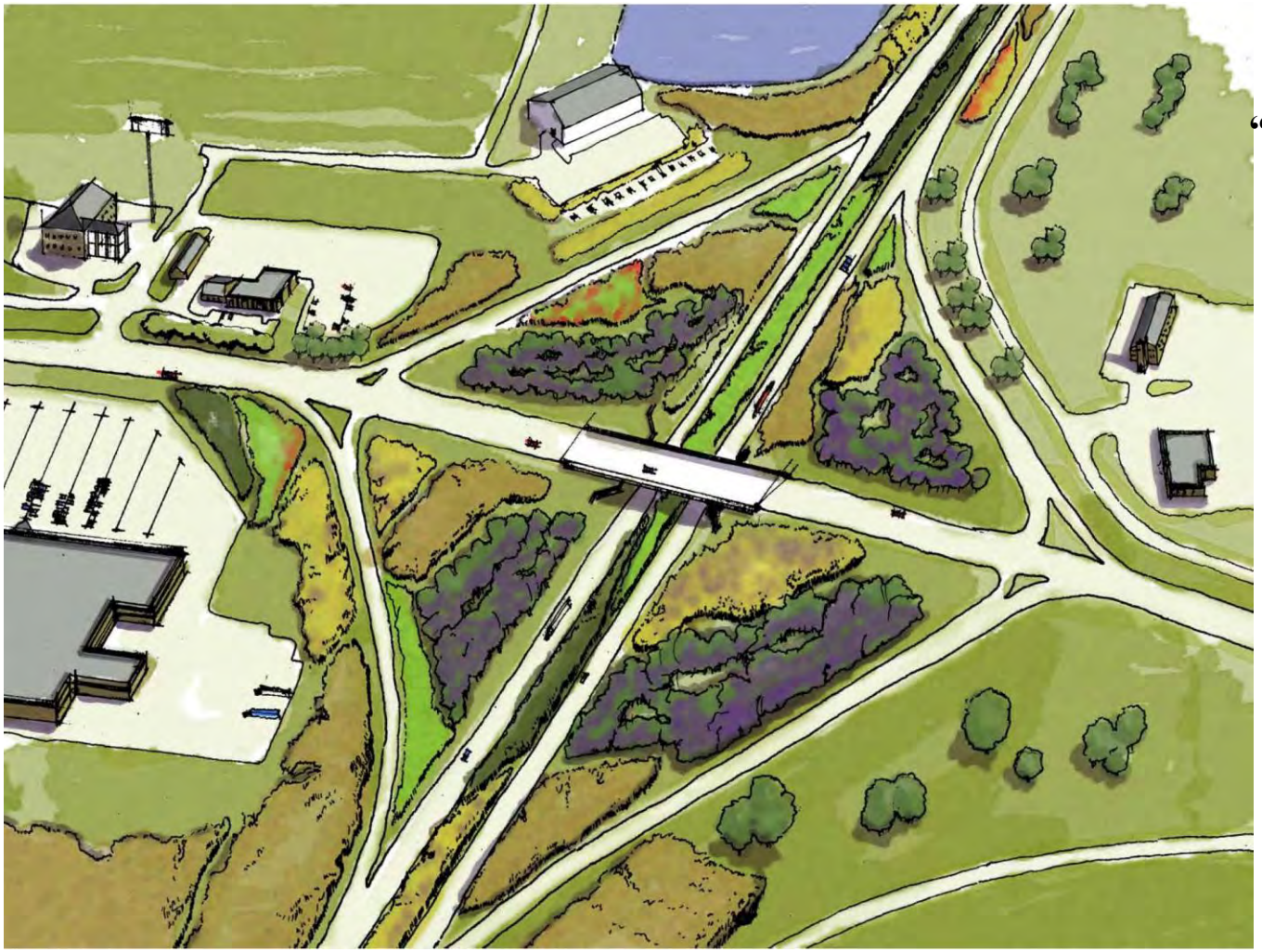
LEXINGTON NEBRASKA



"The Lex-Plan 2013"

JEO CONSULTING GROUP INC

COMPREHENSIVE PLAN

PARTICIPANTS

CITY COUNCIL MEMBERS:

JOHN FAGOT, MAYOR

LINDA MILLER

JEREMY ROBERTS

JOHN SALEM

DORA VIVAS

PLANNING COMMISSION

(3 YEAR TERMS, APPOINTED BY CITY COUNCIL)

Curt Bennett

Nancy Evans

Cathy Fagot

Sir Keevin Hardiman

Doug Heineman

Seth McFarland

Steve Smith

Rusty Sutton

Eli Vasquez

CITY OF LEXINGTON STAFF:

CITY MANAGER

Joe Pepplitsch

ASSISTANT CITY MANAGER

Dennis Burnside

CITY CLERK / PERSONNEL DIRECTOR

Pam Berke

CHIEF BUILDING INSPECTOR

Bill Brecks

TABLE OF CONTENTS

Table of Contents		
Chapter	**Chapter Section**	**Page**
Participants		
INTRODUCTION		
Introduction	*Introduction*	**1**
	Location	**2**
	Geography	**2**
	Climate	**2**
	Topography and Soils	**3**
	History	**3**
The Purpose of Comprehensive Planning	*Mission Statement*	**4**
The Comprehensive Planning Process		**5**
Comprehenisve Pland Components		**6**
Governmental Jurisdictional Organization		**7**

TABLE OF CONTENTS

Chapter	Chapter Section	Page
PROFILE		
Introduction		**1**
Demographics	*Population Trends and Analysis*	**2**
	Age Structure Analysis	**5**
	Migration Analysis	**9**
	Race Characteristics	**10**
	Population Projections	**12**
Housing		**17**
	Age of Existing Housing Stock	**18**
	Housing Trends	**19**
Economic and Employment		**24**
	Income Statistics	**24**
	Industry Employment	**29**
	Commuter Trends	**31**
	Sales and Fiscal Profile	**34**
Public Facilities and Utilites		**38**
	Community Facilities	**39**
	Parks and Recreation	**41**
	Educational Facilities	**44**
	Fire and Police Protection	**46**
	City Buildings	**48**
	Communication Facilities	**50**
	Health Facilities	**52**
	Public Utilities	**54**
	Energy Element	**56**
Natural and Environmental Conditions		**67**
Exisiting Land Use		**77**
	Existing Land Use Categories	**78**
	Land Use Analysis	**79**
Airport Overlay		**84**

TABLE OF CONTENTS

Table of Contents		
Chapter	**Chapter Section**	**Page**
Participants		
ACHIEVE		
Introduction	*Introduction*	**2**
Population Projections		**3**
Future Land Use		**4**
	Future land Use Analysis and Needs	**4**
	Land Use Designations	
Urban Design		**13**
Park and Recreation Plan		**28**
	Inventory and Existing Conditions	**29**
	Park System Analysis and Service Areas	**31**
	Recommendations	**62**
	Park Land Dedication /Fee	**93**
Transportation System Plan		**96**
	Existing Transportation Profile	**96**
	Future Transportation Plan	**109**

PROFILE

INTRODUCTION

When creating a strong community, cities must continue to reevaluate both its past trends and existing facilities. The Profile Chapter of the "*The Lex-Plan 2013*" focuses on characteristics that create Lexington. Current demographics, economic climate, housing stock, and the public facilities play a vital role in the future of a community. The following data will help derive solutions to future issues that may hinder Lexington's growth and economic development. The City of Lexington and its two-mile jurisdiction will remain pivotal to the surrounding economies and job creation in Dawson County. Officials, private citizens, and businesses can use this comprehensive plan update as a reference to its future needs. These needs can be achieved through long term planning and budgeting. Lexington's commitment to its residents and the park system can greatly improve the lives and well-being of the entire community. Promoting Lexington and its diverse community can be achieved with both private and public methods. For example, the estimated population may desire more diversity of housing options and job opportunities. Promotion of such diversity allows the city to become more stable while providing services and education.

This Profile Chapter will give its findings in the following sections: Historical and Cultural Resources, Demographics, Housing, Economic and Employment, Public Facilities and Utilities, Natural Environment, and the Existing Land Use.

DEMOGRAPHICS

Population is the driving force behind housing, local employment, economic, and the fiscal stability of the community. It is important for the community to understand where it has been, where it is, and where it appears to be going. Population statistics aid decision-makers by painting a picture of the community. Historic population conditions assist in developing demographic projections, which in turn assist in determining future housing, retail, medical, employment and educational needs within the community. Projections provide an estimate for the community, from which to base future land-use and development decisions. However, population projections are only an educated calculation for the future and unforeseen factors can significantly affect those projections.

POPULATION TRENDS AND ANALYSIS

Table 1 and Figure 1 show the historical population trend of Lexington from 1930 to the present. Lexington's largest growth periods took place in the decades of 1940, 1970, and 1990. Lexington has sustained this growth to remain the largest community in Dawson County.

TABLE 1: Historical Population Trend of Lexington

Population Trends Lexington, Nebraska 1930-2010			
Year	Population	Change	Percentage
1930	2,962.00	na	na
1940	3,688.00	726.00	20%
1950	5,068.00	1,380.00	27%
1960	5,572.00	504.00	9%
1970	5,654.00	82.00	1%
1980	7,040.00	1,386.00	20%
1990	6,601.00	(439.00)	-7%
2000	10,011.00	3,410.00	34%
2010	10,230.00	219.00	2%

Source: U.S. Census, 1930 -2010

Figure 1: Lexington Population, 1930 to 2010

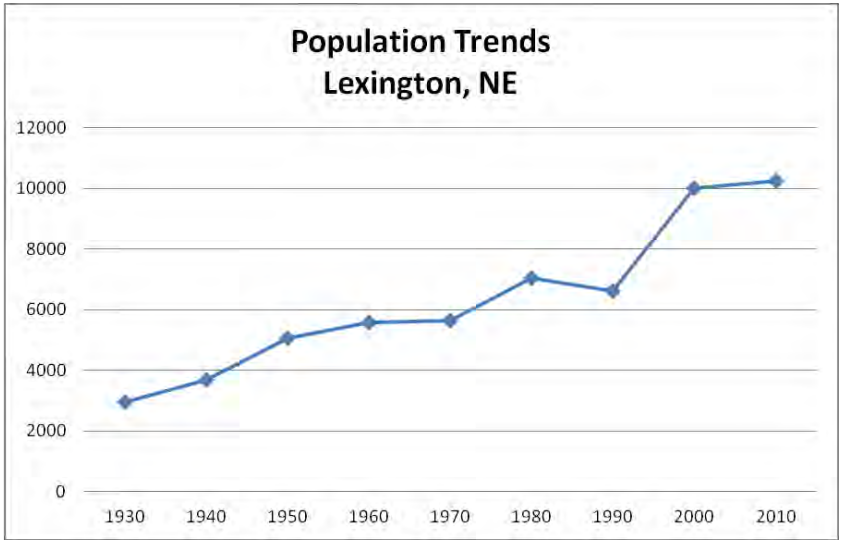


Table 2 compares its population growth of Lexington to Dawson County and the larger cities of Cozad and Gothenburg over the past forty years. This information provides an understanding of the county's long term population trends. The decade of 1970 showed an increase for Dawson County while the 1980's revealed an overall decrease for both the cities and the county. Lexington's population in 2010 was 10,230 persons, which was an increase of 3,629 persons, or 55%, since 1990. The large population growth in the 1990's has elevated Lexington to remain above its contemporaries in 2010. Within the same time period, Dawson County's population increased by 22.0%; with all communities and incorporated areas increasing their population by 4,386. The table also shows that Cozad lost 4.5% of its population between 2000 and 2010.

TABLE 2: Population for Lexington and other Dawson County Communities

Community	1970	1980	% Change 1970 to 1980	1990	% Change 1980 to 1990	2000	% Change 1990 to 2000	2010	% Change 2000 to 2010
Lexington	5,654.00	7,040.00	**24.5%**	6,601	**-6.2%**	10,011	**51.7%**	10,230	**2.2%**
Cozad	4,225	4,453	**5.4%**	3,823	**-14.1%**	4,163	**8.9%**	3,977	**-4.5%**
Gothenburg	3,158	3,479	**10.2%**	3,232	**-7.1%**	3,619	**12.0%**	3,574	**-1.2%**
Dawson County	19,467	22,304	**14.6%**	19,940	**-10.6%**	24,365	**22.2%**	24,326	**-0.2%**

Source: U.S. Census

Figure 2 shows a visual representation of the historical population of the previous 50 years within Dawson County. It can be seen that Lexington's growth had increased the 1970's with a brief dip in the 1980's. However, Lexington responded to this loss of population by having its largest growth in the 1990's and continues to influence in Dawson County.

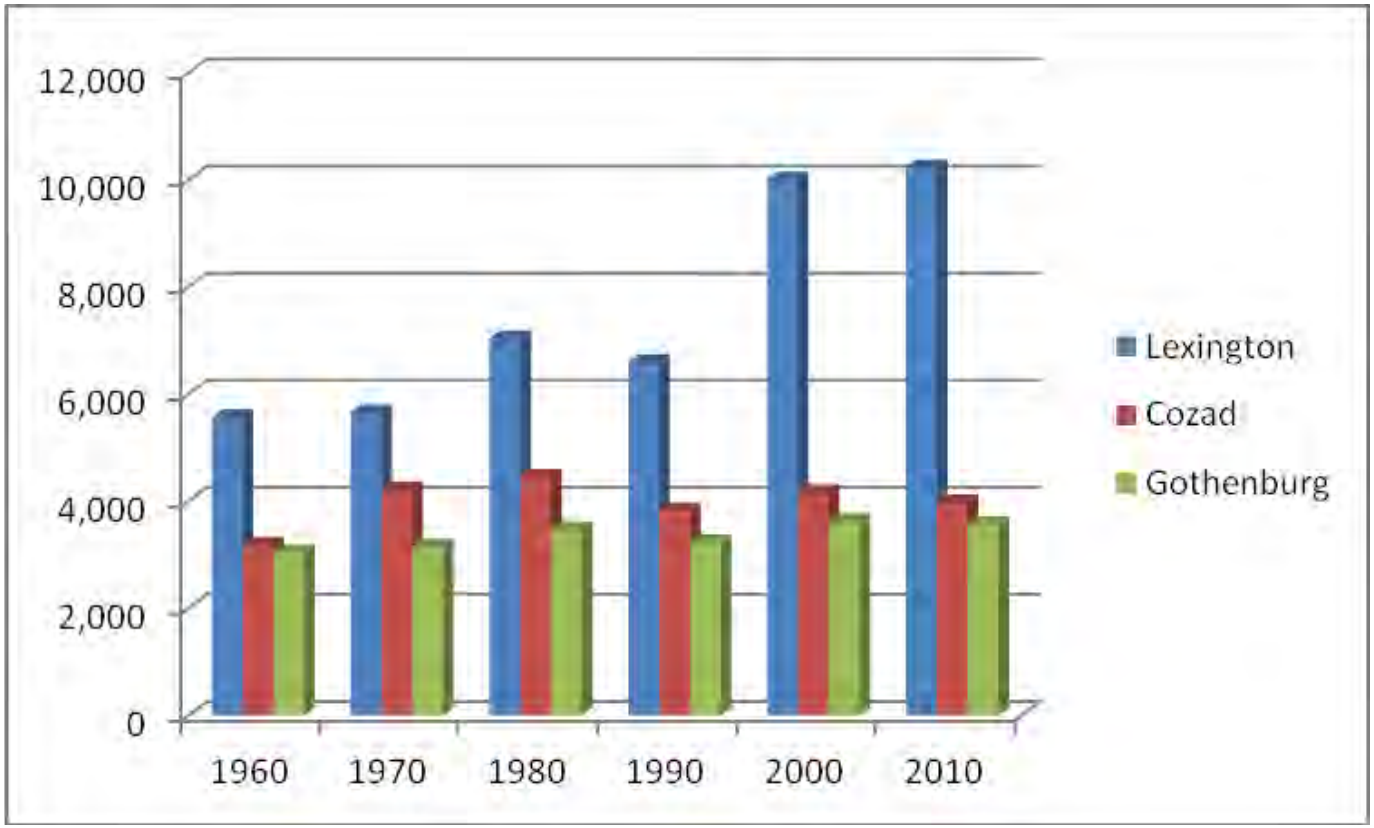


FIGURE 2: Populations for Lexington, Cozad, and Gothenburg

AGE STRUCTURE ANALYSIS

Age Structure analysis will interpret what a city is experiencing within its age groups. It is necessary to research this information to effectively plan. An age cohort breaks down the overall population into five year spans which a community can evaluate its development. The past or present growth of particular age cohorts must be taken into consideration because concerns may arise. For example, the child bearing age cohorts are typically an important factor because they supply the natural growth of a community's population. When evaluating the age cohorts of 20 to 44, the growth of the community may be naturally higher. On the other hand, if the large, younger cohorts maintain their relative size, but do not increase the population as expected, they will, as a group, tend to strain the resources of an area as they age. Communities must also take into account the population that is growing in place. If a community has a large retired population, it may need to invest and supply adequate assistance and available care. Budgeting and future investment can be altered to correct for deficiencies and avoid overspending if it is not necessary.

The 2010 Age Chart visualizes the population within Lexington. The two youngest cohorts are shown to be the largest. The 0-4 age range has 546 boys and 447 girls while the second largest cohort of 5-9 has 479 boys and 461 girls for a total of 940 children. As the chart shows, the school system may become the focus of the community. Difficulties may arise with a continued growth of the school aged population and possibly create a strain on public funds if not planned properly. This figure is for visual purposes and a more detailed table follows.

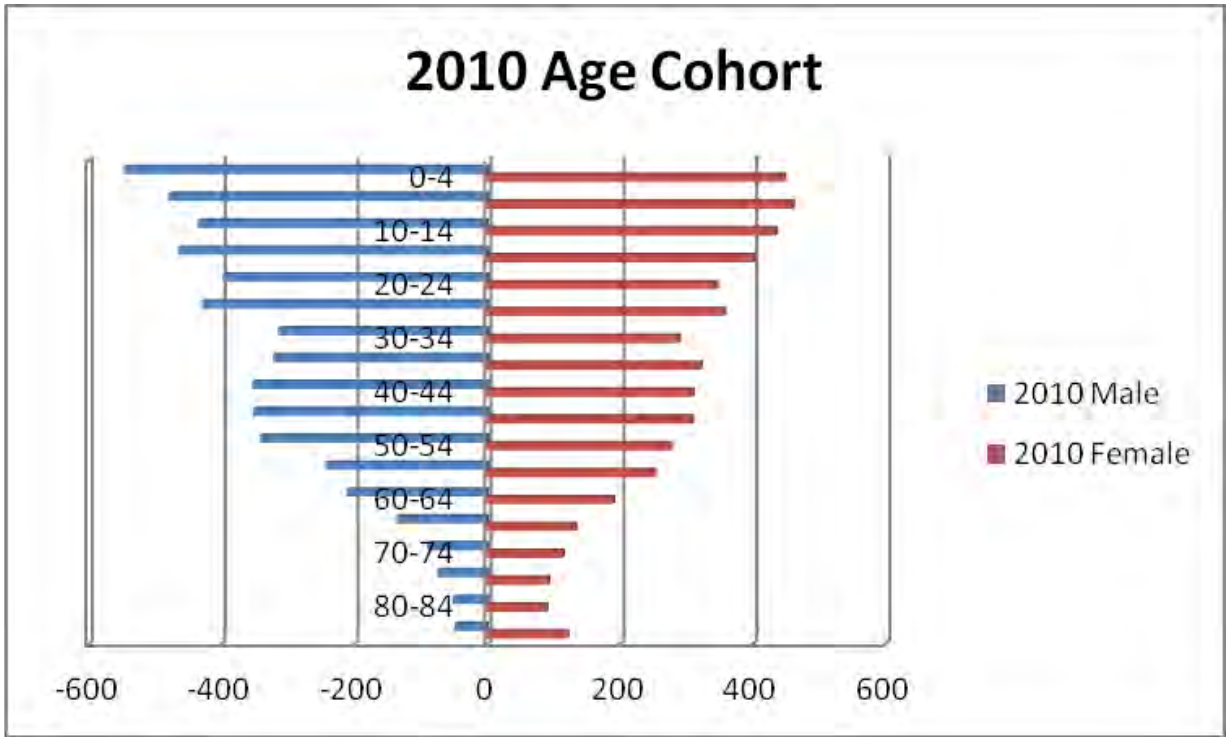


Figure 3: 2010 Age Cohort

TABLE 3: Cohort Analysis – Lexington: 2000 – 2010

As shown above, Table 3 compares Lexington's Age Cohorts from 2000 and 2010. One method of analyzing cohort movement in a population involves comparing the same age cohort ten years later. For this example, the 0-4 Age Cohort in the year 2000 becomes the 2010's 10-14 Age Cohort. This helps reveal trends within a community as they age. The analysis of the Child Bearing Age Cohort shows this age cohort decreased slightly from 2000 to 2010 by 4%. A positive change in the age cohort would suggest that a particular cohort experienced an in-migration. If an age cohort has a decrease within an age cohort, it would suggest out-migration. In this analysis of Lexington's age cohort between 2000 and 2010, each age cohort had varying degrees of out-migration. The largest cohorts that lost the most population were the 35 to 39 and 40 to 44 with 146 and 148 respectfully.

TABLE 3: Cohort Analysis - Lexington: 2000 – 2010

2000 Age Cohort	2000 Male and Female	2000's % of Total	2010 Age Cohort	2010 Male and Female	2010's % of Total	2000-2010 Cohort Change
			0-4	993	9.7%	
			5-9	940	9.2%	
0-4	1,021	10.2%	10-14 *(*0-4 in 2000)*	870	8.5%	-151
5-9	915	9.1%	15-19	866	8.5%	-49
10-14	859	8.6%	20-24	742	7.3%	-117
15-19	791	7.9%	25-29	785	7.7%	-6
20-24	694	6.9%	30-34	603	5.9%	-91
25-29	790	7.9%	35-39	644	6.3%	-146
30-34	811	8.1%	40-44	663	6.5%	-148
35-39	747	7.5%	45-49	661	6.5%	-86
40-44	722	7.2%	50-54	618	6.0%	-104
45-49	582	5.8%	55-59	495	4.8%	-87
50-54	473	4.7%	60-64	401	3.9%	-72
55-59	304	3.0%	65-69	270	2.6%	-34
60-64	256	2.6%	70-74	203	2.0%	-53
65-69	234	2.3%	75-79	166	1.6%	-68
70-74	233	2.3%	80-84	141	1.4%	-92
75-79	204	2.0%	85+	169	1.7%	-35
80-84	176	1.8%		10,230		
85+	199	2.0%				
	10,011					

Table 4: 2000 and 2010 Age Cohort Comparison

Age Cohort	2000	2010	Cohort Change
0-4	1,021	993	-28
5-9	915	940	25
10-14	859	870	11
15-19	791	866	75
20-24	694	742	48
25-29	790	785	-5
30-34	811	603	-208
35-39	747	644	-103
40-44	722	663	-59
45-49	582	661	79
50-54	473	618	145
55-59	304	495	191
60-64	256	401	145
65-69	234	270	36
70-74	233	203	-30
75-79	204	166	-38
80-84	176	141	-35
85+	199	169	-30

Age Cohort Comparison

Table 4 uses the same information as Table 3, however this comparison does not track the age cohorts as they age but evaluates each decade's age cohort to one another. The shift in Lexington's population percentages can found in this table. As collective groups, the older population and school-aged population experienced different migrations. In 2000, the 0-19 Age Cohorts had a total of 3,586 people and the same corresponding cohort decreased to 3,469 people. However, the numbers can be deceiving. With a large 0-9 cohort from 2000 and the continued births within that ten year period, the school aged children gained 35.8% to 38.9% of Lexington's 2010 population. The combined cohorts of over 70 years of age were 812 people and 8.1% of the 2000 population. In 2010, this age cohort decreased in size to 679 people as well as decreasing its percentage to 6.7%. A surprising in-migration of 481 people can be found between 50 to 64 age cohorts who each gained at least 145 people.

Age Distribution

The following table for Age Distribution simplifies the change in demographics and the composition of Lexington's population over the past decade. The age ranges combine different age cohorts together. The age cohort for 20 to 29 totaled 1,527 or 15% of the 2010 population. Combined with the 0-19 age cohort, Lexington had 50.8% of its population under the age of 30. This helps to create a vibrant community and a steady labor force. Focusing education costs and providing training can help Lexington grow in the future.

There are a number of reasons why people migrate in or out of a city. Communities sometimes experience loss to the age cohorts between 20 to 24 age cohort due to secondary education or in search of employment if jobs are unavailable. Other possibilities can be family related decisions to move in or out of a community. In this age distribution table, the 30 to 39 age groups lost the most relative population in 2010 at 20%. Similar to the 50 – 64 age cohort in the previous comparison, the distribution between 55 and 64 years of age experienced a 60% increase with 336 in-migration.

Table 5: AGE DISTRIBUTION, Lexington

	2000	2010	Change	% Change
Under 19	3586	3669	83	**2.3%**
20-29	1484	1527	43	**2.9%**
30-39	1558	1247	-311	**-20.0%**
40-54	1777	1942	165	**9.3%**
55-64	560	896	336	**60.0%**
65 +	1046	949	-97	**-9.3%**

MIGRATION ANALYSIS

Migration analysis allows a community to understand how in and out migrations are influencing the population. The migration number is determined by subtracting the natural change in population (i.e. births minus deaths) from the total change in population. This analysis shows the total change, natural change and the total migration in population for Lexington from 1980-1989, 1990-1999 and 2000-2009. A negative number in the "Total Migration" column indicates the number of persons that have moved out of the community, while a positive number indicates the number of persons that have moved into the community.

*Due to the nature of Lexington's changing population, a detailed analysis is being conducting right now with limited information to show in this draft.

RACE CHARACTERISTICS

Another important factor in Lexington's population is the racial composition of the overall population. The following table shows the changes in Lexington's racial composition from 1990 to 2010.

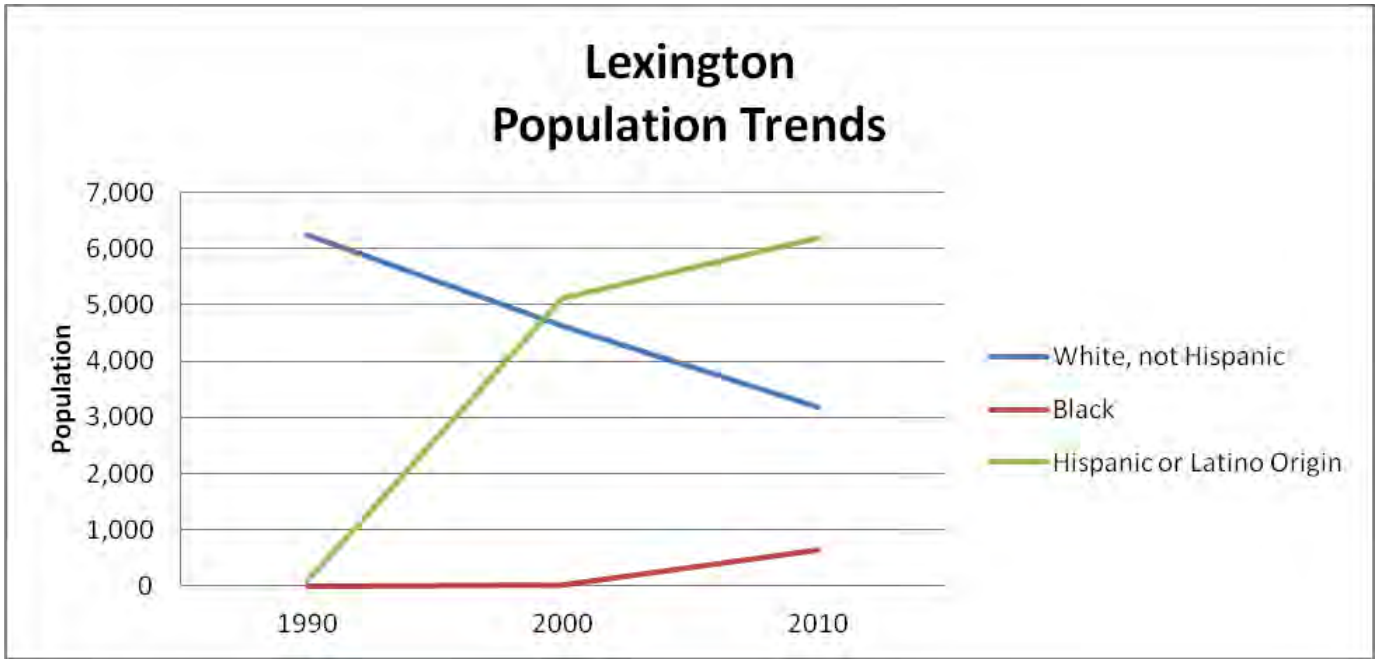
Table 6: Racial Composition, Lexington 1990 - 2010

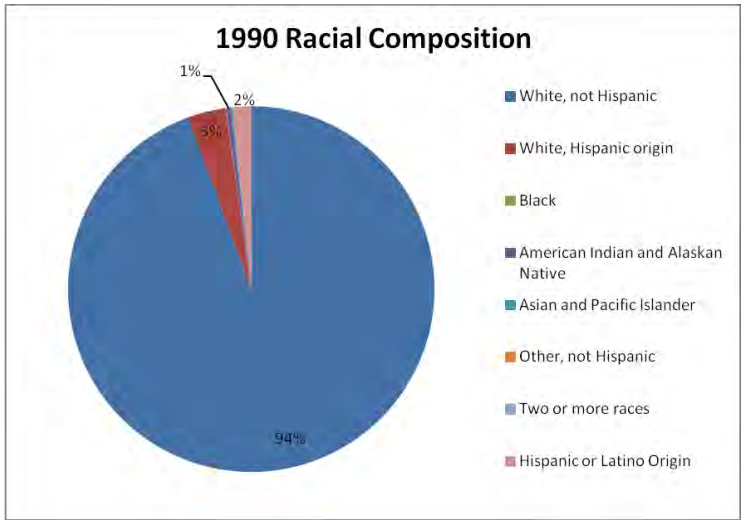
Race	1990		2000		2010		1990-2010
	Number	% of Total	Number	% of Total	Number	% of Total	% Change
White, not Hispanic	6,231	94.39%	4,635	46.30%	3,174	31.03%	-63.37%
White, Hispanic origin	221	3.35%	1,792	17.90%	2,745	26.83%	23.48%
Black	3	0.05%	32	0.32%	649	6.34%	6.30%
American Indian and Alaskan Native	27	0.41%	76	0.76%	34	0.33%	-0.08%
Asian and Pacific Islander	10	0.15%	103	1.03%	130	1.27%	1.12%
Other, not Hispanic	1	0.02%	5	0.05%	14	0.14%	0.12%
Two or more races			39	0.39%	46	0.45%	0.45%
Hispanic or Latino (of any race)	108	1.64%	5,121	51.15%	6,183	60.44%	55.46%
Total Population	**6,601**		**10,011**		**10,230**		

US Census Population and Housing 1990, 2000, 2010

Table 6 illustrates Lexington's changing demographics within the community. As Lexington continues to grow and change, its population and the needs of its citizens will be met. If Lexington experiences another large population growth, that growing demographic will drive the housing markets with its own particular needs. In the following the projections, the current population will continue to increase and the racial composition will change. The job and housing markets must be available to keep this growing population in Lexington.

FIGURE 4: LEXINGTON POPULATION TREND





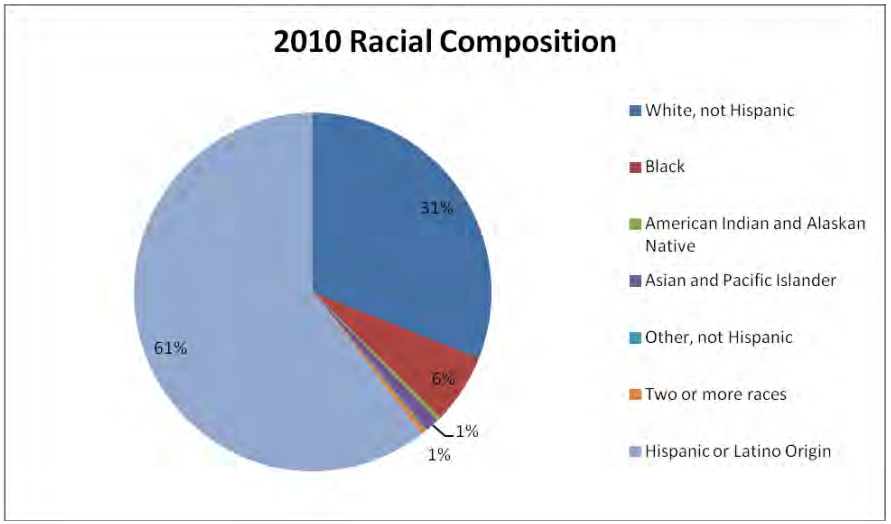


FIGURE 5: LEXINGTON 1990 RACIAL COMPOSITION AND

FIGURE 6: LEXINGTON 2010 RACIAL COMPOSITION

POPULATION PROJECTIONS

Projecting populations is the important factor in future decision. The complex process includes many variables and trends within a community. Future populations are projected with the assumption that a stable local economy as well as social structure trends. Due to the nature of projections, it will be very important to update with continual adjustments and reevaluation the population's immediate needs are being met.

Age Cohort Survival Projection

The Age Cohort Survival projection uses a mixture of mortality rate and birth rate of each population. This graph shows the five changes of how the city of Lexington may look as it looks to the future beginning with the 2010 Age Cohorts. The child-bearing age cohorts are used to tabulate the estimated number of birth through five year periods as well. When these statistics are factored, a trend appears from the age cohorts of 2010's 0 to 19 cohorts. As this group ages, it can be shown that an additional population for each cohort is found in the following 5 year period. It can become very important for the city of Lexington as this cohort ages through the school system, into the workforce, and of child bearing age. As shown in the 2035 cohort survival projection, each cohort from 0-34 has over one thousand residents in it. As stated above, Lexington can experience unforeseen economic and social changes that can affect the varying amounts of migration over the next twenty years. Housing preferences as well as demand can also change with any changing population. If Lexington is successful in keeping its population, the following cohort survival graph shows Lexington's growth into 2035. It will be unlikely to reach this population.

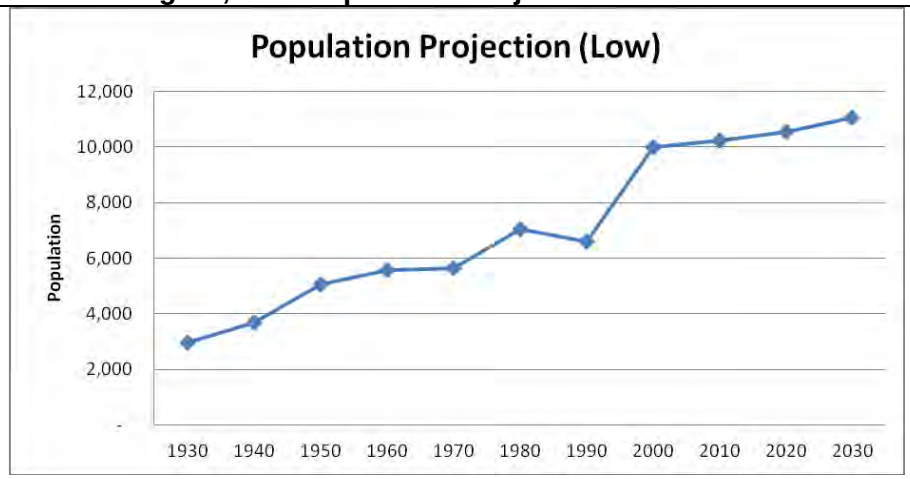
Table 7: Projection Cohort Survival

Age Cohort	2010	*2015	Population Change	*2020	Population Change	*2025	Population Change	*2030	Population Change	*2035	Population Change
0-4	1,021	989	-32	949	-39	1,033	84	1,279	246	1,705	426
5-9	915	1,322	407	1,102	-220	1,058	-44	1,151	93	1,425	273
10-14	859	1,152	293	1,607	455	1,337	-271	1,283	-53	1,397	113
15-19	791	876	85	1,351	475	1,884	533	1,566	-318	1,504	-62
20-24	694	928	234	1,049	120	1,623	574	2,257	634	1,870	-387
25-29	790	430	-360	679	248	766	87	1,187	421	1,649	462
30-34	811	834	23	374	-460	589	215	665	76	1,030	365
35-39	747	704	-43	1,158	454	516	-641	807	291	915	108
40-44	722	915	193	899	-16	1,460	561	654	-806	1,030	376
45-49	582	660	78	997	338	976	-21	1,597	621	714	-883
50-54	473	655	182	680	25	1,028	348	1,007	-22	1,646	640
55-59	304	509	205	667	158	691	24	1,043	353	1,032	-11
60-64	256	425	169	446	21	585	139	606	21	916	310
65-69	234	314	80	446	132	469	23	614	146	636	22
70-74	233	336	103	353	17	501	148	526	25	689	163
75-79	204	397	193	321	-77	335	14	473	138	495	22
80-84	176	199	23	425	226	344	-81	361	17	512	151
85+	199	95	-104	157	61	333	176	269	-64	283	14
Totals	**10,011**	**11,742**	**1,731**	**13,660**	**1,918**	**15,527**	**1,867**	**17,346**	**1,819**	**19,447**	**2,102**

Population – Linear Projections

With the exception of the 1980's, Lexington has continued to see growth within the past eighty years. Lexington's population projections of a low, medium, and high determine how the community allocates its funds. This also gives the community a population range to prepare for the next twenty years. The following Tables with visual graphs were created by JEO Consulting Group.

Table 8: Lexington, Low Population Projection

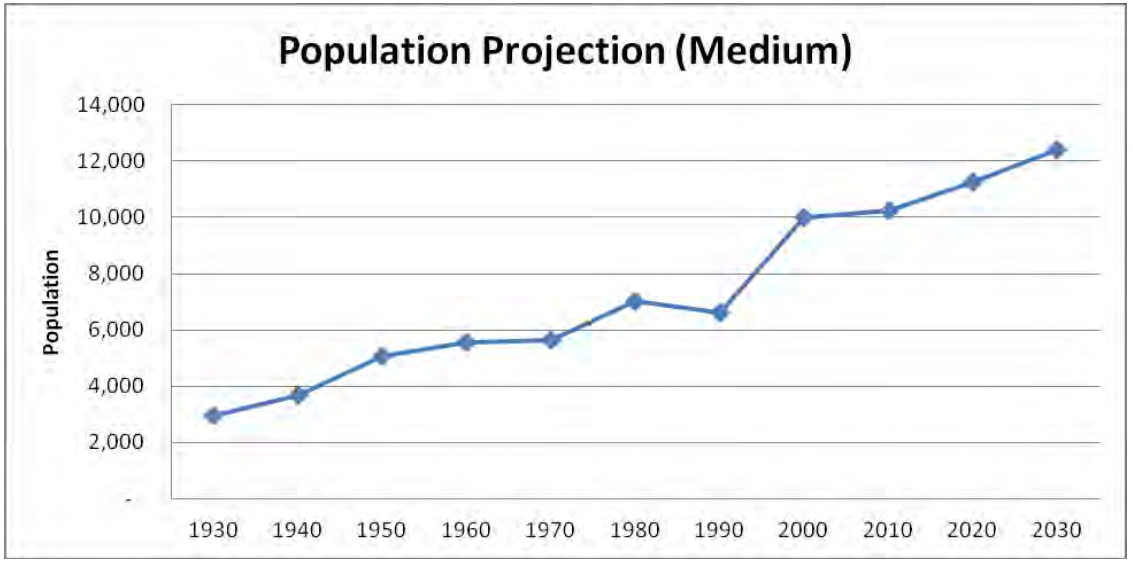


Lexington, Nebraska

1930-2010

Year	Population	Change	Percentage
1930	2,962	na	na
1940	3,688	726	20%
1950	5,068	1,380	27%
1960	5,572	504	9%
1970	5,654	82	1%
1980	7,040	1,386	20%
1990	6,601	(439)	-7%
2000	10,011	3,410	34%
2010	10,230	219	2%
2020	10,537	307	3.0%
2030	11,064	527	5.0%

TABLE 9: Lexington, Medium Population Projection

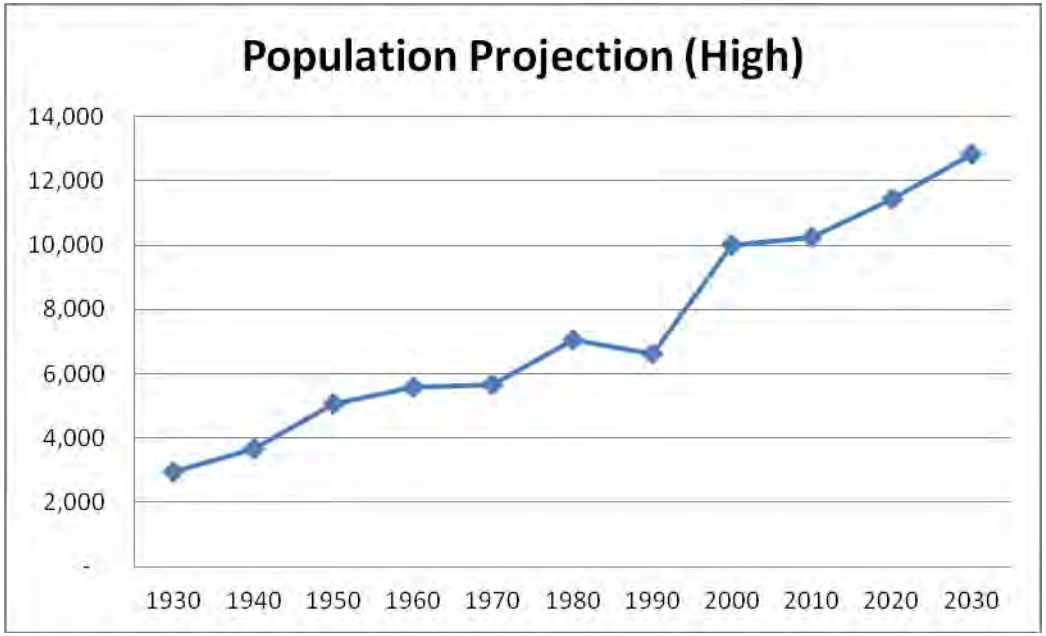


Lexington, Nebraska

1930-2010

Year	Population	Change	Percentage
*1930-2000	*See Low Projection Graph		
2010	10,230	219	2%
2020	11,253	1,023	10.0%
2030	12,378	1,125	10.0%

TABLE 10: Lexington, High Population Projection



Lexington, Nebraska

1930-2010

Year	Population	Change	Percentage
*1930-2000	*See Low Projection Graph		
2010	10,230	219	2%
2020	11,458	1,228	12.0%
2030	12,833	1,375	12.0%

HOUSING PROFILE

This section of the Lexington's statistics turns its attention to housing. The current housing stock and housing options available play an important role in the lives of its residents. Analyzing the following data will help evaluate the future needs of the community. When examining the current housing, it will clarify any deficiencies that exist for the safety and well being of its residents and helping to provide affordable housing options in the future. The composition of the current housing units will be of useful information to determine the necessary supply of future housing types. The City of Lexington will continue to plan into the future and meet its resident's need.

Many factors come to play in assessing housing stock. Growth within communities creates an imbalance of supply and demand in housing options. The population, employment, and housing needs of a city are consistently changing. However, patterns do exist. The following analyzed information will demonstrate Lexington's past trends and changes. The future projections will be drawn from this analysis and information. Employment does play an important factor in determining the amount and type of housing stock. Location of one's workplace and salary can drive the local real estate market. Finally, Lexington's housing options will ultimately be determined by the combination of land use policies and the resident's preferred choice of housing type. The following tables and figures are intended to assist with determining future housing needs and develop policies designed to accomplish the housing goals of Lexington.

AGE OF EXISTING HOUSING STOCK

An analysis of the age of Lexington's housing stock reveals a number of things about the population and economic conditions of the past. It can tell the history of a city and the pride of its residents for its culture and traditions. The age of the existing housing stock can show how much rehabilitation efforts are necessary while determining the need for new construction. Examining the housing stock is important in order to understand the overall quality of housing and the quality of life in Lexington.

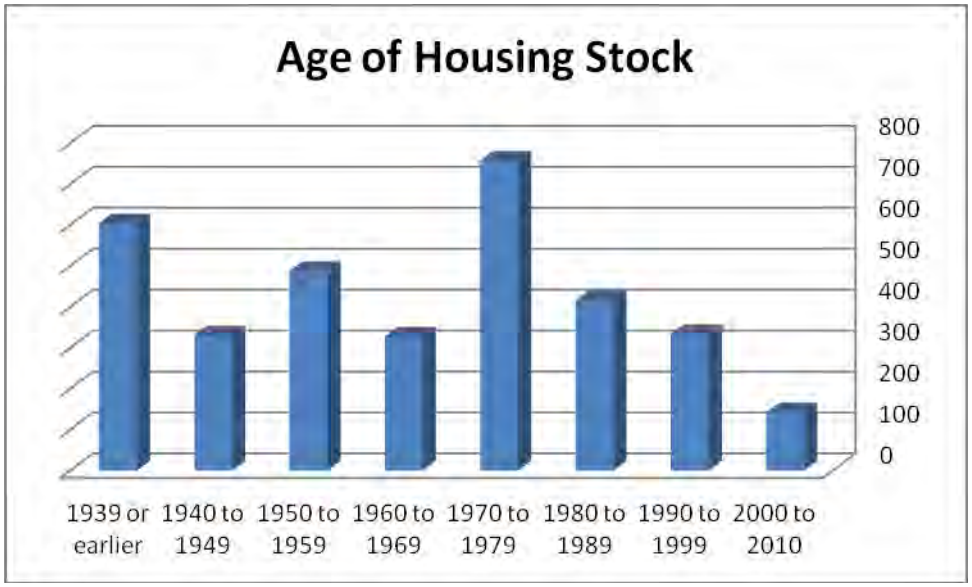


FIGURE 7: AGE OF EXISTING HOUSING STOCK, 2010

2011 ACS 5 year estimates

The most recent information shows that 604 existing houses or 17.8% of the housing stock were built before 1939. The houses built in 1959 or earlier represent 41.9% of Lexington's existing housing stock. These properties may need to be reevaluated for safety purposes and remodeling needs. Through other agencies there may also be a possibility of energy efficiency programs.

The largest decade represented in Figure 7 shows that there are currently 757 buildings were built in the 1970's. Combined with the 1980 to 1989 housing stock, it represents 34.5% of the Lexington housing. This portion of the housing stock should continue to provide safe housing in the near future. After 1990, the building of new construction within Lexington's housing stock declined even while experiencing its most recent growth period. This time period will be examined in following section of housing trends.

HOUSING TRENDS

Housing trends can reveal a great deal of information about the different population groups within Lexington. Past trends of a growing population can give light to what is to be expected in the near future. By evaluating the following table, the housing trends table will give vital information that indicates how Lexington has grown and currently comprised and in what direction the community may experience in the future.

Table 11: Housing Trends, Lexington, 1990 - 2010

Selected Characteristics	1990	2000	2010
Population	6,601	10,011	10,230
Persons in Households	6,573	9,733	10,093
Persons in Group Quarters	28	278	137
Persons per Household - Owner		3.20	3.32
Persons per Household - Renter		3.04	2.93
Persons per Household	2.52	3.14	3.17
Total Housing Units	**2,838**	**3,222**	**3,403**
Occupied Housing Units	2,610	3,095	3,180
Owner-occupied units	1,726	1,978	1,991
Renter-occupied units	884	1,117	1,189
Vacant Housing Units	228	227	223
Owner-occupied vacancy rate		1.4	1.6
Renter-occupied vacancy rate		10.8	8.5
Single Family Units	1,830	2,237	2,320
Duplex/Multiple-family units	183		
Mobile Homes, trailer, other	1,647	275	
Median Contract Rent - 1990 to 2010			
Lexington	$296	$358	$586
Dawson County	$288	$331	$582
State of Nebraska	$348	$412	$534
Median Value of Owner-Occupied Units - 1990 to 2010			
Lexington		$61,900	$84,700
Dawson County		$64,100	$85,400
State of Nebraska		$88,000	$125,400

Source: U.S. Census Bureau, Census of Population and Housing, 1990, 2000, and 2010; 2011 American Community Survey 5 year estimates

As noted in Table 11, the average household size is enlarging for owner-occupied housing and decreasing slightly for rental properties. The following Figures 8 and 9 illustrate the Tenure difference in owner-occupied housing and renter-occupied housing within the previous decade.

Figure 8: Tenure Trend Average Household Size, Lexington 2000 - 2010

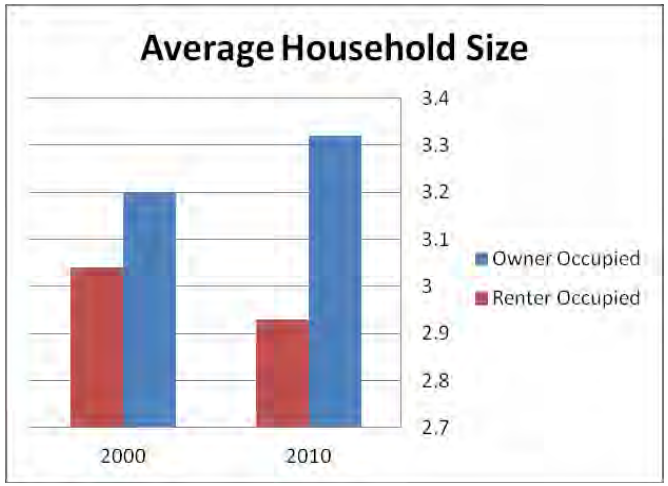
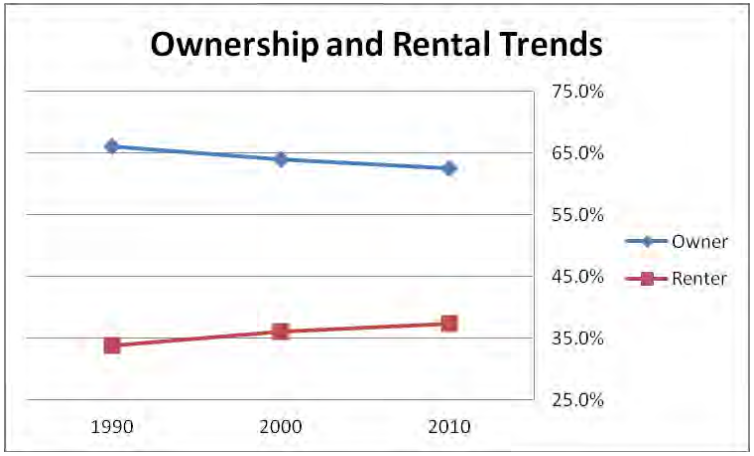


Figure 9: Percentage of Owner and Renter, Lexington 2000 - 2010



The ownership has declined since 1990 from 66.1% to 62.6%. while the rental population has increased from 33.9% to 37.4%. If the rental population continues to rise, new housing stock may need to constructed. More detailed information may be needed if it becomes apparent that there is an issue with the costs of owning a house and wages within the community. This may also mean that the preferred housing stock is becoming rental as well.

TABLE 12: PERSONS PER HOUSEHOLD, LEXINGTON 2010

Lexington, Nebraska	
2010 Total:	3,180
1-person household	703
2-person household	829
3-person household	443
4-person household	460
5-person household	335
6-person household	203
7-or-more-person household	207

Source: 2010 U.S. Census

Table 12 indicates Lexington's current household sizes. This table looks at the composition of Lexington's household sizes that must utilize both larger homes and individual living units. Smaller households are presented with 22.1% in single person households and 26.1% in two-person housing stock.

The family oriented population is well represented in Table 12. Lexington's family households consist of 73% of total households in 2010. This percentage is consistent with slight increases from 70.1% in 1990 and 72.3% in 2000. With 745 households with 5 or more persons, 23.4% of these households will continue to require a larger sized housing stock. The residents will choose their preferred housing choices based on the size required. Table 12 helps to show the wide variety of new construction that will continue to be in the Lexington's housing market.

Family Households have increased by three percent over the past twenty years from 1,830 to 2,320 households. In 2010, The percentage of family households in to total occupied units increase to 73% and the families average size is currently 3.7 per household. Of the 860 non family households in 2010, 86% or 703 housing units are occupied by a single renter.

Future Housing Projections

As shown below, the current housing stock will need addition units. However, the demands of the preferred housing type may continue to change if demographics continue to shift for more rental properties. In addition to the resident's preferred housing type, Lexington may begin to experience the loss of their older housing stock which would increase the amount of new construction needed. This projected housing data did not take into account the need to replace dilapidated or dangerous housing.

The expected housing needs were achieved with recent housing trend changes. Along with prior population projections from the Demographic section, it is possible to estimate the amount of housing stock needed to match Lexington's growth for the next ten and twenty years.

TABLE 13: HOUSING NEED PROJECTIONS FOR 2020 AND 2030

Housing Projections		LOW	HIGH
		2020	
Additional Households per Decade	Additional Population	716	1,228
	Owner	216	370
	Renter	261	419
		2030	
	Additional Population	766	1,375
	Owner	231	414
	Renter	261	469
*JEO Consulting Group Inc.			

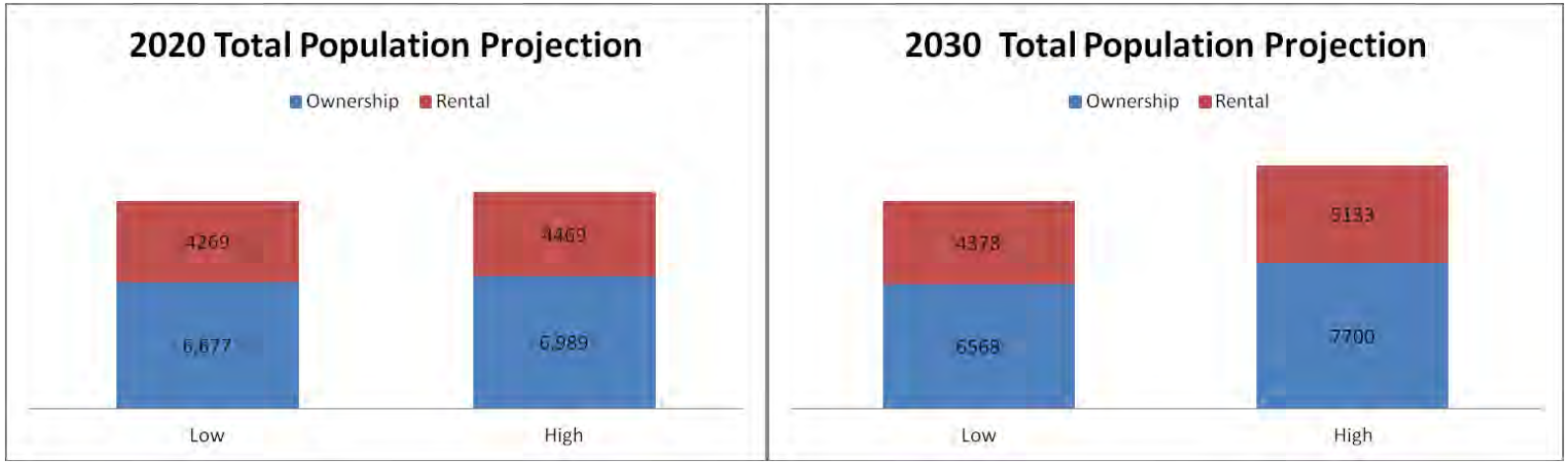
By using the 2010 U.S. Census per household ratios for Lexington, it allowed projection of estimates for the possible number of households with the most current change in Lexington's market demand. To supply a growing community, Lexington would be expected to prepare for roughly an additional 1,000 housing units per decade. This argument can be made by looking at the low or modest projection of growth along with the possibility of replacing part of the 41.9% of housing that was constructed before 1960. To further the housing projections, the previous table broke into the estimated new owner-occupied and renter-occupied units needed. By looking back at the increasing average size of family households, it would make sense to build a portion of the new housing stock, whether to sell or

rent, for a family of 4. Keep in mind, the rental population had increase slightly but with fewer renters per unit. Housing trends will have to be continually monitored for the demands of renters as well as buyers.

The following Figures show the Owner versus Renter composition of the projected populations of 2020 and 2030. These graphs show the proportion of renters to owners. The lower and modest projection does not seem to make a dramatic change. However, Lexington has experienced a large population growth in recent years. It that does occur, the high population and housing projection will be handled with the proper future land use policies established within this comprehensive plan. The City of Lexington will be able to manage and enhance the quality of living for its residents as well as the extraterritorial jurisdiction.

FIGURE 10: 2020 TOTAL POPULATION PROJECTIONS BY OWNER AND RENTER AND

FIGURE 11: 2030 TOTAL POPULATION PROJECTIONS BY OWNER AND RENTER



ECONOMIC AND EMPLOYMENT

Economic data is collected to understand area markets, activity, and the needs and opportunities of Lexington. The four major components represented in Lexington's economic analysis are: income statistics, industry employment, commuter trends, and sales and fiscal profile. In each analysis, Lexington will be compared to Gothenburg, Cozad, Dawson County or the State of Nebraska. The following data will help derive solutions to any future issues that may stunt Lexington's growth and economic development.

INCOME STATISTICS

Income statistics for households are important for determining the earning power of households in a community. The most recent statistics available is in the form of estimates generated by the American Community Survey. Table 14 is based on the 2007 - 2011 American Community Survey which generates their numbers as estimates from sampling the population. This table represents the five year estimates which can provide a more accurate number. Later in this economics section, there will be a more detailed sales tax that also compares these three cities and Dawson County. By comparing Lexington's median household income to the surrounding urban clusters of Gothenburg and Cozad in the following table will show how it relates on the countywide basis.

TABLE 14: 2011 MEDIAN HOUSEHOLD INCOME ESTIMATES OF DAWSON COUNTY

Median Household Income 2011 American Community Survey	
Location	2011 Estimate
Dawson County	$45,038
Cozad	$44,457
Gothenburg	$46,250
Lexington	$42,540

Now that the local communities have been compared, the data presented here shows household income levels for Lexington with decennial census in comparison to the State of Nebraska. This data is reviewed to determine whether households experienced income increases at a rate comparable to that of the State of Nebraska. The following chart breaks down the household income in price ranges for further review.

TABLE 15: LEXINGTON AND NEBRASKA HOUSEHOLD INCOMES IN 2010

Household Income Lexington, NE 2010				Household Income State of Nebraska 2010		
Household Income Range	Households	Percentage		Households	Percentage	
Total households	3,030	100%		711,771	100%	
Less than $10,000	173	6%		453,121	64%	
$10,000 to $14,999	277	9%		41,617	6%	
$15,000 to $24,999	511	17%		81,800	11%	
$25,000 to $34,999	325	11%		83,307	12%	
$35,000 to $49,999	566	19%	40%	108,311	15%	36%
$50,000 to $74,999	658	22%		146,702	21%	
$75,000 to $99,999	317	10%	50%	90,871	13%	49%
$100,000 to $149,999	187	6%		76,556	11%	
$150,000 to $199,999	16	1%		19,998	3%	
$200,000 or more	0	0%		17,288	2%	
Median household income (dollars)	40,216			49,342		
Mean household income (dollars)	46,724			62,707		

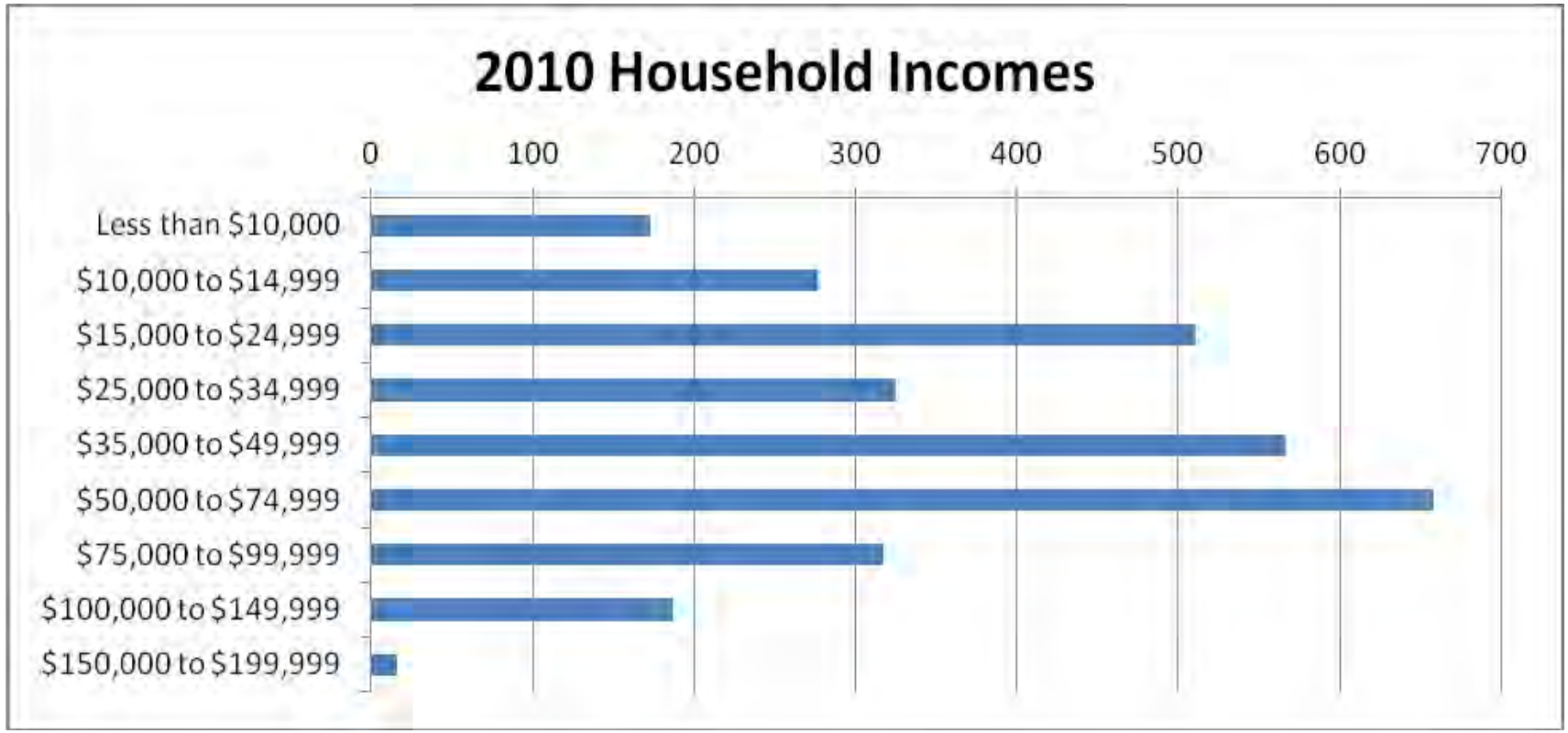
Table 15 points out that 40% of the Lexington's incomes or 1,324 jobs received an income between $35,000 and $74,999 in spite of trailing Nebraska's 2010 ACS Estimates of $49,342 per household income, the percentage of $35,000 to $75,000 slightly favors Lexington. The State of Nebraska recaptured this deficiency with a higher percentage of top earners despite having a large number of households with incomes less than $10,000.

Both Table 15 and 16 show Lexington had a median income of $40,216 in 2010. Table 16 shows a historical trend from 1990 to 2010 to show the relative increase that the state experienced. The 5.27% increase in the earning power of Lexington citizens since 2000 is minuscule when compared it to the 20 year increase. Due to inflation and the inevitable rise in cost, it is expected to have an increase in the household income. When using the inflation formula, the buying power of $22,988 salary in 1990 is equal to $38,352 in 2010. Another look at Lexington's Household Income is found on the following Figure 12.

TABLE 16: TREND OF LEXINGTON AND NEBRASKA HOUSEHOLD INCOMES SINCE 1990

Household Income Trend Lexington, NE 1990 to 2010			
Year	Households	Median Household Income	Nebraska
1990	2,610	$22,988	$26,016
2000	3,101	$38,098	$39,250
2010	3,030	$40,216	$49,342
2000 to 2010	-2.34%	5.27%	20.45%
1990 to 2010	13.86%	42.84%	47.27%

FIGURE 12: LEXINGTON'S 2010 HOUSEHOLD INCOME



Per Capita Personal Income

A more recent increase of economic activity for Dawson County as well as the State of Nebraska can be observed with an increase towards the national average for Per Capita Income. Since the national recession began in 2008, the years of 2009 to 2011 have seen an increase for Dawson County from 75% in 2009 to over 80% in 2011. The state of Nebraska has fared better than national average in 2011 with over 100% of the nation's average. To look at the more recent statistics, Table 17 shows 2010 and 2011.

TABLE 17: LEXINGTON PER CAPITA PERSONAL INCOME

Per Capita Personal Income Comparison			
Location	2010 PCPI	2011 PCPI	2011 Increase
Dawson County	$30,554	$33,320	8.30%
Nebraska	$39,224	$42,450	7.60%
U.S.	$39,731	$41,560	4.40%
Source: Bureau of Economic Activity			

Table 17 is reiterated for a decade's worth of economic growth for Dawson County and Nebraska. Between 2010 and 2011, they both surpassed the nation's compound annual growth rate. Dawson County had a compound annual growth rate of Per Capita Personal Income at 3.4 percent. Nebraska's compound annual growth rate of Per Capita Personal Income was 3.6 percent over the same time period which exceeded the national rate of 2.9%.

INDUSTRY EMPLOYMENT

Breaking down the employment by industry determines the key components of their labor force. This section indicates the type of industry comprising the local economy, as well as identifying particular occupations that employs Lexington's residents. Table _X_ shows employment sectors and the size of each industry for Lexington.

TABLE 18: EMPLOYMENT BY INDUSTRY, 2010

Employment by Industry Lexington, NE 2010	
INDUSTRY	People
Civilian employed population 16 years and over	4,835
Agriculture, forestry, fishing and hunting, and mining	211
Construction	287
Manufacturing	2,052
Wholesale trade	215
Retail trade	473
Transportation and warehousing, and utilities	99
Information	43
Finance and insurance, and real estate and rental and leasing	164
Professional, scientific, and management, and administrative and waste management services	161
Educational services, and health care and social assistance	400
Arts, entertainment, and recreation, and accommodation and food services	403
Other services, except public administration	279
Public administration	48

Of the 4,835 people over the age of 16, the largest industry was manufacturing with 2,052 people, and the next largest work force is found in the Retail Trade industry with 473 people.

The top five employment sectors for Lexington in 2010 were:

Manufacturing	42.4%
Retail trade	9.8%
Educational services, and health care and social assistance	8.3%
Arts, entertainment, and recreation and accommodation and food services	8.3%
Construction	5.9%

For comparison, the following lists by rank compares Lexington's 2010 employment per industry to Dawson County as well as the State in the 5-year American Community Survey from 2007 to 2011.

Dawson County

1.	Manufacturing	3,372 employed	27.8%
2.	Educational services, and health care and social assistance	1,811 employed	14.9%
3.	Retail trade	1,243 employed	10.2%
4.	Agricultural, forestry, fishing and hunting, and mining	1,091 employed	9.0%
5.	Construction	901 employed	7.4%

State of Nebraska

1.	Educational services, and health care and social assistance	219,766	23.3%
2.	Retail trade	109,589	11.6%
3.	Manufacturing	100,589	10.7%
4.	Professional, scientific, and management, and administrative and waste management	76,624	8.1%
5.	Arts, entertainment, and recreation, and accommodation and food services	71.955	7.6%

COMMUTER TRENDS

The means of transportation and carpooling will continue to become an important factor as Lexington continues to grow and expand its two-mile jurisdiction. Large cities must pay attention to their population and needs. There were 961 people or 32% of the 2010 total population making less than $25,000 a year. The City of Lexington understands the importance of carpooling and alternative transportation options with the park system and bike lanes that will help the residents of Lexington save money, give the entire community an alternative transportation option, and also help the overall health of the community.

TABLE 19: MEANS OF TRANSPORTATION AND CARPOOLING

	Lexington city			
MEANS OF TRANSPORTATION AND CARPOOLING	2000	Percent	*2011 ACS	Percent
Workers 16 and over	4,064	100.0%	4,652	100.0%
Car, Truck or Van	3,758	92.5%	4,038	86.8%
Drove Alone	2,723	67.0%	2,977	64.0%
Carpooled	1,035	25.5%	1,065	22.9%
in a 2 person carpool	718	17.7%	730	15.7%
in a 3 person carpool	230	5.7%	172	3.7%
in a 4 person carpool	87	1.4%	158	3.4%
Workers per vehicle	1.18		1.17	

Travel time to work is a factor to determine where the people of Lexington are employed. Travel time can be affected to congestion in traffic and families with school children. Depending on how residents answer the Census and survey, that may or may not be added to the actual miles traveled in non-peak traffic hours.

TABLE 20: TRAVEL TIME TO WORK CHART

Lexington, NE

TRAVEL TIME TO WORK	2000	Percent	*2011 ACS	Percent
Workers that did not work at home	3,968	100.0%	4,440	100%
Less than 10 minutes	1,929	48.6%	1,834	41.3%
10 to 14 minutes	1,094	27.6%	1,563	35.2%
15 to 19 minutes	324	8.2%	346	7.8%
20 to 24 minutes	290	7.3%	151	3.4%
25 to 29 minutes	37	0.9%	75	1.7%
30 to 34 minutes	107	2.7%	178	4.0%
35 to 44 minutes	45	1.1%	67	1.5%
45 to 59 minutes	80	2.0%	102	2.3%
60 to 89 minutes *(60 minutes or more 2011 ACS)	38	1.0%	124	2.8%
90 or more minutes	24	0.6%	0	0.0%
TIME LEAVING HOME TO GO TO WORK	2000	Percent	*2011 ACS	Percent
Workers who did not work at home	3,968		4,440	
12 AM to 4:59 AM *(2011 ACS)			186	4.2%
5:00 to 5:59 AM	642	16.2%	755	17.0%
6:00 to 6:29 AM	286	7.2%	422	9.5%
6:30 to 6:59 AM	227	5.7%	258	5.8%
7:00 to 7:29 AM	420	10.6%	453	10.2%
7:30 to 7:59 AM	406	10.2%	524	11.8%
8:00 to 8:29 AM	322	8.1%	404	9.1%
8:30 to 8:59 AM	131	3.3%	53	1.2%
9:00 to 11:59 AM *(9:00 AM-11:59 PM 2011 ACS)	215	5.4%	1,394	31.4%
12 PM to 3:59 PM	781	19.7%		
All other times	538	13.6%		

The majority of Lexington's labor force has a travel time to work that is less than 14 minutes. With 3,397 people or 76.5% of the population with a short drive to work, congestion does not seem to be an issue. The longer travel time would suggest people working in other cities. The time leaving for work is busiest between 7 and 8 AM with 977 people and 22% of workers. A close second is earlier in the day between 5:00 and 6:00 AM with 755 people or 17% of the population. The 2011 American Community Survey puts a large timeline between 9 AM and midnight which estimates that 31.4% of labors leave for work. This would suggest the retail industry workers but also afternoon or evening shifts for manufacturing.

SALES AND FISCAL PROFILE

Retail trade is an important part of a local economy. Examining this allows Lexington to analyze the level of retail activity occurring within the city's corporate limits. Some of the most important economic activities for communities are transactions of goods and services, which take place between consumers and local businesses. Table _X_ shows Lexington's amount of sales tax collected by the city as well as the city's pull factor. The pull factor represents its ability to attract outside sales within the city boundaries. A Pull Factor of "1.0" would represent the money spent outside of the jurisdiction is equal to the money brought into the city. If the pull factor is greater than "1.0", this means that Lexington is attracting additional outside money. Larger communities tend to create this pull factor due to offering different goods and serves that may not be sustainable in smaller communities. A pull factor near "1.0" is a good sign of the community supporting the local businesses and community.

TABLE 21: LEXINGTON, COZAD, GOTHENBURG TAXES COLLECTED/PULL FACTOR

Lexington				
Year	Sales Tax Collected	Population estimates	Sales tax per capita	Pull Factor
*2012	**8,057,955.12**	10,230	$787.68	
2011	8,158,018.75	10,230	$797.46	0.98
2010	7,733,274.59	10,230	$755.94	1.05
2009	7,471,545.25	10,164	$735.10	1.06
2008	7,256,381.67	10,164	$713.93	0.99

*2012 is estimated based on December 2011 figures

2010 Census and 2009 ACS 5 year estimates for population

Cozad				
Year	Sales Tax Collected		Sales tax per capita	Pull Factor
2011	2,672,741.37	3,977	$672.05	0.83
2010	2,526,915.81	3,977	$635.38	0.84
2009	2,513,548.46	4,251	$591.28	0.83
2008	2,708,583.23	4,251	$637.16	0.86

Gothenburg				
Year	Sales Tax Collected		Sales tax per capita	Pull Factor
2011	2,379,740.12	3,574	$665.85	0.83
2010	2,060,619.25	3,574	$576.56	0.76
2009	2,036,655.82	3,648	$558.29	0.78
2008	1,984,386.39	3,648	$543.97	0.73

Source: NE Department of Revenue

TABLE 22: LEXINGTON, DAWSON COUNTY, STATE OF NEBRASKA SALES TAX AND PULL FACTOR COMPARISON

Lexington

Year	Sales Tax Collected	Population estimates	Sales tax per capita	Pull Factor
*2012	**8,057,955.12**	10,230	$787.68	
2011	8,158,018.75	10,230	$797.46	0.98
2010	7,733,274.59	10,230	$755.94	1.05
2009	7,471,545.25	10,164	$735.10	1.06
2008	7,256,381.67	10,164	$713.93	0.99

Dawson County

Year	Sales Tax Collected	Population estimates	Sales tax per capita	Pull Factor
*2012	12,559,934.49	24,326	$516.32	0.69
2011	13,618,787.16	24,326	$559.84	0.70
2010	12,732,282.19	24,326	$523.40	0.69
2009	12,395,489.36	24,789	$500.04	0.70
2008	12,340,999.02	24,789	$497.84	0.67

State of Nebraska

Year	Sales Tax Collected	Population estimates	Sales tax per capita	Pull Factor
*2012	1,278,480,099.13	1,711,263	$747.10	
2011	1,377,466,873.71	1,711,263	$804.94	
2010	1,299,184,126.20	1,711,263	$759.20	
2009	1,261,908,510.78	1,772,124	$712.09	
2008	1,314,944,634.76	1,772,124	$742.02	

*2012 is estimated based on December 2011 figures; NE Department of Revenue

Source NE Department of Revenue, 2010 Census, 2009 ACS 5 year estimates for population

When Lexington is compared to Cozad and Gothenburg, it shows that Lexington has a greater pull for sales than its contemporaries. When Dawson County as a whole is compared to Nebraska, this pull rate lowers to roughly 0.7 compared to other counties.

From the Nebraska Department of Revenue monthly reports for 2012, the State of Nebraska has increased its net taxable sales from the previous year by 4.60% at the end of November. Dawson County also improved its net taxable sales from the 2011 with a 7.03% increase. Lexington and Cozad are slightly behind their 2011 figures with -0.63% and -0.12% respectfully. Lexington's 5.5% Sales Tax Collection is slightly behind with $47,033.39 below the previous year's monthly reports. Gothenburg helped Dawson County's net taxable sales with a 28.00% increase. In 2011, Gothenburg generated $33,055,858 in net taxable sales and increased to $42,310,079 by November 2012 which at 5.5% Sales tax equals $2,327,057 which equals an additional $233,696.46 for comparison to Lexington's.

PUBLIC FACILITIES AND UTILITIES

State and local governments provide a number of services for their citizens. The people, buildings, equipment and land utilized in the process of providing these services are referred to as public facilities.

Public facilities represent a wide range of buildings, utilities, and services that are provided and maintained by the different levels of government. These facilities are provided to ensure the safety, well-being and enjoyment of the residents of a jurisdiction, in this case, the City of Lexington. Facilities and services provide city residents with social, cultural, educational, and recreational opportunities, as well as law enforcement and fire protection services designed to meet the public need. It is important for all levels of government to anticipate the future demand for their goods and services if they are to remain strong and vital.

The first step is to evaluate the ability of the city to meet existing and future demand while determining the level of services that will need to be provided. The analyses of existing facilities as well as the future demand for services are contained in the Facilities Plan. Alternatively, in some instances, there are a number of services not provided by the local or state governments but are provided by non-governmental, private or non-profit organizations for the community. These organizations are equally important providers of services to the community and therefore should not be overlooked.

COMMUNITY FACILITIES

The Community Facilities component of "*The Lex-Plan 2013"* reviews present capacities of all public and private facilities and services. This section evaluates the current demands and accepted standards to determine whether capacity is adequate, as well as determine what level of service is required to meet future demands within the planning period. Finally, recommended improvements for community facilities and services that are not adequate for present or future needs are provided.

The Community Facilities for Lexington are divided into the following categories:

- Parks and Recreational Facilities
- Educational Facilities
- Police, Fire and Rescue
- City Buildings
- Communication Facilities
- Public Utilities
- Health Facilities

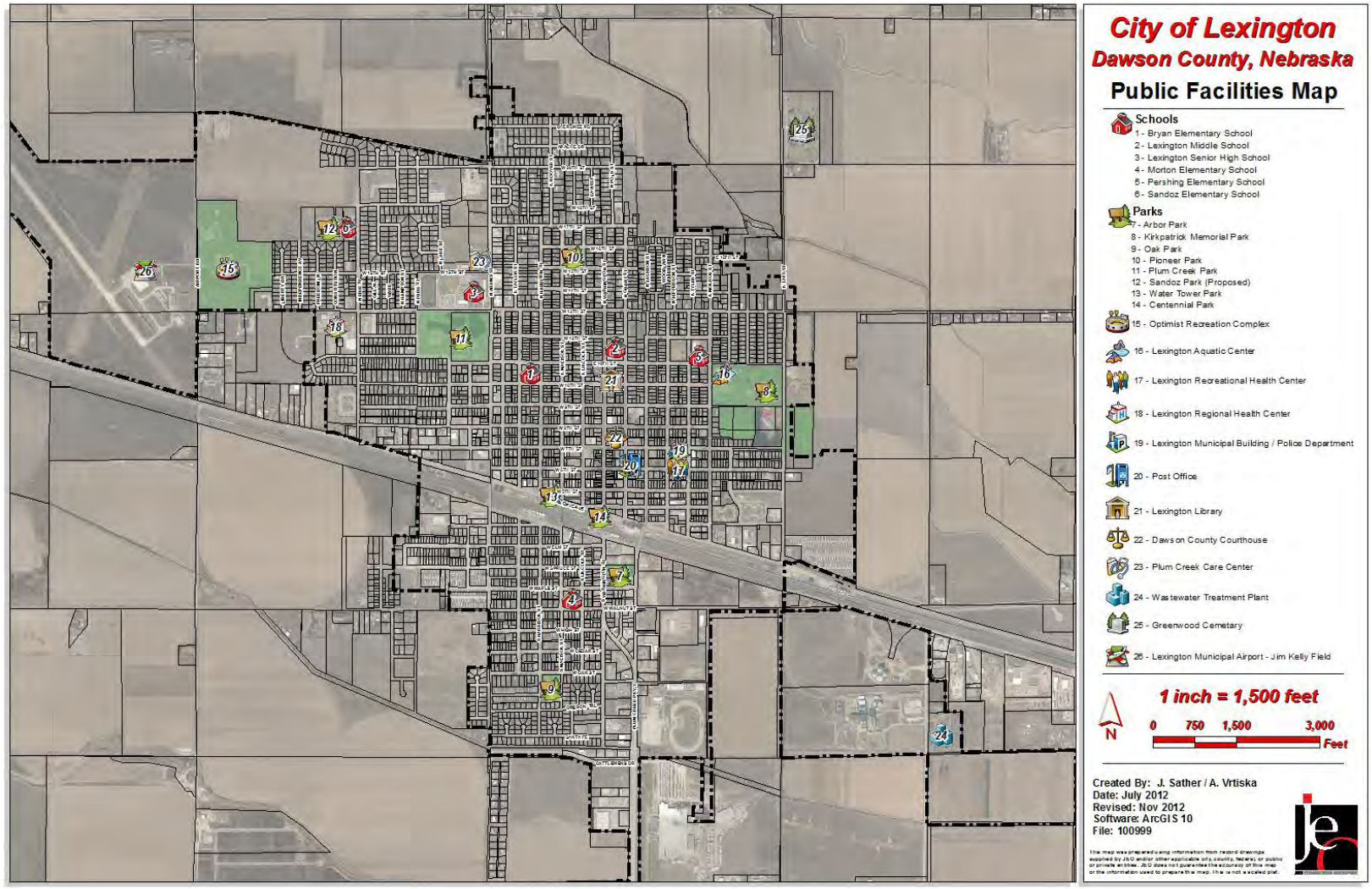


FIGURE 13: PUBLIC FACILITIES MAP

PARKS AND RECREATIONAL FACILITIES

Below is a short inventory of existing park and recreation facilities within Lexington and its two-mile jurisdiction. In the Achieve Lexington Section of this plan there is a Parks and Recreation component that will serve as Lexington's Park and Recreation Master Plan for further parks, recreation and open space. This portion of the plan will evaluate the existing facilities and make recommendations for all future facilities.

Parks within Lexington and Extraterritorial Jurisdiction

There are nine parks and outdoor recreational areas in or adjacent to the City of Lexington. These facilities are maintained by the City. The following table lists the parks and the amenities they contain:

TABLE 23: CITY OF LEXINGTON PARKS INFORMATION

Name	Location	Acres	Amenities
Arbor Park	Hwy 283 and Maple	4.0	Skate park, picnic tables, shade, playground.
Centennial Park	US 30 and Washington	1.5	Walking trail, benches, memorial wall.
Kirkpatrick Memorial Park	11th and Taft	29.1	Aquatic Center (water slide, zero-depth, Olympic pool, splash pad), park shelter building, one ball field, tennis, playground, sand volleyball, picnic areas
Oak Park	Oak and Madison	3.2	One ball field, paved basketball court, playground, picnic areas
Optimist Recreation Complex	13th and Airport Road	35.9	Soccer, softball, legion ball, indoor hitting complex, concessions.
Pioneer Park	15th and Lincoln	2.1	Playground, picnic shelter.
Plum Creek Park	13th and Adams	23.0	Picnic shelter, tennis, playground, sand volleyball, ball field, frisbee golf, fishing, bocce ball, horseshoes, walking trail.
Sandoz Park	TBD- 19th and Erie		TBD
Water Tower Park	US 30 and Madison	0.3	Shaded picnic area, scenic flower garden.


PLUM CREEK
PARK

Golf Courses

Lexington has four golf courses within 20 miles of the city.

TABLE 24: GOLF COURSES NEAR LEXINGTON

Golf courses	*Location*	*Number of Holes*
Overton Golf Course	Overton, NE	9 Holes
Lakeside Country Club	Johnson Lake, NE	18 holes
Cozad Country Club	Cozad, NE	18 holes
Hi-Line Golf Course	Bertrand, NE	18 holes

Source: www.Golflink.com

Also Wild Horse Golf Club in Gothenburg – 30 miles west, but rated a top-10 course in the United States.

EDUCATIONAL FACILITIES

PUBLIC SCHOOLS

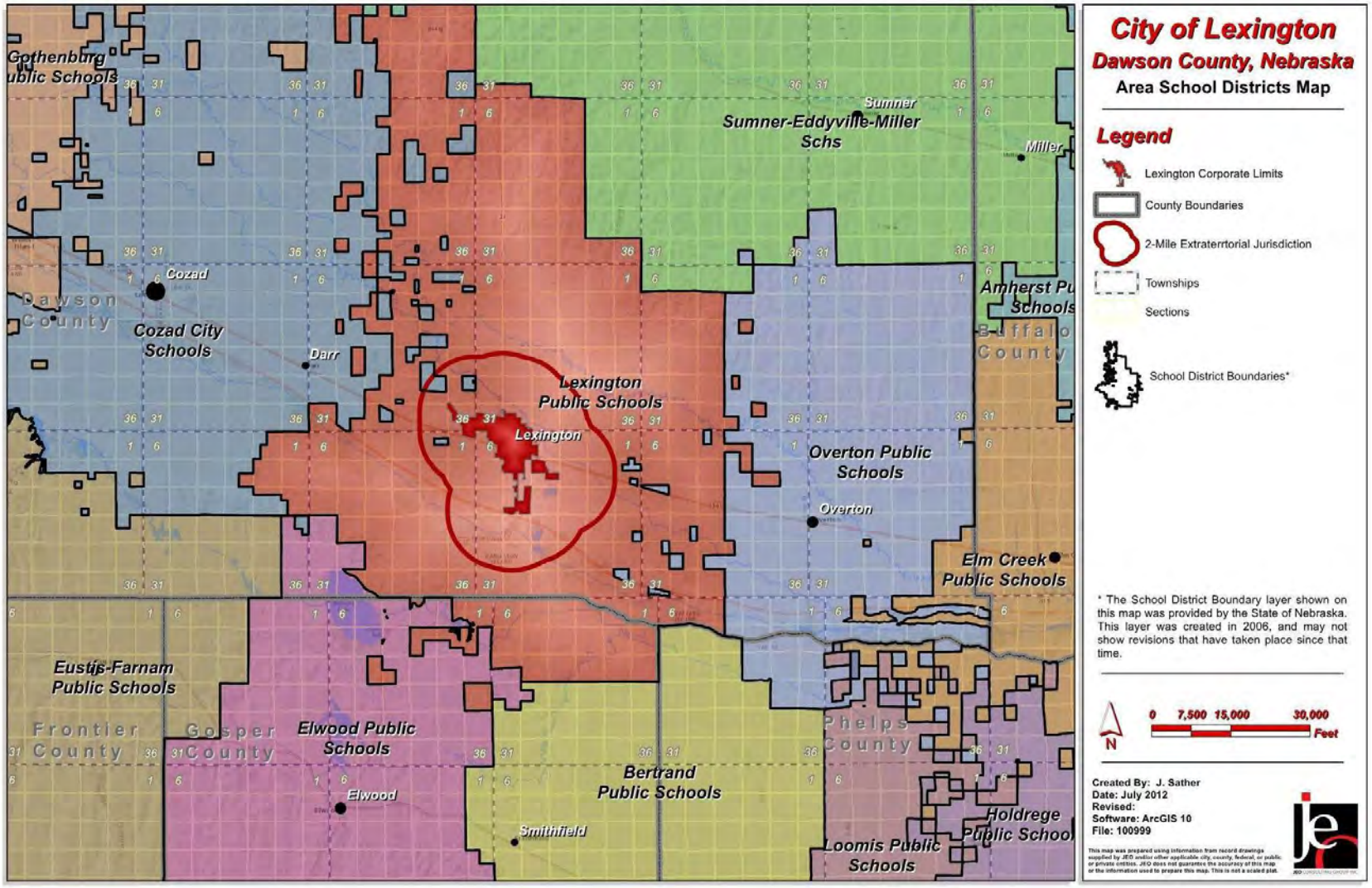
The Lexington School District currently has one pre-school, four elementary schools, one middle school and one high school.

TABLE 25: 2012-2013 SCHOOL YEAR ENROLLMENT AND CAPACITY IN LEXINGTON SCHOOLS

School Name	Location	Enrollment	Capacity
Lexington High School	705 West 13th	820	950
Lexington Middle School	1100 North Washington St.	595	750
Sandoz Elementary School	1711 Erie St.	315	300
Pershing Elementary School	1104 North Tyler St.	273	350
Morton Elementary School	505 South Lincoln St.	358	500
Bryan Elementary School	1003 North Harrison St.	320	450
Early Learning Academy(pre-school)	1501 Plum Creek Parkway	230	275
Total		2,911	3,575

Source: Lexington Public Schools

FIGURE 14: SCHOOL DISTRICT MAP



POST SECONDARY EDUCATION

There are numerous educational opportunities in Nebraska for post-secondary education in just about any field of study. Below are a few of the larger enrollment institutions in close proximity of Lexington offering a wide variety of disciplines for their students.

TABLE 26: COLLEGES AND UNIVERSITIES IN THE LEXINGTON AREA

Facility	Location	Enrollment	Miles from Lexington
Central Community College (Learning Center)	Lexington, NE	82	0
University of Nebraska - Kearney	Kearney, NE	7,100	35
Mid-Plains Community College	North Platte, NE	1,911	60
Central Community College (Branch Campus)	Grand Island, NE	302	82
Doane College (Branch Campus)	Grand Island, NE	192	83
Hastings College	Hastings, NE	1,112	94
Central Community College (Branch Campus)	Hastings, NE	934	98
University of Nebraska - Lincoln	Lincoln, NE	24,207	166

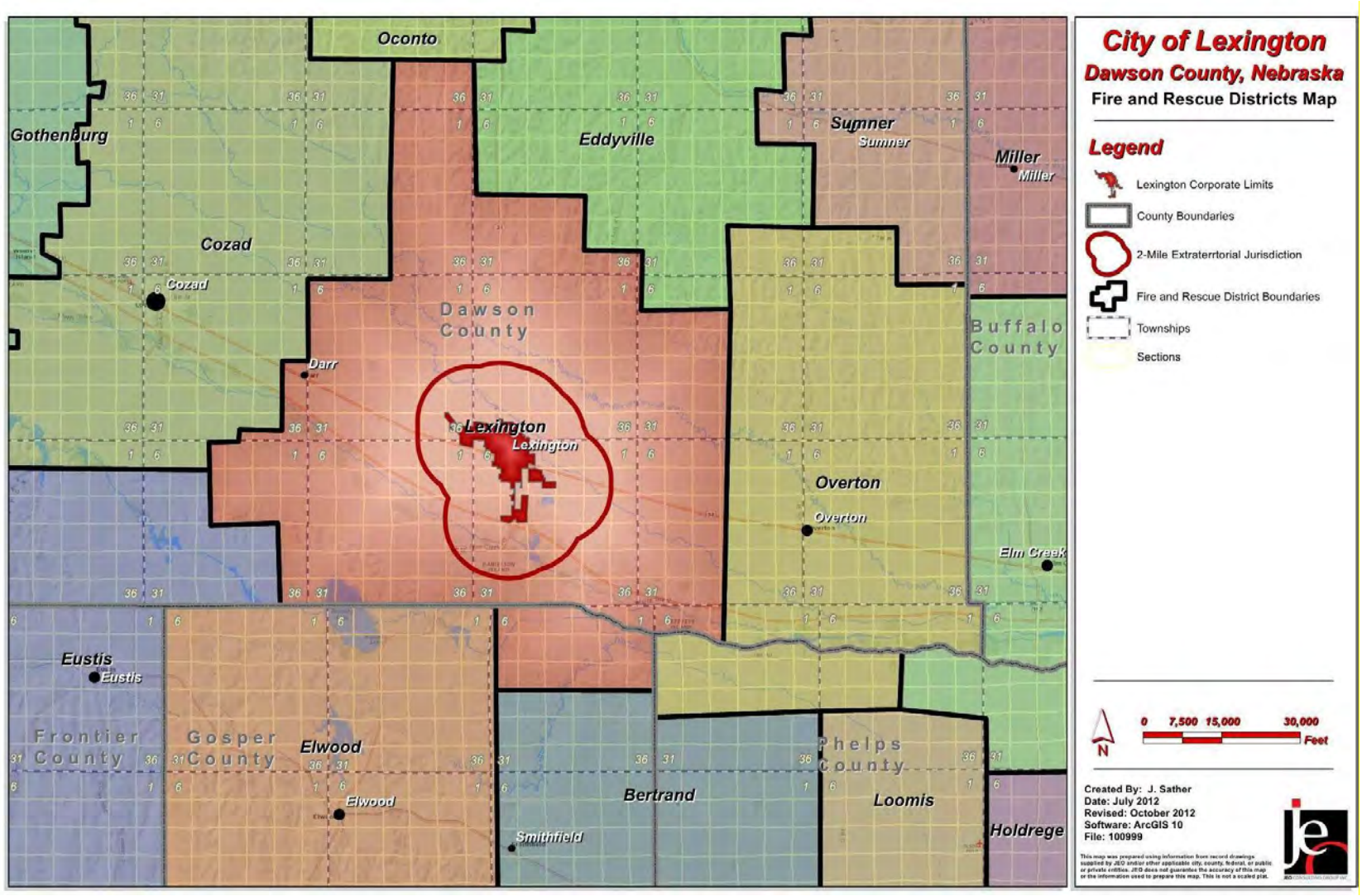
Source: www.city-data.com

FIRE AND POLICE PROTECTION

FIRE AND RESCUE

The Lexington Fire Hall is located at 606 North Tyler Street. This facility is the home for the Lexington Volunteer Fire Department, and is shared with the Lexington Rural Fire District. The LVFD currently has 40 volunteers, and operates 11 fire and rescue vehicles. The services offered include fire suppression and medical rescue operations to both city and rural calls for service. Along with the LRFD, the service area currently is 455 square miles.

FIGURE 15: FIRE DISTRICT MAP



LAW ENFORCEMENT

The Lexington Police Department is located at City Hall at 406 East 7th Street. Office hours are Monday through Friday, 8:00 a.m. to 5:00 p.m., and officers are on call 24 hours a day, seven days a week. The Lexington Police Department is currently budgeted to fund 18 officers.

Officers are actively dispersed among the city to ensure citizens are aware of their presence. Officers often drop by area schools throughout the day and attend after school functions such as sporting events in the evening to ensure the safety of all participants.

Officers leverage their numbers along with technology to better serve the citizens of Lexington. The department recently purchased iPads to better serve the public as these devices allow officers the opportunity to communicate with citizens whose primary language is not English. Aside from this, the iPads allow officers better flexibility while interacting with the public and conducting training.

CITY BUILDINGS

CITY HALL

Lexington City Hall is located at 406 E 7th Street and was originally constructed in 1969. There was recently an addition to the building completed in 2010. In addition to the Police Department, offices located at City Hall include the City Manager's Office, City Clerk, Building and Zoning Department, and the Utilities Department.

CITY MAINTENANCE FACILITIES

The Lexington Community Services Building is located at 801 West Vine Street. This facility houses the Public Works department for the city which manages the "installation, repair and maintenance of the City's 170 lane miles of streets, water and sewer systems, eight parks and two cemeteries." This site is also where citizens of Lexington can obtain free dirt, wood chips, and compost.

PUBLIC LIBRARY

The library is located at 907 N. Washington Street. This 18,500 sq. ft. facility was built in 2005 and comprises stacks, study rooms, and two large conference rooms. The library is open daily for a total of 68 hours each week. The library provides service to the residents of Lexington and by contract to nonresident borrowers from rural Dawson County for a $5 membership fee. The library staff includes five full-time employees and four part-time employees.

In the 2010-2011 statistical report, the Library's collections included 36,647 books, 107 periodical subscriptions, and many media items. The library has twenty-four public access computers for public use. These computers were provided in part through a grant provided by the Nebraska Library Commission. Digital services include on-line catalog access, internet access, general application software such as word processing, and a number of on-line databases/resources.

The Lexington Public Library provides a number of services directed toward special populations and interests. Children's services include two story time groups; one designed specifically for home-schooled students. Teens are offered a unique collection of reading targeted to their interests. One very unique program it offers is through its collection of cake pans. These specialized cake pans are made available for patrons to check out and return when finished. Their collection is both extensive and varied. Several other programs offered by the library include a monthly book club, tax forms and help through the Volunteer Income Tax Assistance (VITA) program, book delivery for the home-bound, and the use of the national Interlibrary Loan program. The library is also the meeting place for the Lexington Genealogical Society.

The Lexington Public Library is operated and supported by tax funds as well as private contributions with the mission to "extend quality service to area residents." There is a five member Library Board of Directors that provides oversight for the operations of the Library. The library works with the "Friends of the Library" group, which provides volunteer time and fundraising assistance. Donations are managed by the Lexington Community Foundation and are used to enhance the collection and other specialized programs.

COMMUNICATION FACILITIES

TABLE 27: SERVICE PROVIDERS FOR THE CITY OF LEXINGTON

Service Providers	Natural Gas	Electric	Cable/Satellite Television	Telephone	Internet
Nebraska Public Power		X			
Charter			X	X	X
Direct TV			X		
Dish Network			X		
Century Link				X	X
Source Gas	X				

TABLE 28: RADIO STATIONS

KLNE 88.7 FM	KSYZ 107.7 FM	KCNI 1280 AM
KRVN 93.1 FM	KFRM 550 AM	KBRL 1300 AM
KLIQ 94.5 FM	KXSP 590 AM	KGFW 1340 AM
KBBN 95.3 FM	KMMJ 750 AM	KNGN 1360 AM
KMTY 97.7 FM	KXXX 790 AM	KUVR 1380 AM
KKPR 98.9 FM	KRVN 880 AM	KOOQ 1410 AM
KHZY 99.3 FM	KOGA 930 AM	KRGI 1430 AM
KROR 101.5 FM	KJLT 970 AM	KXPN 1460 AM
KRNY 102.3 FM	KMMQ 1020 AM	KKAN 1490 AM
KKJK 103.1 FM	KNLV 1060 AM	KQNK 1530 AM
KCVN 104.5 FM	KHAS 1230 AM	KAMI 1580 AM
KQKY 105.9 FM	KODY 1240 AM	

Source: www.radio-locator.com.

TABLE 29: TELEVISION STATIONS

KLNE – PBS Station (Channel 3)	KHGI – ABC Station (Channel 13)	KGIN – CBS Station (Channel 11)
KNOP – NBC Station (Channel 2)	KTVG – FOX Station (Channel 17)	KHAS – NBC Station (Channel 5)
KWNB – ABC Station (Channel 6)		

Source: www.dtv.gov

NEWSPAPERS

Listed below are the various newspapers serving the residents of Lexington:

- Lexington Clipper-Herald (bi-weekly)
- Kearney Hub
- North Platte Telegraph
- Tri-City Tribune (weekly)
- Que Pasa (monthly)

HEALTH FACILITIES

HOSPITAL

Lexington Regional Health Center

- This facility, serving the community since 1976, has continued to expand and grow since its beginnings. It now holds the state trauma designation and is considered a Critical Access Hospital by the state of Nebraska. This hospital serves the city of Lexington and the region around it through its many specialty departments and services. The varied types of services include; obstetrics, radiology, physical rehabilitation services, occupational and speech therapy, and emergency services. Another specialty service offered by the hospital is its visiting physicians program. Physicians from area cities visit the hospital on a weekly, bi-weekly, or monthly schedule. The specialties represented include; cardiology, endocrinology, general surgery, neurology, oncology, and orthopedics.

Urgent Care

- This urgent care clinic is owned and operated by the Lexington Regional Health Center. It was built adjacent to the hospital and provides a lower cost alternative to emergency room visits. This facility treats common conditions including; cuts, burns, common colds and infections, and physicals.

Plum Creek Medical Group

- This family clinic is located near the Lexington Regional Health Center at 1103 Buffalo Bend. Within this facility, they also provide outpatient behavioral health services to children and adolescents with a variety of behavioral health concerns.

ASSISTED LIVING CENTERS

Park Avenue Estates:

- This Assisted and Independent living facility offers 53 assisted and 23 independent living apartments. One and two bedroom apartments are available along with restaurant style dining. This facility has been in operation for 20 years and has become a part of the local community by providing avenues where residents interact with members of the community. This facility accepts Medicaid and private pay.

Plum Creek Care Center:

- This Skilled Nursing and Assisted Living facility has been in operation for over 35 years. It consists of 66 skilled nursing rooms and 29 assisted living rooms. It accepts Medicaid, Medicare and private pay. Some of the additional assets of this facility are; adult daycare, in-house therapy, respite care, and an Alzheimer's support group.

Shackley Retirement Village:

- Among other benefits, this Independent Living facility boasts close proximity to the Lexington Regional Health Center. It offers 18 one and two bedroom apartments. Along with housing, residents of the Shackley community receive memberships to the community health and fitness center. Other services offered includes laundry services, garage rental and full housekeeping services.

PUBLIC UTILITIES

The City of Lexington currently provides the following public utilities services to its residents:

- Water distribution
- Sanitary sewer collection and treatment
- Solid Waste collection
- Electric power

WATER SYSTEM

The City of Lexington's water system consists of over 48 miles of 2" to 12" diameter water mains, one 400,000 gallon and two 1,000,000 gallon elevated water storage tanks, and twelve municipal wells. The total production from the twelve wells is 9,000 gpm. The water distribution system is comprised primarily of cast iron and ductile iron mains with a very small portion being PVC. There are approximately 12.6 miles of 10", 12", and 16" diameter ductile iron mains that provide the distribution network for the smaller 4", 6", and 8" diameter interior mains. The system presently serves approximately 3,700 customers both inside and outside the corporate limits.

SEWER COLLECTION AND TREATMENT

The City of Lexington's sanitary sewer collection consists of 6" diameter pipe all the way up to 42" diameter storm water pipes. There are presently five sewage pumping stations within the collection system that lead to a trickling filter sewage treatment system. Planned improvements are to upgrade the current system to an activated sludge system.

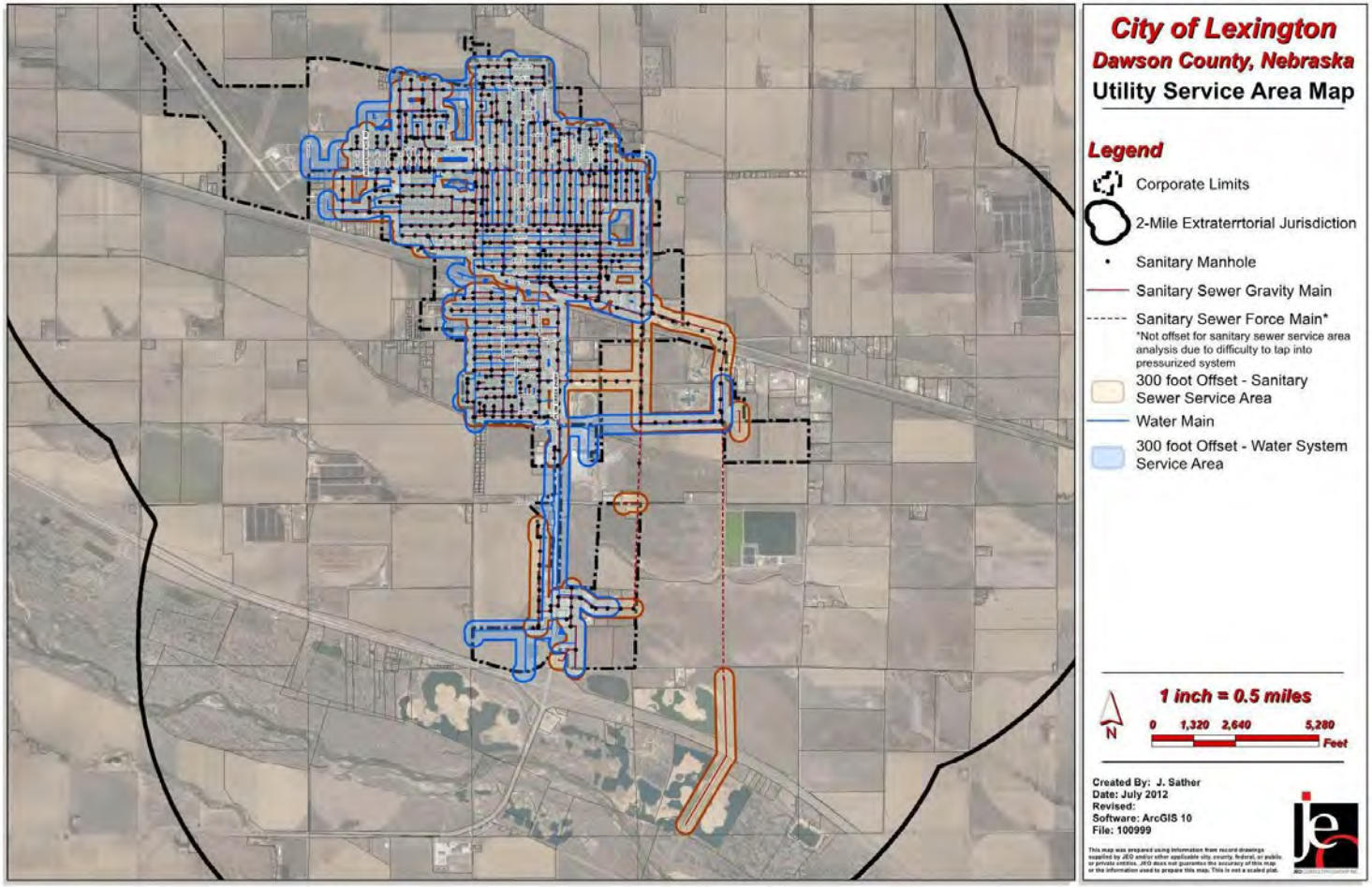
SOLID WASTE COLLECTION

Trash service is handled by the city and is billed along with electric services. The city then outsources this service out to Dan's Sanitation, a private sector contractor.

ELECTRIC POWER

The City of Lexington purchases its power through NPPD.

FIGURE 16: UTILITY SERVICE AREA MAP



CITY OF LEXINGTON ENERGY ELEMENT

Introduction

The purpose of an energy component within comprehensive plans allows the opportunity to prepare Lexington for future energy needs. Nebraska Legislation LB997 states that public jurisdictions are required to include an energy component into their comprehensive plans by January 2015. It allows residents to be informed of its energy use, costs, and consequences. This document will be added as the Energy Element for Lexington's obligation for its completed Comprehensive Plan.

Legislation

Nebraska Legislation LB997

According to LB997, there are three main components. These three components include the following:

1. **Energy infrastructure and energy use by sector, including residential, commercial, and industrial sectors.**

Energy infrastructure and energy use by sector for Lexington is found in the statistics section of the Energy Element document.

2. **Utilization of renewable energy sources.**

Energy source statistics are not available for Lexington, however there is a list found in the Renewable Energy Sources section of this document that shows what is possible in Nebraska.

3. **Energy conservation measures that benefit the community.**

Energy Codes – Under §§81-1608 to 81-1616, the State of Nebraska has adopted the International Energy Conservation Code as the Nebraska Energy Code. Any community or county may adopt and enforce the Nebraska Energy Code or an equivalent energy code. If a community or county does not adopt an energy code, the Nebraska Energy Office will enforce the Nebraska Energy Code in the jurisdiction.

The purpose of the Code, under §81-1608, is to insure that newly built houses or buildings meet uniform energy efficiency standards. The statute finds:

> that there is a need to adopt the . . . International Energy Conservation Code in order (1) to ensure that a minimum energy efficiency standard is maintained throughout the state, (2) to harmonize and clarify energy building code statutory references, (3) to ensure compliance with the National Energy Policy Act of 1992, (4) to increase energy savings for all Nebraska consumers, especially low-income Nebraskans, (5) to reduce the cost of state programs that provide assistance to low-income
>
> Nebraskans, (6) to reduce the amount of money expended to import energy, (7) to reduce the growth of energy consumption, (8) to lessen the need for new power plants, and (9) to provide
> training for local code officials and residential and commercial builders who implement the . . . International Energy Conservation Code.

The Code applies to all new buildings, or renovations of or additions to any existing buildings. Only those renovations that will cost more than 50 percent of the replacement cost of the building must comply with the Code.

Lexington has not adopted an energy code. As previously stated, if a community or county does not adopt an energy code, the Nebraska Energy Office will enforce the Nebraska Energy Code in the jurisdiction.

Nebraska Legislation LB436 - Net Metering

The Nebraska Legislature passed LB436 which allows for net metering. Citizens have the opportunity to generate their own energy and it is found to be in the public interest because it encourages customer-owned renewable energy resources. It also can stimulate the economic growth, encourage diversification of the energy resources used, and maintain the low-cost, reliable electric service for the State of Nebraska. By supplementing your electric bill through "credits" for energy purchased back from the utility company, the citizens of Lexington can save money and alleviate pressure on the utility grid.

According to their website, NPPD has offered net metering since 2008. As of December 31, 2011, NPPD had 16 net metering qualified facilities with total generating capacity of 66.9 kilowatts. The total estimated amount of energy produced by these customer generators in 2011 was 82,151 kilowatt-hours, and the net kWh received from them was 2,015 kilowatt-hours. As of October 12, 2012, NPPD has 27 net meter installations for a total installed capacity of 117.7 kWh.

ENERGY USAGE STATISTICS

Consumption by Source

In the Electric Power Sector, Nebraska's Energy Consumption in 2009 consisted of mainly two sources. 68.61% (242.326 Trillion Btu) of consumption came from coal while the second highest use was 27.94% (3.326 TBtu) generated by Nuclear Electric Power.

According to the 2009 EIA State-Level Energy Consumption statistics, Nebraska was ranked 34th in total consumption with 759.1 Trillion Btu. However, the consumption per person in Nebraska is 9th highest with 422.9 Million Btu. The upper Midwest Region is represented poorly for consumption per person with Wyoming, North Dakota, Iowa, South Dakota, Nebraska, and Montana in the top ten. However, this is due to the rural and agricultural nature of each of the states. These states also have the lowest prices in the top ten for Dollars per Million Btu with the exception of Montana being 20th. The combination of agricultural aspect of these states and cheap prices lead to high energy consumption per person and a lack of urgency to conserve these resources. It becomes a way of life and hard to change course with both isolated farmers as well as urban citizens who have low and affordable public prices. For example, average monthly bill in Nebraska in 2007 was roughly $78 and in 2010 it rose to $94. Nebraska's energy consumption by source as it compares to the United States in 2010 is shown in Table 30.

Table 30. Energy Consumption by Source and Total Consumption per Capita, Ranked by State, 2010

U.S. Consumption (in Trillion Btu)		**Nebraska's Consumption** (in Trillion Btu and U.S. State Rank)	
U.S. Totals Per Source		Nebraska Total	1,429 TBtu
Coal	20,869 TBtu	Coal	254.6TBtu (#31)
Natural Gas	24,314 TBtu	Natural Gas	169.6 TBtu (#38)
Petroleum	37,081 TBtu	Petroleum	222.1 TBtu (#36)
Retail Electricity Sales	12,810 TBtu	Retail Electricity Sales	101.8 TBtu (#36)
Total Consumption Per Capita	**315.9 MBtu**	**NE Consumption per Capita**	**461.1 MBtu (#8)**

The consumption by source for Lexington is difficult to determine. Typically, this information is not at the city scale but on system-wide scales. Purchasing outside energy from third parties also compounds this task for verifying information and therefore left at the state level.

Consumption by End User

The Nebraska Energy Office compiles statistics on energy consumption in the state by sector. In 2007 the Nebraska Energy Office compiled the following Nebraska Energy Consumption per Residential, Commercial and Industrial Sectors:

2007 Residential Sector

1) Natural Gas: 47.5%
2) Electricity: 40.2%
3) Petroleum: 7.7%
4) Renewable Energy: 4.64%
   (wood 4.38; geothermal 0.22; solar 0.04)
5) Coal: less than 1%

2007 Commercial Sector

1) Electricity: 48.06%
2) Natural Gas: 45.88%
3) Petroleum: 4.1%
   (diesel fuel 1.65; propane 1.58;motor gasoline 0.88; kerosene 0.01)
4) Renewable Energy: 1.79%
5) (geothermal 0.92; wood 0.85; ethanol 0.02)
6) Coal: Less than 1%

2007 Industrial Sector (including the transportation sector)

1) Natural Gas: 38.13%
2) (Petroleum) *Diesel Fuel:* 22.66%
3) Electricity: 19.77%
4) Petroleum: 10.88% (asphalt and road oil 3.82; propane 3.51; motor gasoline 2.33; residual fuel 0.19; lubricants 0.14; kerosene 0.01; other petroleum 0.88)
5) Coal: 5.13%
6) Renewable Energy: 3.44% (wood/wood waste 3.38; ethanol 0.06)

Nebraska's energy consumption by end-user sector as it compares to the United States in 2010 is shown in Table 31. This information was compiled by the United States Energy Information Administration (EIA).

Table 31. Energy Consumption by End-Use Sector, Ranked by State, 2010

U.S. (in Trillion Btu)	
Residential	21,836.2
Commercial	18,040.1
Industrial	30,390.6
Transportation	27,443.8
Total Consumption	97,710.6

Nebraska – units Trillion Btu (state ranking)	
Residential	165.4 (#36)
Commercial	143.8 (#35)
Industrial	352.4 (#27)
Transportation	182.2 (#38)
Total Consumption	843.8 (#33)

Local Utility Provider

The City of Lexington serves its citizens affordable utilities by purchasing their energy from Nebraska Public Power District (NPPD). The **Electric Rebate Incentive** program is available for Lexington residents and commercial customers for high efficiency heat pump purchases. It relates to new, conversion, or upgrade installations with electric back-up heating only.

The first step of the Electric Rebate Incentive is for the citizen or the hired contractor to fill out two applications. One is the City of Lexington Electric Rebate Program Application with basic information. The High Efficiency Heat Pump Program application form is the second form that has more detailed questions. The second step of the rebate program is for the contractor to provide a Certificate of Product Rating Form from AHRI Certified. The final step is to bring these required forms to the City Inspection Department to schedule an inspection for verification of properly installed equipment.

Both Lexington and NPPD are both listed for rebate incentive. It is a good investment to improve the efficiency of heat pumps but research must be done to verify that the upfront cost with the benefit of rebates will pay off in the long term. For more information and the various rates of rebates, visit the City of Lexington's website or contact the city inspection or utilities department.

As for the City of Lexington, the utilities department works on a fiscal year from October to September. The following table represents the electricity used per year and is measured in kilowatt hours. Also note, Commercial-Large includes downtown, churches, parks, and schools.

TABLE 32: LEXINGTON'S CONSUMPTION BY END-USER

City of Lexington Utilities	2006 - 2007	2007 - 2008	2008 - 2009	2009 - 2010	2010 - 2011	2011 - 2012
Units in kWh						
Basic Residential	25,014,318	24,381,972	24,156,847	26,101,893	26,221,017	24,021,853
Commercial - Small	12,628,440	12,891,876	12,117,482	12,847,381	12,351,211	11,895,223
Commercial - Large	17,041,780	17,089,608	17,517,144	17,642,229	17,003,078	18,555,386
Industrial	118,049,933	112,902,831	116,836,278	124,924,181	124,869,734	119,737,332

RENEWABLE ENERGY SOURCES

According to the U.S. Energy Information Administration, *The nation as a whole used a higher percentage of renewable energy than Nebraska. In 2008, 7% of the energy consumption in the United States was from renewable sources. That year the sources of energy for the nation were petroleum (37%), natural gas (24%), coal (23%), nuclear electric power (8%), and renewable energy (7%). The sources of renewable energy were solar (0.07%), geothermal (0.35%), wind (0.49%), hydropower (2.38%), and biomass (3.71%). [Source: U.S. Energy Information Administration, "Renewable Energy Trends in Consumption and Electricity," www.eia.doe.gov/cneaf/solar.renewables/page/trends/rentrends.html]*

According to the Nebraska Energy Office, it is reported that *in 2007, three percent of Nebraska's energy consumption was from renewable energy sources. The sources of energy for Nebraska in 2007 were petroleum (33%), coal (31%), natural gas (21%), nuclear power (17%) and renewable energy (3%). The renewable sources were biomass (1.48%), conventional hydroelectric power (0.496%), ethanol (0.379%), wind (0.309%), geothermal energy (0.115%), and solar (0.005%). [Source Nebraska Energy Office, "Nebraska's Renewable Energy Consumption," www.neo.ne.gov/statshtml/92.htm]*

Most renewable energy systems are used as a supplemental energy source. Even on a small scale, it can help alleviate pressure on the local energy grid during the peak hours of demand. Technology continues to advance in creating more available options to the typical household consumer. Not all renewable energy sources will be a perfect match for Lexington, but some energy options will make sense to investigate in a cost analysis for the homes, businesses, or public investment. Renewable energy systems in Nebraska include wind power, hydro power, biofuels, and solar power.

Wind Power

In the Environmental Information Administration's (EIA) 2011 Profile for the State of Nebraska, the National Renewable Energy Laboratory estimates that 92 percent of Nebraska has suitable conditions for wind-powered electricity. Community-scale wind projects of 50 meters high are a popular height and size. The Nebraska Power Association reported that 195 MW of wind projects are committed resources and projected to be on line by the end of 2012 as well as available for the 2013 summer peak. The only downside to wind power is the effectiveness of systems during daytime peak hours since higher winds are recorded at nighttime when there is less demand.

Hydro Power

There are a number of hydro plants throughout Nebraska that generate power for residents of the state, including water and wastewater treatment for various communities and subdivisions. The proposed national renewable portfolio standard shows that it does not allow for existing hydro units to count toward renewable energy goals. Nebraska is divided into various watersheds and corresponding Natural Resources Districts that deal with ground and surface water. Through the assistance of the various Resources Districts and the other State agencies, and because of the many rivers that flow through Nebraska, new hydro plants make sense to invest in if properly planned for.

Awareness of the county's watershed(s) can be helpful information. There are a number of ways that residents can choose to help prevent runoff. For example, the City of Lincoln's Alternative Storm water 'Best Management Practices Guidelines' for Watershed management is a great source for beginners and intermediate citizens interested in preventing or re-using storm water runoff. As for treatment of water and wastewater, cost-saving efforts for the public include co-locating anaerobic digesters and algae-wheel systems can be harvested and used as a renewable feedstock for biofuels.

Biofuels

Biomass is from plants or animals. Example of this fuel would be burning woody, biomass in pellet form, algae, fly ash from the byproduct of coal and concrete products, manure and crop residue on the surface of fields.

Waste-to-energy, also known as energy from garbage municipal solid waste (MSW) include items such as paper, cardboard, food scraps, grass clippings, leaves, wood, leather products, and other non-biomass combustible material plastics made from petroleum.

Biogas includes methane gas collection and natural gas production from landfills. This seems to be the more practical approach to renewable energy as a collective county-wide decision. The Nebraska Power Association concluded their Statewide Coordinated Long Range Power Supply Study in July 2012. As an example, Lincoln Electric System (LES) has a committed landfill gas generator project for the 2013 summer peak period. This generator will add 4 MW of capacity and will bring the total amount to roughly 10 MW of landfill gas .The advantage is that Biogas is usually part of the system that is already in place.

Solar Power

Solar Power (photovoltaic and other options) can benefit individual households but also businesses. There should a concerted effort to increase interest in what solar systems can do for a business' bottom line. The front-up cost may seem daunting but an analysis of the rate of return may surprise people. There are ways to help secure the initial amount of investment as well as possible incentives may be available. Nebraska Energy Office is a great resource to look for funding options such as low interest loans. Communities and its business leaders should consider their options when it purchasing new units. From a commercial standpoint, the top five businesses that would benefit from solar energy would be laundromats (heating the water), breweries (nonstop operation, heating and cooling ingredients), data storage facilities (non-stop running of computers in the "server farm"), restaurants (air-conditioning and lighting), and manufacturing facilities (typically large machines that need high amount of energy). Solar Power would be available during peak hours.

On a much larger scale, the CSP or Concentrated Solar Power could be helpful to support or supplement the local utility grid for isolated communities and farmers. They could use the energy source for supplementing energy consumption of a community, irrigation purposes, and other farming needs.

Additional Information and Documentation

Recycling in Lexington is promoted through local service organizations, youth organizations, and Keep Lexington Beautiful. We encourage the citizens to support these efforts of various organizations.

Nebraska's Energy Plan

In 2011, the Nebraska Energy Office released the Nebraska Energy Plan which provides strategies for the state to consider in meeting their three objectives:

- Ensure access to affordable and reliable energy for Nebraskans to use responsibly
- Advance implementation and innovation of renewable energy in the state
- Reduce petroleum consumption in Nebraska's transportation sector

This short and information-packed document is full of examples and future plans of how the State of Nebraska is advancing our diversity of energy sources while maintaining low-cost and reliable energy to its citizens. http://www.neo.ne.gov/Energyplan2011.pdf

Energy Saving Tips

The Nebraska Energy Office has listed ways to save money on energy bills for the home, farm, business, or vehicle. Options for energy savings are listed on the Office's web site at http://www.neo.ne.gov/tips/tips.htm. Lexington residents and businesses in and around the City are encouraged to take advantage of these conservation measures.

On their homepage, www.nppd.com , Nebraska Public Power District has a Save Energy Section which has more informational energy tips and incentives for your home and business. There is also renewable energy information and the net metering statistics listed previously. NPPD operates in almost every county in Nebraska and is a great resource to use.

NATURAL AND ENVIRONMENTAL CONDITIONS

INTRODUCTION

The Natural and Environmental Conditions section of the Profile Lexington chapter is intended to provide the City of Lexington with informative data and the potential concerns when making decisions. The information contained in this section is important in developing certain concepts and policies within *"The Lex-Plan 2013"* and the Achieve Lexington chapter. It is important to review this information when making certain decisions regarding Lexington's future land use and zoning issues.

This section will review the different natural and environmental issues that provide opportunities and constraints upon future development for Lexington. The following constraints are reviewed in this section:

- Soil Associations
- Floodplain
- Wellhead Protection Program

Each of these issues has some impact on potential future development for Lexington. Most of the issues are related directly to soils found within the extraterritorial jurisdiction. These issues, as well as others, are reviewed and analyzed to determine the best possible types and locations for future development.

SOIL ASSOCIATIONS

The soils in and around Lexington are classified into five soil groups, or associations, each with a broad range of characteristics. The Generalized Soils Association Map (see Figure 17) displays this simplified version of what soils exist within Lexington's extraterritorial jurisdiction. The U.S. Department of Agriculture, Natural Resources Conservation Service conducted the field soils survey and developed the boundaries of the soil types found on Figure 17 The five soil associations found in the Lexington area are the Cozad-Hord, Wood River-Rusco-Cozad, Gosper-Cozad-Silver Creek, Lex-Lawet-Gibbon and Gothenburg-Platte. The report that descriptions and explains limitations was published by the United States Department of Agriculture, Soil Conservation Service, in cooperation with the University of Nebraska Conservation Survey Division on May 1978.

SILTY SOILS ON STREAM TERRACES AND FOOT SLOPES

COZAD-HORD ASSOCIATION (Lime Green in Figure 17)

Along the northern most portion of Lexington's Corporate Limits, as well as the northern third of the extraterritorial jurisdiction are comprised of the Cozad-Hord Association. Individual soils are generally described as, *"deep, nearly level to gently sloping, well drained, silty soils on stream terraces and foot slopes*." Farms in this association are some of the most intensively farmed throughout Dawson County.

Development limitations for Cozad soils are primarily related to slopes when greater than seven percent. Bearing capacity for foundations has moderate limitations when slopes are less than 15 percent. Hord Soils contain slight limitations for septic tanks, moderate permeability rates for sewage lagoons and moderate bearing capacity for foundations due to frost actions.

WOOD RIVER-RUSCO-COZAD ASSOCIATION (Combined into Lime Green area in Figure 17)

The soils of Wood River-Rusco-Cozad intermingle with Cozad-Hord Association on the northern third of the extraterritorial jurisdiction of Lexington. Therefore, Figure 17 shows one solid lime green section that represents both associations. Wood River-Rusco-Cozad Association are described as "deep, nearly level, moderately well drained, silty soils on stream terraces."

LOAMY AND SILTY SOILS ON STREAM TERREACES

GOSPER-COZAD-SILVER CREEK ASSOCIATION (Teal area in Figure 17)

Nearly the entire area within Lexington's corporate limits, as well as the central third of the two-mile planning jurisdiction, is included in the Gosper-Cozad-Silver Creek Association. Soils of this Association are described as *"deep, nearly level, somewhat poorly drained to well drained, silty and loamy soils on the stream terraces"*.

Limitations for dwellings with or without basements are stated as moderate due to shrink-swell potential and seasonal high water table at a depth of four to five feet for Gosper soils. The soil composition comprises the majority of Lexington's developed residential neighborhoods. Dwelling limitations for Cozad Soils are moderate for slightly sloping lands and severe where slopes are greater than 15 percent. Silver Creek Soils are concentrated south of the Highway 30 corridor and have severe limitations for dwellings due to high shrink-swell potential, frost action and seasonal high water table at a depth of two to five feet.

Sewage lagoons are impacted by severe limitations for seasonal high water table at two to five feet depths in Silver Creek soil. Gosper soil also has severe limitations for sewage lagoons due to seepage below four feet depths and water table depths of four to five feet. Cozad soil is rated severe due to moderate permeability and water table depths of three to four feet on seasonal basis.

LOAMY, SILTY, AND SANDY SOILS ON BOTTOM LAND

LEX-LAWET-GIBBON ASSOCIATION (Darker Blue surrounding Platte River in Figure 17)

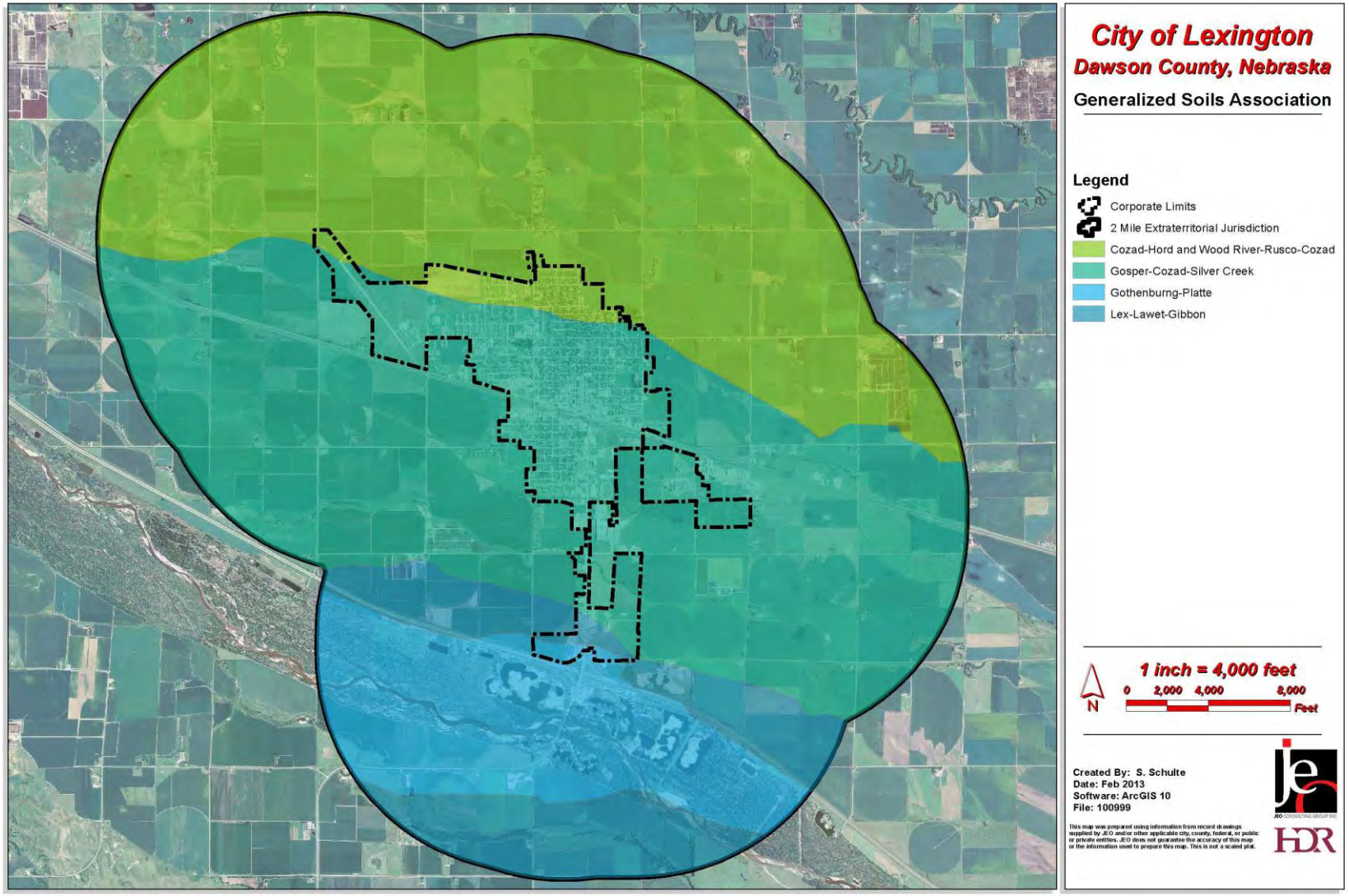
Lands within the extraterritorial jurisdiction, along either side of the Platte River, are comprised the Lex-Lawet-Gibbon Association. This Association is generally described as "deep and moderately deep over sand and gravel, nearly level, somewhat poorly drained and poorly drained, loamy and silty soils on bottom land."

All of these Associations of Lex, Lawet, and Gibbon are severely limited for development of dwellings, septic tanks, and absorption fields and sewage lagoons.

GOTHENBURG-PLATTE ASSOCIATION (Light Blue within Platte River in Figure 17)

The bottom lands of the Platte River, along the southern portion of Lexington's planning jurisdiction, are associated with the Gothenburg-Platte Association. Ground water is from six inches to five feet below the surface. River bottom soils, such as these, understandably have severe limitations for development. Sewer lagoons, septic tanks and absorption fields and foundations of buildings are severely impacted by soils conditions in this Association.

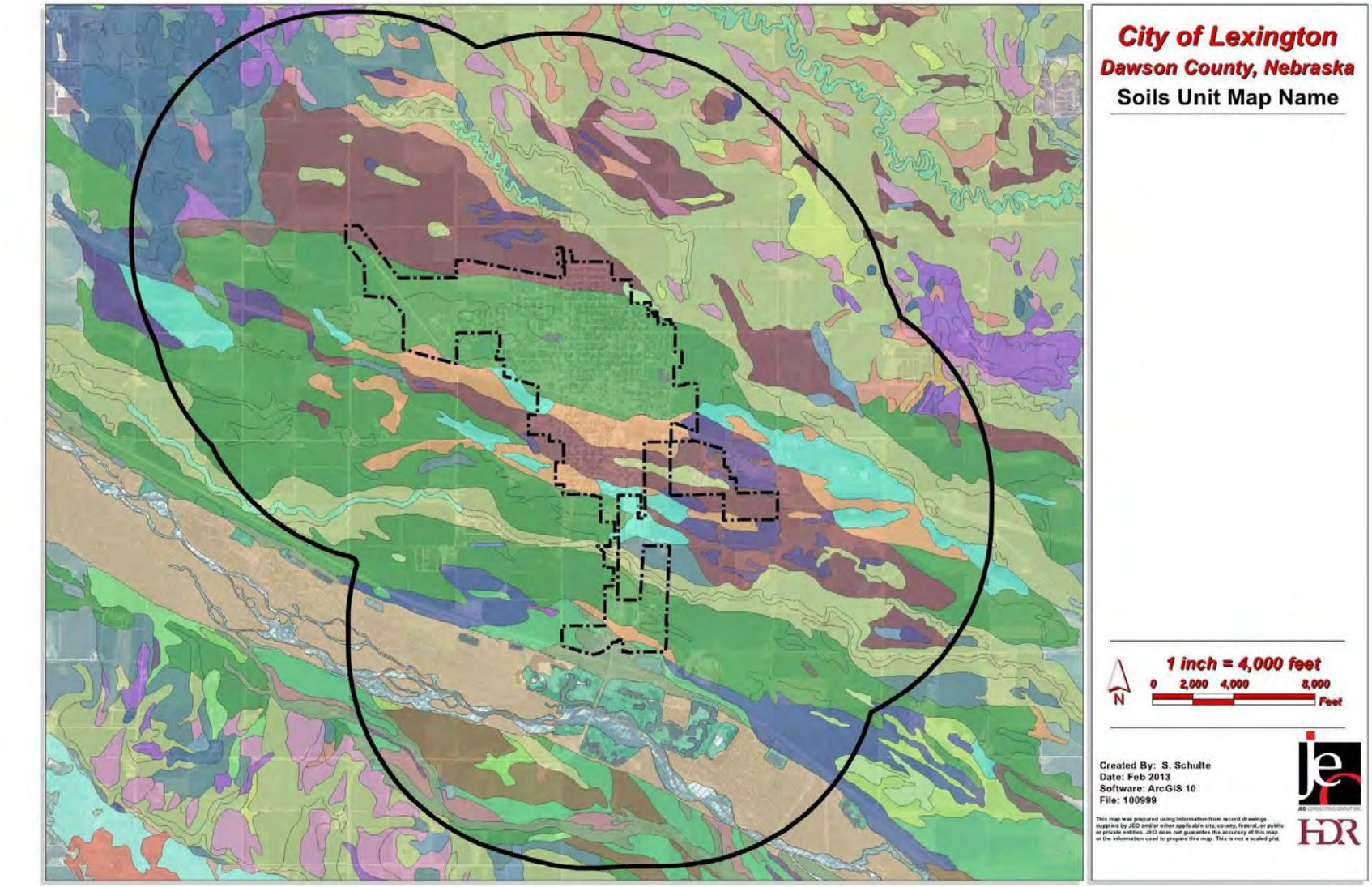
Figure 17: Generalized Soils Association



For more detailed information can be found on individual parcels of land. The previous Figure 17 is meant to give a broad understanding of the general soil capabilities. Contacting an expert to test the soil is highly recommended. As shown in Figure 18b, it displays that the extraterritorial jurisdiction may have very different soil types near one another. Again, it is recommended to contact United States Department of Agriculture's (USDA's) National Resources Conservation Service (NRCS) for more details and limitations on acquiring land and land uses for. The decisions made on behalf of Lexington should be made with the most current and accurate information available. Figure 18a details the large legend of Lexington soils.

FIGURE 18A: DETAILED LEGEND OF INDIVIDUAL SOIL ASSOCIATIONS MAP FROM USDA

FIGURE 18B: INDIVIDUAL SOIL ASSOCIATION MAP FROM USDA



FLOODPLAIN

The topography and terrain of Lexington and the two mile extraterritorial jurisdiction are varied. The natural landscape has been formed by wind and water erosion and deposits creating areas of nearly level lands on stream terraces. The slope within Lexington's corporate limits is generally nearly level and rests just above the Platte River bottom lands. Lands slope from developed areas of Lexington south easterly carrying stormwater runoff to Spring Creek and other drainage ways prior to converging with the Platte River.

The U.S. Department of Housing and Urban Development, Federal Insurance Administration, in May of 1984, commissioned the "Flood Insurance Study" for the City of Lexington "to investigate the existence and severity of flood hazards." The study consists of detailed engineering graphics, tables and text. The City of Lexington should refer to this study for official hydraulic analysis.
The study outlined the floodplain management applications to guide future land uses and floodplain ordinance, which prohibits building in areas declared as the 100-Year Flood Hazard Zone. Floodway, 100 year flood event, and 500 year flood event are shown in Environmental Constraints (Figure 19).

No flood protection structures exist or are planned. As Lexington continues to grow, future development within the floodway and floodplain should be discouraged and only allowed through strict adherence to the local flood plain regulations.
The citizen's protection against natural hazards is the responsibility of the local government and its officials. The effect of high water or flooding can be lessened by planning open space within the designated flood plain, continued maintenance of the floodway, and through the application of design standards to reduce water runoff.

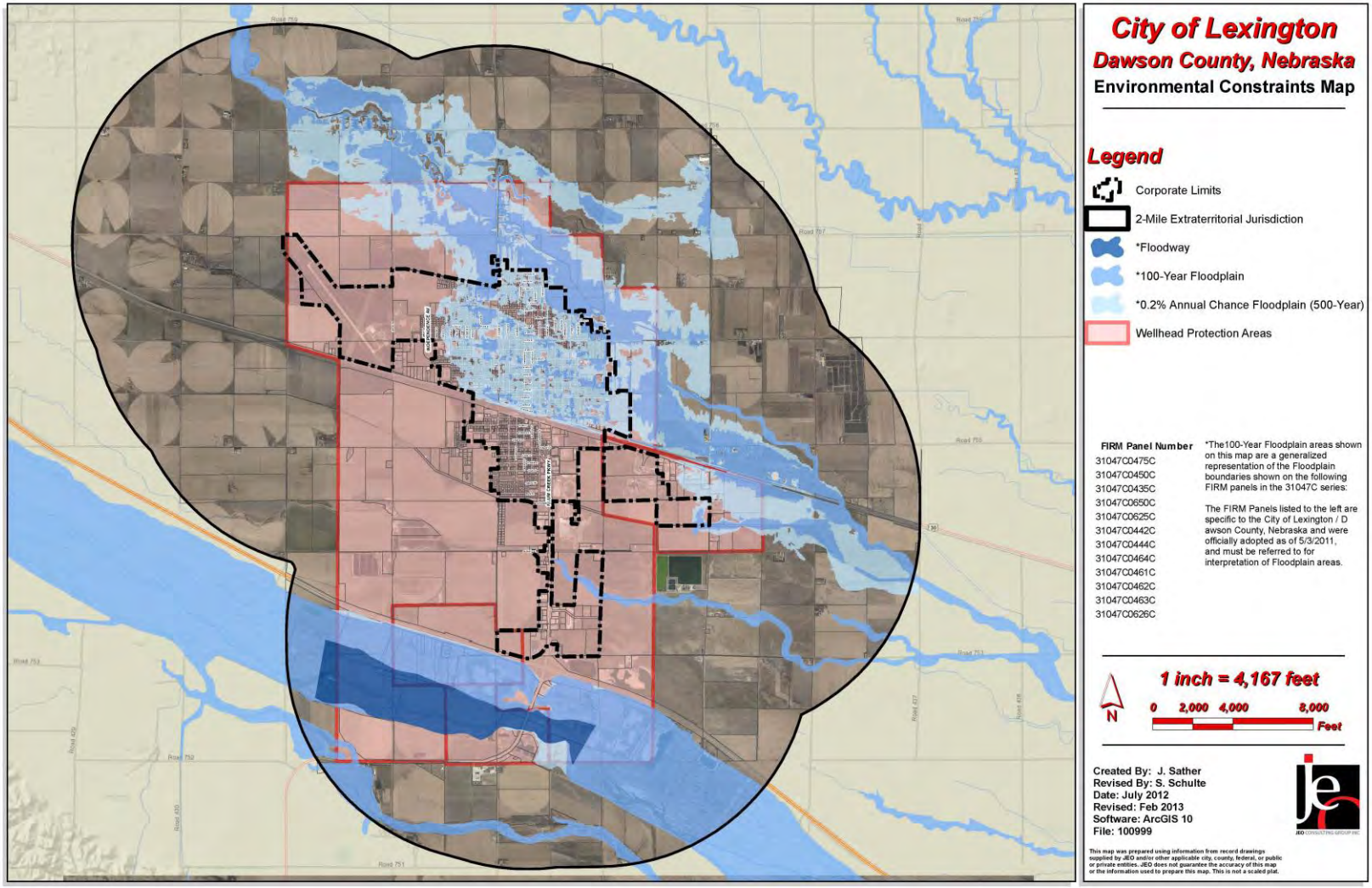
Surface drainage and streams account for a small percentage of the water resources in the Lexington extraterritorial jurisdiction. The City of Lexington relies upon the Platte River to recharge the underground aquifer which supplies water to 14 municipal wells located throughout the community.

The underground water supply for Lexington is part of an abundant aquifer which flows across the majority of Nebraska. Since World War II, a large increase in irrigation practices throughout the Nebraska has drastically lowered the water table; however the depth to the water table in Dawson County and the City of Lexington has not significantly changed. The average depth of Lexington municipal wells vary from 60 to 350 feet. Private agricultural and domestic wells average from 140 to 160 feet in depth in the uplands and from 15 to 30 feet deep in the Platte River Valley. The surface water in drainage ways and depression seeps into the aquifer to recharge it. Thus, the surface and ground water are part of one interactive system which cannot be separated.
Securing the quality of drinking water from private wells in the rural areas of Lexington's extraterritorial jurisdiction is very important. A minimum lot size of three acres is recommended for residences in agriculturally zoned areas. This standard generally ensures that adjacent households do not contaminate each other's drinking water.

Lot sizes less than three acres would allow rural residences to locate too close to one another. Rural dwellings typically have septic tanks and possibly leech fields. If located to close to each other, contamination might occur. Adequate residential lot sizes are the means by which resident's health, safety and welfare are ensured into the future.

The Nebraska Department of Environmental Quality (NDEQ) regulates ground water quality and quantity. To assist local municipalities with protecting their drinking water supply, the NDEQ developed the Nebraska Wellhead Protection (WHP) Program. The Nebraska Wellhead Protection is shown on Figure 19 and described in more detail after the Environmental Constraints Map.

FIGURE 19: ENVIRONMENTAL CONSTRAINTS MAP



WELLHEAD PROTECTION PROGRAM

The Wellhead Protection (WHP) Program provides the following in accordance with federal laws:

1. Duties of the governmental entities and utility districts
2. Determines protection area
3. Identifies contamination sources
4. Develop a contaminant source management program
5. Develop and alternative drinking water plan
6. Review contaminated sources in future wellhead areas
7. Involve the public

The approaches of Nebraska's Wellhead Protection (WHP) Program are to prevent the location of new contamination sources in wellhead protection areas through planning, minimize the hazard of existing sources through management, and provide early warning of existing contamination through ground water monitoring.

The Wellhead Protection Area is a region with restrictive regulations on land use to prevent potential contaminants from locating in the sensitive area. The boundaries are delineated by a time of travel cylindrical displacement calculation. The boundary is mapped by the Nebraska Department of Environmental Quality (NEDQ) so communities can apply zoning regulations to the district. The City of Lexington presently regulates the wellhead districts with a specific wellhead protection zone.

EXISTING LAND USE

In order for a community to plan for future land uses and land use changes, knowledge of existing land uses must be established. The purpose of this section of the Plan is to establish an inventory and evaluation of the existing land uses found within the Lexington planning area. Existing land uses are defined by how specific parcels of land are being utilized. This does not take into account *future* land use or land ownership.

Land use categories that will be used later to plan for future development areas are general statements about how the underlying property is being used. These broad labels such as residential, commercial, and industrial, as well as an identification of vacant or open spaces being used for cropland, recreational areas, and any under- or non-developed land. However, the land uses used here to identify the existing conditions will have more detailed statements in order to fully explain the variety of uses currently found.

Land uses and properties do not have to be arranged in a 1:1 ratio with one land use per parcel. Uses are often mingled within a development, and can be stacked on each other, such as in a Downtown building that is used for residential uses on upper floors and commercial uses on the ground floor. The number and type of land uses found in a vibrant community is constantly changing to meet the needs and desires of residents, which can produce a number of impacts that either benefit or detract from the overall sense of community and quality of life. Because of this, the success and sustainability of a community is directly influenced by the manner in which available resources are utilized given the constraints the city faces during the course of the planning period.

Typically, older Midwest communities exhibit a fixed pattern of land use that is fairly consistent with a rural setting's relaxed pace. Lexington, however, is experiencing increasing levels of growth and development pressures, and has seen its surroundings transform from the more common rural setting found throughout Nebraska to an urbanizing extension. The proximity to I-80 and Highway 30, as well as its location along Highway 21, provide Lexington with many more opportunities than would be found in a typical town of the same size. The opportunities that result from such external forces create impacts upon the community and its residents, which can drastically affect the land use in and around the Lexington area and will significantly impact how and where Lexington grows in the future.

EXISTING LAND USE CATEGORIES

Land uses are generally best described in terms of specific categories that provide broad descriptions into which numerous businesses, institutions, and structures are grouped. Lexington's existing land use categories are more specific to allow for a more detailed evaluation of each use. For the purposes of "*The Lex-Plan 2013*", the following land use classifications are used:

- **Agriculture / Open Space** – A parcel of land that is not intended for development and is currently used for low intensity agriculture uses, such as pasturing, or contains open spaces such as woodlands or flood plain.
- **Developing Residential** – A parcel of land that is currently undeveloped and not proposed for development. This may be subdivided and undergo preparations for residential development. This land is generally found to be open and minimally maintained.
- **Single-Family Residential** – A parcel of land with a residential structure occupied by one family, such as a traditional home on its own lot, surrounded by yards on all sides.
- **Multi-Family Residential** – A parcel of land containing a structure being utilized by two or more families within a same structure.
- **Residential Mobile Home** – A parcel of land containing a factory-built, single-family structure. These uses are Single-Family Residential in nature, but identified separately.
- **Commercial** – A parcel of land containing a commercial use which may sell a good, but mostly provides a service, such as automotive repair, hair salon, and includes the Downtown.
- **Industrial** – A parcel of land containing a commercial use involved in manufacturing or packing, storage, or assembly of products, which does not have a major external effect on surrounding properties or uses.
- **Parks and Recreation** – A parcel of land containing public or private land available for recreational, educational, cultural, or aesthetic use.
- **Public/Quasi-Public** – A parcel of land owned or maintained by a federal, state, or a local governmental entity and open for enjoyment by public, or a parcel of land containing a use that is generally under the control of a private, religious, or non-profit entity, that provides social benefit to the community as a whole.

EXISTING LAND USE ANALYSIS

Lexington's existing land uses were evaluated and tabulated, showing the quantity of uses found within the corporate limits as well as within the entire planning jurisdiction. The data was arranged using total acres of each classification, and is displayed below in Table 33. Table 33 has been divided into four columns of information including the total acres, percent of developed area, percentage of total area, and acres per 100 persons based upon the 2010 US Census population of 10,230 persons. The persons per acre establishes a baseline from which land use numbers can be compared between communities, as well as to project future land use needs due to projected population changes.

Not surprisingly, the majority of developed land within Lexington is used for single family residential purposes. In 2012, nearly one-half of all developed property in Lexington was used for single-family dwellings. In terms of total acres, single-family uses in 2012 accounted for 600.1 acres. The remaining components of residential uses represented much smaller portions of the land use picture. Residential uses with two or more units accounted for 2.6 percent of all developed land within Lexington in 2012. There are a number of contiguous residential developments surrounding Lexington which give the community the potential to alter the residential land use figures if these areas were to be annexed in the future.

Overall, commercial uses in 2012 covered just over 194.9 acres, or nearly 12 percent of all developed land. Total acres put to industrial uses nearly equaled those put to commercial use, and accounted for 10.3 percent of all developed land in 2012.

Public and quasi-public land uses accounted for nearly 30 percent of all developed land in 2012, second only to single-family residential. Parks and recreation acres accounted for the third smallest acreage, covering just over 112 acres in 2012.

Transportation uses, which include rights-of-way, railroads, and roadway systems, accounted for 18.6 acres of undeveloped land and 0.8 percent of total acreage in 2012. Undeveloped land, including transportation, agricultural uses, open space, and developing residential property accounted for 30.3 percent of all land within Lexington, compared to 69.7 percent for developed land.

TABLE 33: EXISTING LAND USE WITHIN LEXINGTON CORPORATE BOUNDARY, 2012

LAND USE	ACRES W/IN LEXINGTON	PERCENT STATUS AREA	PERCENT TOTAL AREA	ACRES PER 100 PERSONS
RESIDENTIAL	692.5	41.5%	28.9%	6.8
Single Family	600.1	36.0%	25.1%	5.9
Multi-Family	42.6	2.6%	1.8%	0.4
Mobile Home	49.8	3.0%	2.1%	0.5
COMMERCIAL	194.9	11.7%	8.1%	1.9
INDUSTRIAL	172.4	10.3%	7.2%	1.7
PUBLIC/QUASI PUBLIC	494.8	29.7%	20.7%	4.9
PARKS AND RECREATION	112.9	6.8%	4.7%	1.1
DEVELOPED LAND	1,667.5	100.0%	69.7%	16.3
Developing Residential	137.5	18.9%	5.7%	1.3
AGRICULTURE/OPEN SPACE	570.2	78.5%	23.8%	5.6
TRANSPORTATION CORRIDOR	18.6	2.6%	0.8%	0.2
UNDEVELOPED LAND	726.3	100.0%	30.3%	7.1
TOTAL AREA	**2,393.8**	**--**	**100.0%**	**23.5**

Source: 2012 Comprehensive Development Plan, JEO Consulting Group, Inc.
Note: Acres per 100 is based upon the 2010 US Census population estimate of 10,230

Lexington currently exercises its statutory authority to enforce planning jurisdiction within two miles of the corporate boundary. An evaluation of land uses within this extraterritorial jurisdiction (ETJ) is important for future development and planning activities. The land uses found outside of the corporate limits are mostly agriculture, agricultural residential, and single-family residential, especially to the east of the community. Due to external and internal development

pressures, as well as the proximity of major transportation routes, the percentage of residential uses found within the Lexington ETJ is higher than would be typical for a Midwestern community of this size.

In addition, all land uses that are found within Lexington are also found within the ETJ. This pattern is also influenced by the urban nature of the area, as well as the land use policies Lexington has held over time. The presence of all the same land use types in the ETJ will encourage greater development activity, which in turn can influence Lexington's ability to annex and grow at an increased rate over communities located in more rural settings.

FIGURE 20: EXISTING LAND USE WITHIN CORPORATE LIMITS

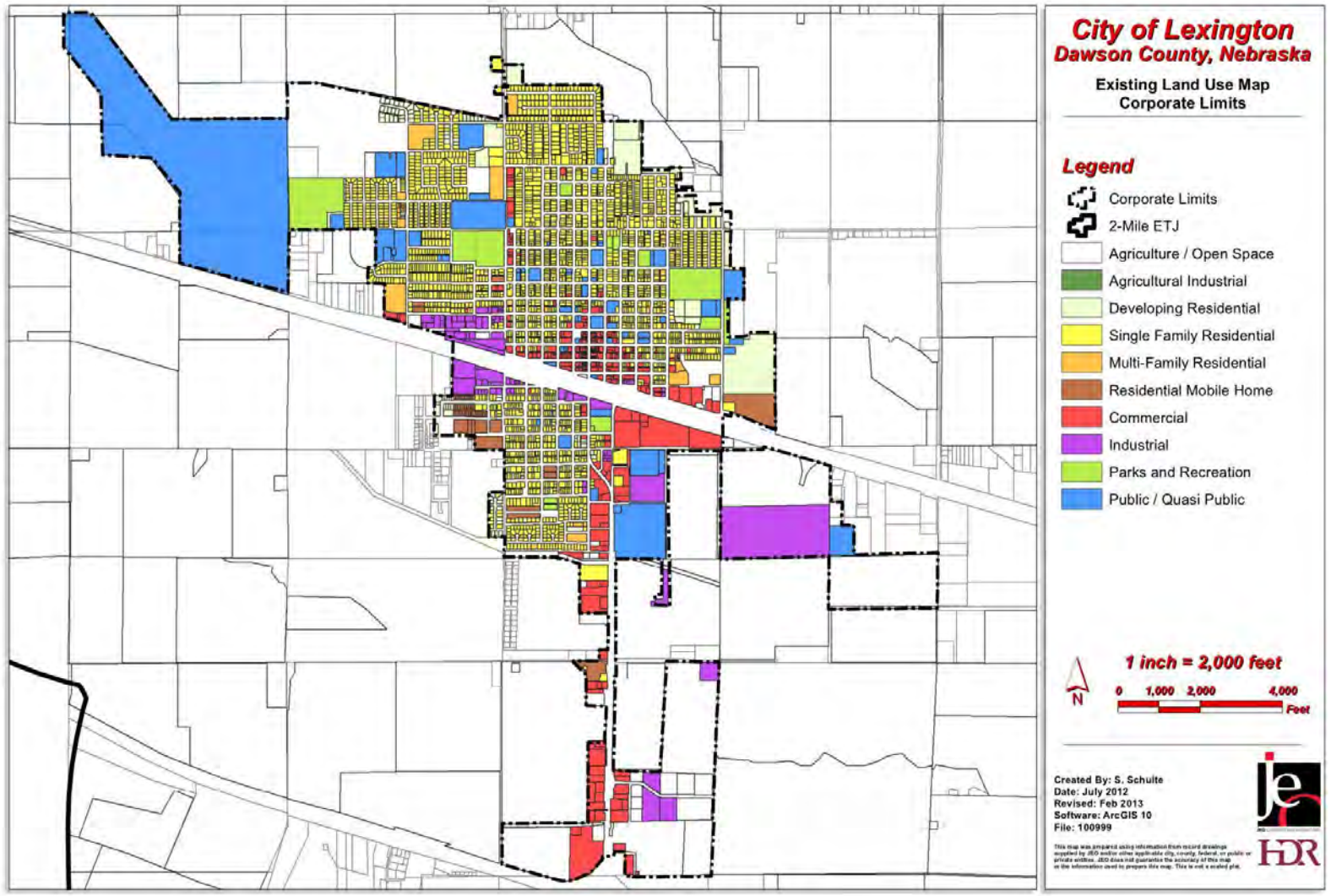


TABLE 34: EXISTING LAND USE WITHIN LEXINGTON ETJ, 2012

Land Use	Count	Acres Of Extraterritorial Jurisdiction
Agricultural/Industrial	**5**	**344.55**
Commercial	**11**	**78.11**
Developing Residential	**5**	**91.24**
Industrial	**16**	**838.31**
Parks and Recreation	**5**	**100.04**
Public/Quasi Public	**9**	**147.7**
Residential	**127**	**500.26**
Single Family	112	**438.04**
Multifamily	1	**3.25**
Mobile Home	14	**58.97**
Agriculture/Open Space		**24,180.72**

Source: 2012 Comprehensive Development Plan, JEO Consulting Group, Inc.
Note: Acres per 100 is based upon the 2010 US Census population estimate of 10,230

AIRPORT OVERLAY

INTRODUCTION

Lexington's Jim Kelly Field Airport (KLXN) is a regional airport that began in 1946 and currently covers 275 acres two miles northwest of Lexington. The facility is open to the public and services the Lexington residents and surrounding community. It is owned by the Lexington Airport Authority. As for its yearly functions, statistics show that between June 2008 and June 2009, Jim Kelly Field Airport had 4000 Air Taxi Operations, 2,100 Itinerant Operations, 8,100 Local Operations and 40 Military Operations.

According to the Federal Aviation Administration glossary, Local Operations are those operations performed by aircraft that remain in the local traffic pattern, execute simulated instrument approaches or low passes at the airport, and the operations to or from the airport and a designated practice area within a 20-mile radius of the tower. Itinerant Operations are performed by an aircraft that lands at an airport, arriving from outside the airport area, or departs an airport and leaves the airport area. This is important because the historical traffic at the Jim Kelly Field Airport has reverted back to operations similar to operations prior to 1996. From 1996 to 2007, the Jim Kelly Airport increased its yearly Itinerant Operations from 2,400 in 1995 to remain about 3,800 yearly. These Itinerant Operations declined from a yearly average of 3,800 to 2,100 in 2008 and 2009. The Local Operations have shared the opposite effect. After experiencing high yearly Local Operations of 8,100 from 1990 to 1995, it decreased to around 2,300 in 1996. This continued until 2008 when the Local Operations increased to its prior yearly average of 8,100 in 2008 and 2009.

The safety of the Lexington residents and passengers on aircraft are of the utmost importance to the City. The Inner Area heights on construction would be most restricted and this affects the southwestern edge of Lexington. There is an 'X' created by the Approach zone and the Inner Area which will need to be continually updated to meet regulations found in the Nebraska Airport Act.

NEBRASKA AIRPORT ACT

The Nebraska Airport Act is in Nebraska Revised Statute 3-301 to 3-333. For example, if Lexington would like to expand its airport, Nebraska Revised Statute 3-203states property needed for an airport or restricted landing area may be purchased if they are able to agree with the owners of the property on the terms of such acquisition. It continues to state that a municipality does have eminent domain possibilities to ensure the safety and well being of Lexington residents.

The Nebraska Airport Act is a combination of three Acts. These Acts are:
State Aeronautics Department Act: 3-101 to 3-154
Revised Airports Act: 3-201 to 3-238 and 18-1502
Extraterritorial Airports Act: 3-240 to 3-244

For further aeronautics information, Nebraska Revised Statutes 3-401 to 3-806 contain a wider range of topics such as Airport authority, property and structures, bonds, and legal matters. Lexington's decision makers should continue to refer to the above statutes and search for updated data when approving building permits in the future.

The following map, Figure 22, illustrates Lexington and the surrounding region. The largest area on the Airport Zoning Map is the Approach Zone and Turning Zone. These zones illustrate a critical distance to the airport and the angle of approach. Jim Kelly Airport has increased its Local Operations which include low passes at the airport as stated above. Aircraft will depart and turn for its flight path which is outlined and labeled Turning Zone. The checked paths represent the aircraft approaching the ground for a landing at the airport northwest of Lexington. It is critical and a safety requirement to restrict construction heights within these boundaries of Lexington, its extraterritorial jurisdiction, and the outlying property outside of Lexington's jurisdiction. Depending upon the location, Lexington and surrounding Dawson County landowners may be affected. The Approach Zone may restrict the height for construction of communication towers or wind turbines.

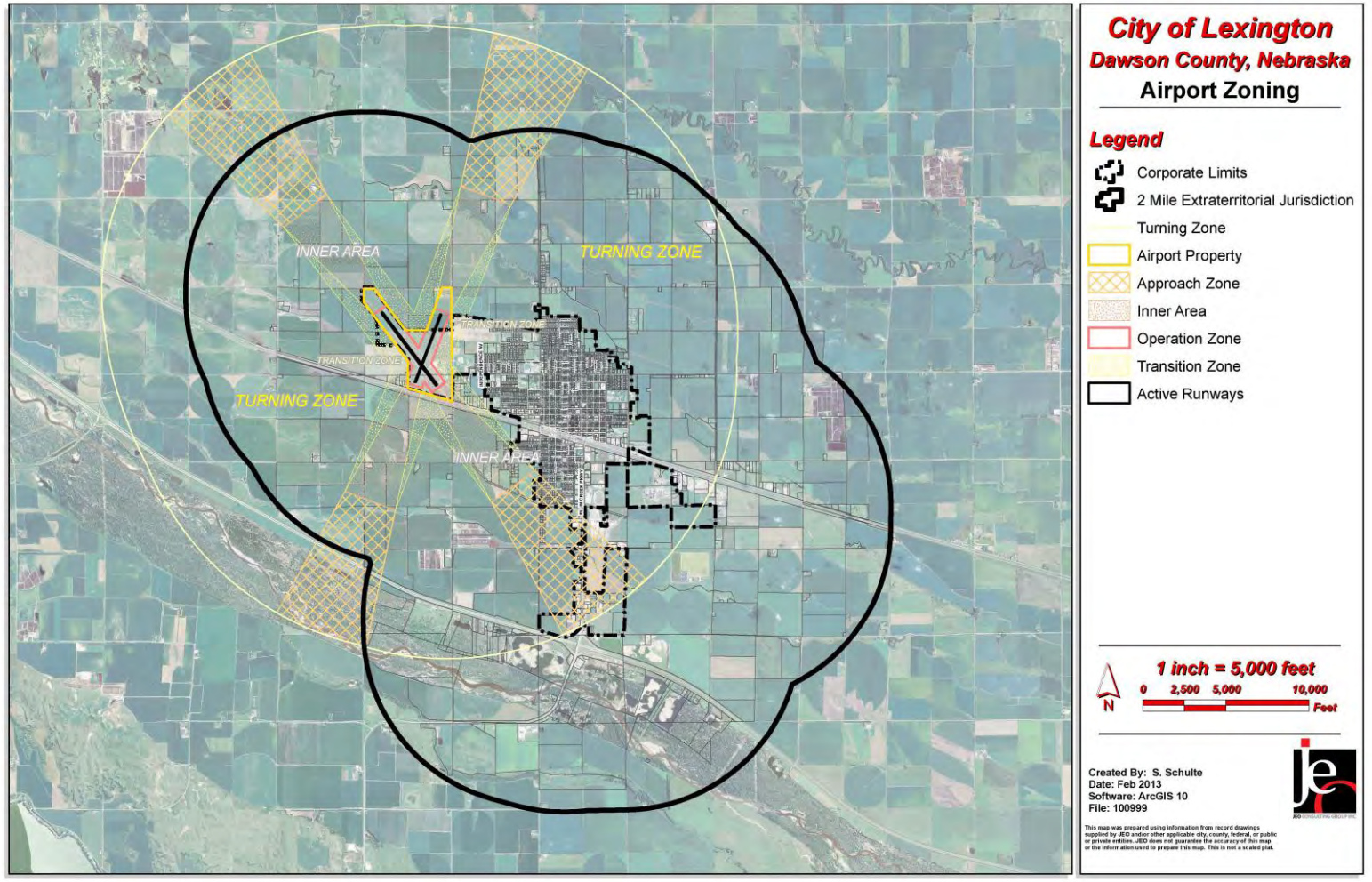


FIGURE 22: LEXINGTON AIRPORT ZONING

ACHIEVE LEXINGTON

ACHIEVE INTRODUCTION

The Achieve Section of "*The Lex-Plan 2013"* builds upon the previous chapters by describing the various plan elements that will be used to manage future growth and development. Using the vision, goals, objectives and policies previously established, this section will help readers understand how Lexington will grow as the result of the community's future vision. Managing and guiding future change can be accomplished in many ways, with varying degrees of public and private influence. This chapter aims to develop an understanding that provides appropriate public guidance that encourages and facilitates intelligent and sustainable growth patterns while allowing enough flexibility to allow the market to fluctuate and respond to its changing demands and influences.

The process of achieving the shared vision for the community depends upon the realization of several components. Each component, by itself, represents an identified improvements or changes that will differentiate Lexington in twenty years. The various components can be separated based upon the following ideas:

- Population Projections
- Future Land Use
- Urban Design
- Park and Recreation Plan
- Transportation System Plan

POPULATION PROJECTIONS

For a complete analysis of population projections please refer back to the Profile Section of this plan. The following projections show a realistic population growth from the modest growth of the past decade to the more robust growth spurt experienced in the 1990's. Due to the uncertainty of economics and the unknown future, these indicate different scenarios that may encounter in Lexington through the year 2030.

The population projections for Lexington are as follows:

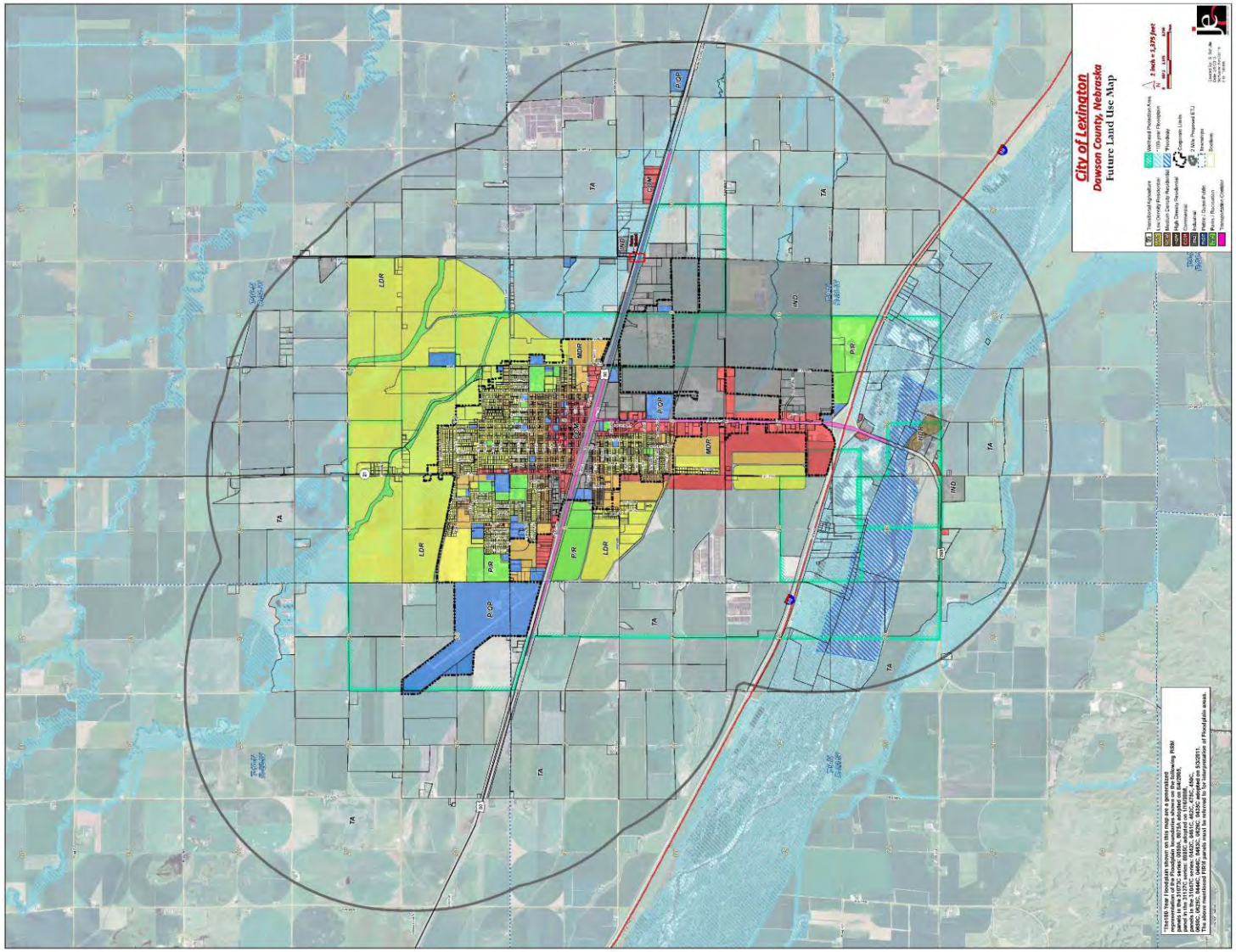
Lexington, NE	LOW SERIES	MEDIUM SERIES	HIGH SERIES
2020	10,537	11,253	11,458
2030	11,064	12,378	12,833

FUTURE LAND USE

The component focuses on the development of Lexington as it expands and redevelops within the corporate limit as well as its extraterritorial jurisdiction. The existing land use conditions and analysis were covered in the previous Profile Section of *"The Lex-Plan 2013"*.

FUTURE LAND USE ANALYSIS AND NEEDS

The Future Land Use Analysis is currently being researched and analyzed. We apologize for the inconvenience. We do, however have a working map that is part of that analysis. Please look at the Future Land Use Map on page 5.


City of Lexington
Dawson County, Nebraska
Future Land Use Map
LDR
MDR
IND
P/R
PUP
TA

LAND USE DESIGNATIONS

A. Transitional Agriculture (TA)

The Transitional Agriculture land use area is intended to accommodate continued agriculture uses while allowing for residential development. These areas are located outside the corporate limits where transition is appropriate between existing agriculture uses and expanding more dense development.

Characteristics of the TA category include:

- Location in areas outside the corporate limits where City services (water and sanitary sewer) will be difficult and/or costly to provide.
- Location in areas outside the corporate limits determined to have unique or sensitive natural areas, including stream corridors, tree stands, floodplain, wetlands, and natural habitat areas.
- Accessory buildings are at a scale between typical suburban development and farm buildings.
- Uses within this area include agricultural uses (except livestock feeding operations), wineries, single-family residential, churches, parks/recreation/open space, and associated accessory uses.

B. Low Density Residential (LDR)

The Low Density Residential land use area is intended for typical suburban scale residential development densities. This category represents one of the most common residential land use type, and is located throughout town and in the one-mile zoning jurisdiction.

Characteristics of the LDR category include:

- Locations throughout town to provide convenient access to transportation routes, commercial areas, jobs, schools, parks and recreation areas, and public services.
- Accessory structures should be limited in size to reinforce the pedestrian scale of neighborhoods.
- Pedestrian connectivity will be important; the public sidewalk and trail system should provide adequate opportunities for residents to walk to destinations or for enjoyment.
- The area will include densities ranging from one to four dwelling units per acre.

- Uses within this area include single- and two-family residential dwellings, public and quasi-public uses, parks, group homes, and home occupations.

C. Medium Density Residential (MDR)

The Medium Density Residential land use area is intended to provide higher residential densities than LDR, but still commonly found within urban neighborhoods. This area will also have a significant role as a transitional use between most commercial areas and lower density residential development. Characteristics of the MDR category include:

- Locations throughout town where uses can serve as transitions that buffer and/or screen lower density residential uses from commercial uses and major streets.
- All areas should provide a mixture of housing styles, types, and occupancy levels in order to meet the housing needs and socio-economic abilities of all residents.
- Neighborhood parks and open spaces should be included in all new developments and provided with access to the City's Trail System.
- Pedestrian connectivity will be important; the public sidewalk system should provide adequate opportunities for residents to walk to destinations or for enjoyment.
- The area will include densities ranging from three to 10 dwelling units per acre.
- Uses within this area include single- and two-family residential dwellings, public and quasi-public uses, group homes, and home occupations.

D. High Density Residential (HDR)

The High Density Residential land use area is intended to accommodate denser residential development. This area would support apartment complex-types development, or a mixture of townhomes and apartments. The location of this area is intended to act as a buffer between more intensive commercial uses and lower density residential uses. Characteristics of the HDR category include:

- Location where uses can serve as a transition between lower density residential areas and commercial uses.
- Location in areas adequately served by transportation facilities and near abundant employment opportunities.

- Opportunities for outdoor recreation and open space will be an important design element.
- Pedestrian connectivity with and between developments shall be required through use of the public sidewalk and trail systems, such pedestrian opportunities will compensate for the density of development.
- The area will include densities ranging from nine to 15 dwelling units per acre.
- Residential alternatives should be allowed, including units with varying numbers of bedrooms, and live/work units.
- Uses within the area include single-, two-, and multi-family dwellings, with a focus on group homes, multiple-family and multiple-story structures.

E. Commercial (COM)

The Commercial land use includes the community's downtown and other areas that encompass all retail, office and service uses. Commercial uses may vary widely in their intensity of use and impact, varying from low intensity offices, specialty shops, and indoor storage to more intensive uses such as gas stations, restaurants, grocery stores, sales and service, or automobile repair. The lots in the downtown area are usually small and the area offers higher pedestrian access. Parking in the downtown area is handled by on-street parking while other commercial areas have parking lots that are often shared by adjacent uses. Each area designated as commercial in the land use plan may not be appropriate for every commercial zoning district. The appropriateness of a commercial district for a particular piece of property will depend on a review of all the elements of the Comprehensive Plan. The Commercial land use includes the Central Business District, General Commercial, and Highway Commercial. Characteristics of the COM category include:

<u>Central Business District</u>

- Located in original downtown, the intensity of particular uses suited to the character of the surrounding area.
- Neighborhood should be served by small-scale commercial developments, providing uses that serve the convenience and daily needs of nearby residents, while offering a destination cultural flare.
- Pedestrian scale and orientation will be an important design consideration for commercial businesses of all types. Pedestrian linkage of this area to other neighborhoods shall be incorporated through sidewalk and trail connections.
- The design and exterior surface treatments should reinforce existing development patterns consistent with the character of the area and of Lexington.

- Landscaping, fences, and walkways should be used to screen and buffer commercial uses from residential uses; the scale of which should be appropriate to the relationship between the uses.
- Uses within this area do not include those generally associated with big box stores, large open parking lots, or industrial uses, such as warehousing/distribution, manufacturing and production, etc.

General Commercial

- Located throughout town, the intensity of particular uses suited to the character of the surrounding area.
- Larger, more intense commercial developments located nearer to major streets.
- Neighborhoods should be served by small-scale commercial developments, providing uses that serve the convenience and daily needs of nearby residents.
- Pedestrian scale and orientation will be an important design consideration for commercial projects of all sizes. Commercial areas shall be connected by residential neighborhoods through sidewalks and/or community trails.
- The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Lexington.
- Landscaping, berms, fences, and setbacks should be used to screen and buffer commercial uses from residential uses; the scale of which should be appropriate to the relationship between the uses.
- Uses within this area do not include those generally associated with big box commercial uses or industrial uses, such as storage, warehousing/distribution, manufacturing and production, etc.

Highway Commercial

- Located throughout town along major corridors, the intensity of particular uses suited to the character of the surrounding area.
- Larger, more intense commercial developments located nearer to major streets.

- Neighborhoods should be served by small-scale commercial developments where appropriate, providing uses that serve the convenience and daily needs of nearby residents.
- Pedestrian scale and orientation will be an important design consideration for commercial projects of all sizes. Commercial areas should be connected to other neighborhoods where possible through sidewalks and/or community trails.
- The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Lexington.
- Landscaping, berms, fences, and setbacks should be used to screen and buffer commercial uses from residential uses; the scale of which should be appropriate to the relationship between the uses.
- Uses within this area do not include those generally associated with industrial uses, such as warehousing/distribution, manufacturing and production, etc.

F. Industrial (IND)

The Industrial land use area is intended to accommodate smaller, less intensive industrial uses to those that are larger, more intensive. Location is important, as proximity to major streets and railroad can help ensure heavy traffic avoids residential areas and prominent pedestrian activity centers. Careful consideration shall be given before designation of any industrial uses so as not to encroach upon or conflict with less intrusive uses or destroy important view corridors. The Industrial land use area includes both light and heavy industrial designations. Characteristics of the IND category include:

<u>Light Industrial</u>

- Locations that cater to the specific needs of the user, providing a level of water, sewer, and electrical capacity, closeness to major transportation routes, and lot sizes necessary to accommodate initial development and potential future expansions.
- Uses shall emit a minimal amount of noise, odor, waste, and other operational by-products.
- Significant landscaping and buffering should be used to screen Light Industrial uses from view of nearby residential areas, other conflicting land uses and important view corridors.
- The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Lexington.

- Uses within this area include warehousing, distribution, light manufacturing, production companies, and employment centers.

Heavy Industrial

- Locations that cater to the specific needs of the user, providing a level of water, sewer, and electrical capacity, closeness to major transportation routes, and lot sizes necessary to accommodate initial development and potential future expansions.
- Uses shall emit a minimal amount of noise, odor, waste, and other operational by-products or take measures to contain such impacts in-site.
- Significant landscaping and buffering should be used to screen Heavy Industrial uses from view of nearby residential areas, other conflicting land uses, important view corridors, major streets, and pedestrian activity centers; certain use components should be screened from view off-site, such as delivery and pick-up areas, outdoor storage, and trash receptacles; fences should not be used alone to provide screening.
- The design and exterior surface treatments should reinforce existing development patterns; in newly developing areas design themes should strengthen the overall image of the development consistent with the character of Lexington.
- Uses within this area include warehousing, distribution, manufacturing, and production companies.

G. Public/Quasi-Public (P/QP)

The Public/Quasi-Public land use areas are intended to provide easy, convenient access for residents the common activities of daily life. However, the areas identified on the map tend to be already developed with uses specific to this category. The reason for this is that speculation with respect to future public and quasi-public uses can artificially inflate the underlying land value to the detriment of the city finances and community residents. In addition, not all existing or proposed public and/or quasi-public land uses are identified by way of Public/Quasi-Public Land Use designation since these uses are typically allowed outright or by conditional use in varying residential and commercial zoning districts.

Characteristics of the P/QP category include:

- Locations dispersed throughout town, near activity centers and major streets.
- Locations that provide an opportunity to share facilities between uses, such as library, park, community center, or post office.
- Uses within this area include public facilities, municipal properties, and schools.
- Structures should model appropriate architectural design elements, high quality construction techniques, and appropriate materials and finishes.

H. Parks / Recreation (P/R)

The Parks and Recreation land use area accommodates those undeveloped properties that are intended to benefit the public by remaining undeveloped as open space or parks. However, many of the areas identified tend to be already developed with uses specific to this category. The reason for this is that speculation with respect to future public and quasi-public uses can artificially inflate the underlying land value to the detriment of the city finances and community residents. In addition, not all existing or proposed parks, recreation, and open space land uses are identified by way of Parks and Recreation Land Use designation since these uses are typically allowed outright or by conditional use in varying residential and commercial zoning districts. Characteristics of the P/R category include:

- Locations that are dispersed throughout the community for easy access, or are important and appropriate to the function served.
- Uses within this area include parks, passive and active recreation areas, ball fields, trails, and natural areas, as well as drainage and flood control structures such as detention or retention facilities, drainage swales, and floodplain areas.

I. Transportation Corridor

The Transportation Corridor use area is an overlay intended to follow Highway 30 and Highway 283 through Lexington's Corporate Limits and Extraterritorial Jurisdiction. Uses in this corridor would be allowed through the underlying land use designation but building orientation, increased landscaping, design guidelines, and use of frontage roads are encouraged.

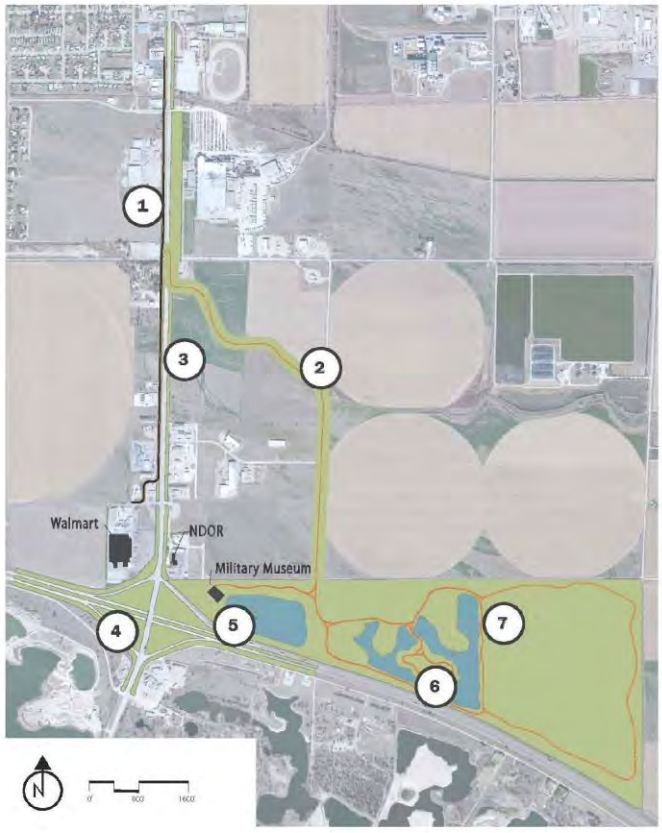
URBAN DESIGN

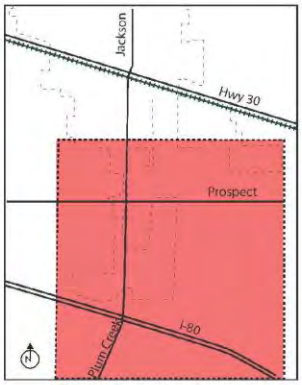
CORRIDOR ENHANCEMENT

As the front door to a community, a corridor's first impression on visitors is crucial, as it will either draw them into a town, or encourage them to continue on their way. Usually utilitarian in appearance, these access routes are an opportunity for small towns and can be significantly improved by modest aesthetic improvements such as trees and shrub plantings, attractive lighting, and trails and sidewalks. Interstate 80 is lined with small towns similar to Lexington, but by implementing these simple improvements along key corridors, such as Plum Creek Parkway and Highway 30, Lexington can enhance its reputation for being a destination and draw travelers off the beaten path and further into the community.

Corridor Enhancements: Plum Creek Parkway Entrance Streetscaping

1. Existing Trail
2. New Trail
3. Enhanced Streetscape
4. I-80 ROW Landscaping
5. Landscaped Grounds
6. Sculptured and Landscaped Berm
7. Future Recreation Area Phase 1 & 2





LOCATION MAP

Plum Creek Parkway Entrance Streetscaping

As the primary gateway into the City of Lexington, the I-80 exit for Plum Creek Parkway should provide an enjoyable experience and draw people towards the heart of the town. The first crucial step in this process will be enhancing the initial view from Interstate 80. Landscaping along the Interstate 80 corridor will help draw attention to the exit as a destination, and a sculpted and landscaped berm will provide an appealing buffer to the sand and gravel pits located just north of the interstate on the east side of the exit. With their prominent location on Plum Creek Parkway, Walmart, NDOR, and the Military Museum will benefit from additional landscaping, dramatically increasing the 'curb' appeal to visitors and providing a sense of place and community pride. A new trail will connect the existing trail along Plum Creek Parkway to a proposed recreation area on the current site of the gravel and sand pits. As can be seen in the image of proposed improvements to Plum Creek Parkway, the experience for pedestrians and bikers utilizing the trail could be greatly enhanced by implementing some of these modest improvements. Similar streetscape elements such as landscaping, lighting, and wayfinding will further beautify Lexington's 'front door' as visitors travel north along the corridor.

Corridor Enhancements: Plum Creek Parkway Streetscape

Native plantings, fencing, and a meandering trail along the Plum Creek Parkway create an attractive community entrance.

Existing Conditions along Plum Creek Parkway

Proposed Improvements to Plum Creek Parkway

Highway 30 Road Diet

The Highway 30 Corridor is another ideal gateway to implement streetscape enhancements in order to create a more appealing experience for visitors coming from the east and west. By implementing a 'road diet', whereby the number of lanes is reduced, which allows for enhanced landscaping, sidewalks, and lighting along the highway, the corridor can become appealing to pedestrians and bicyclists, as well as vehicular traffic.

Corridor Enhancements: Highway 30 Road Diet

Reducing Highway 30 to three lanes provides more space for landscaping, creating a safer and more beautiful front door into downtown Lexington

Existing Conditions along Highway 30

Proposed Improvements to Highway 30

Downtown Gateway

The viaduct over the railroad lines is a major landmark for the community. Sculptural elements, such as colored LED lights on the grain elevators and Jackson Street Bridge help establish a sense of place and could be incorporated to create an iconic gateway into Downtown Lexington.

Corridor Enhancements: Downtown Gateway

Colored LED lights on the Jackson Street bridge and grain elevators create an iconic entrance to downtown Lexington

GREENFIELD DEVELOPMENT

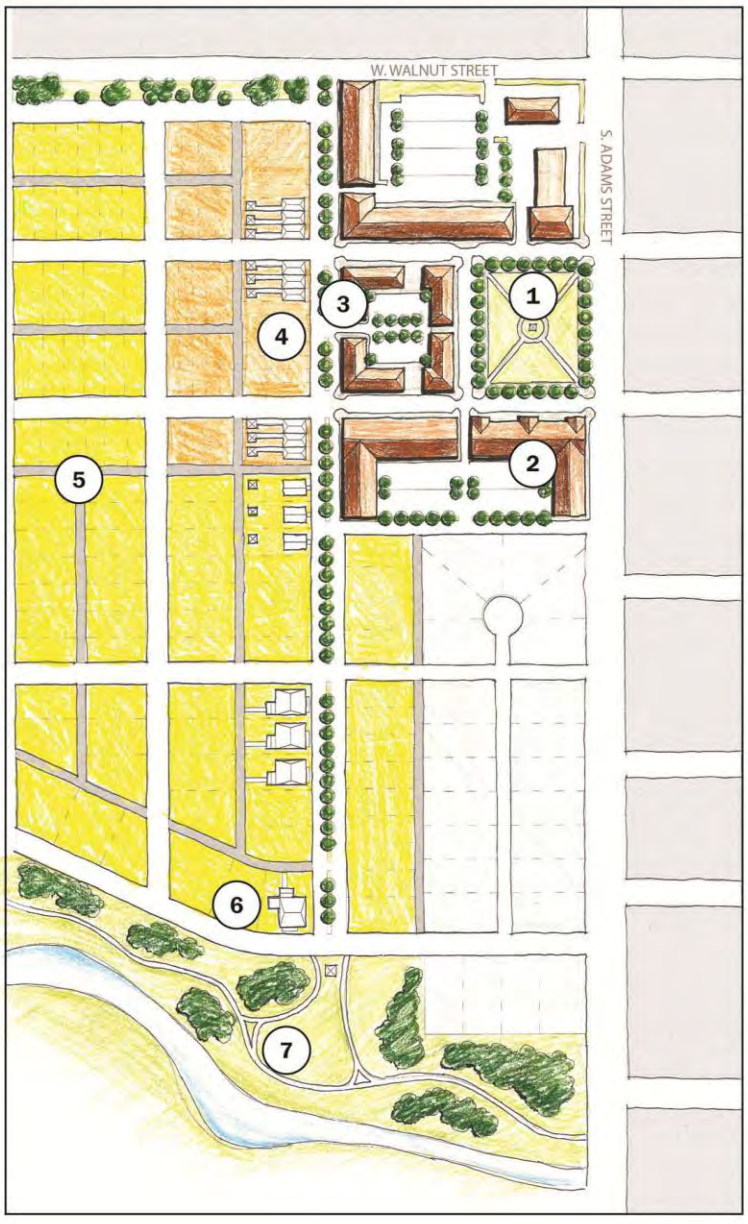
Lexington has two areas outside of town that are ideal for new development. These developments will fit in with the existing urban fabric of the town, connecting the new growth seamlessly with the existing neighborhoods. While building on the residential character of Lexington's existing neighborhoods, they will provide new centers for their respective neighborhoods. Mixed uses, such as apartments built above retail and office space, are encouraged, as well as a diversity of housing types. The sites are also no larger than a ¼ mile across, making everything in the neighborhood within a comfortable 5 minute walk.

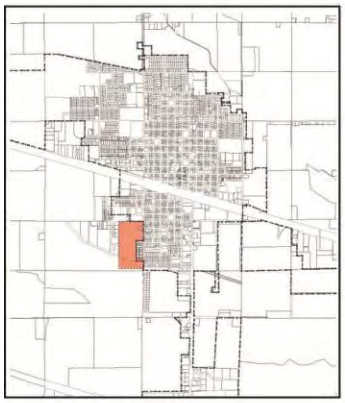
Southwest Neighborhood Design Concept

A Traditional Neighborhood Development (TND) that implements the ideas of connectivity and walkability is proposed for an undeveloped tract of land in southwest Lexington. Framed by mixed use and apartment buildings, a public neighborhood square anchors the northeast portion of the site. The neighborhood boasts a wealth of housing typologies including townhomes, single family cottages, and larger estate lots, which are connected by a grand boulevard running north to south. The development provides access with streets to the north and east, connecting to the existing urban fabric of Lexington. A small creek runs adjacent to the southern border of the site, providing walking trails and open space for the neighborhood.

Greenfield Development: Southwest Neighborhood Design Concept

1. Neighborhood Square
2. Mixed Use Buildings
3. Apartments
4. Townhomes
5. Single Family Houses
6. Estate Homes
7. Greenway

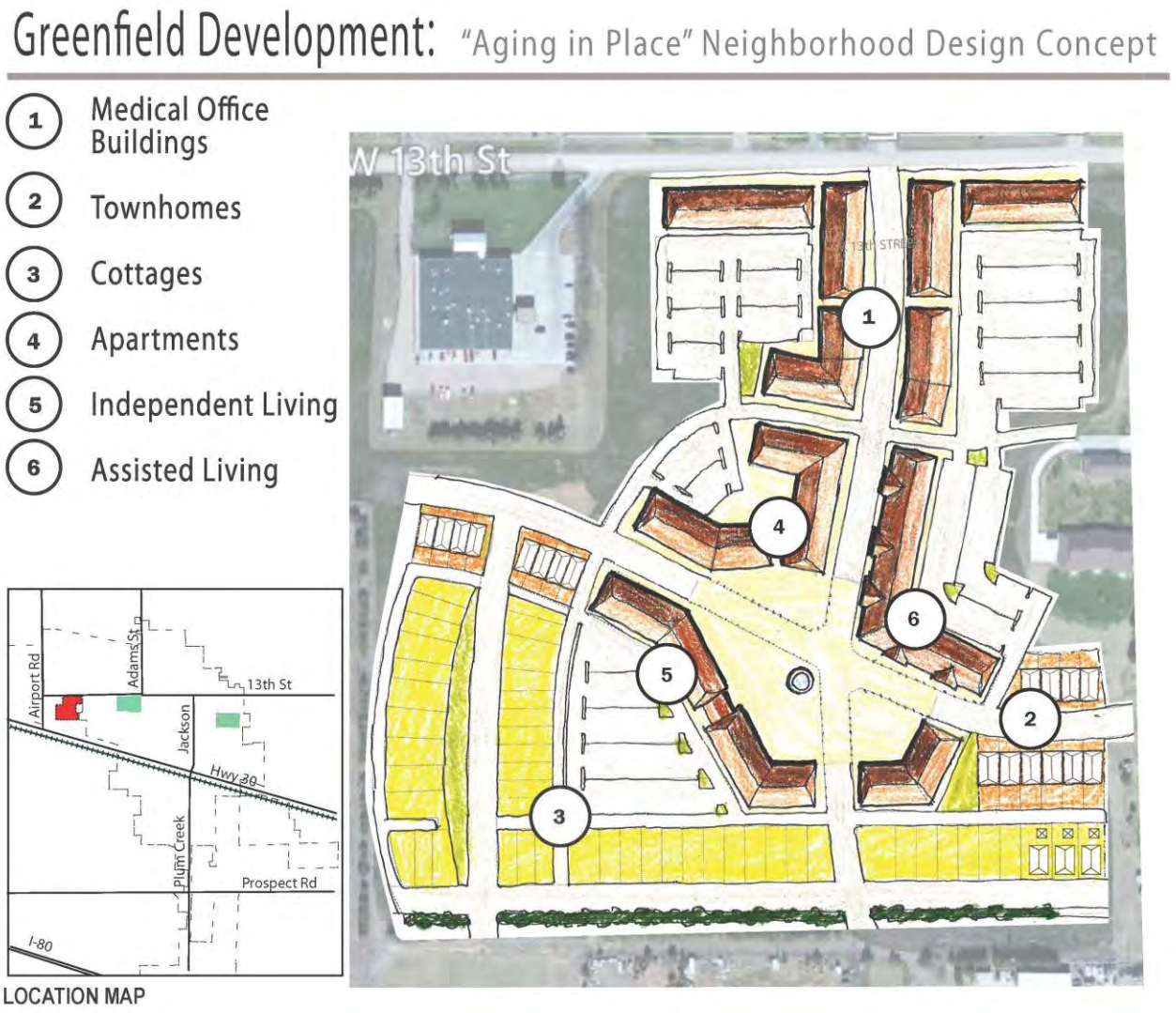




LOCATION MAP

"Aging in Place" Neighborhood Design Concept

Strategically located to the west of the hospital, the northwest greenfield site provides senior residents with an entire spectrum of living options, including cottages, townhomes, apartments, independent living, and assisted living care facilities. This combination of living options allows residents to age in place, transitioning to new residential typologies as they require additional care, without having to leave their neighborhood. Medical offices on site and the new hospital facilities in close proximity provide convenient, quick access for residents' healthcare needs. The creation of a central plaza allows the residents to interact and gather, strengthening the sense of community for the entire neighborhood as they transition from one stage of life to another.



INFILL DEVELOPMENT

Lexington contains many opportunities to develop within the existing boundaries of the town. Redeveloping these areas creates an opportunity for more activity and community growth in the heart of Lexington. Additionally, infill development will occur within existing neighborhoods as the housing stock ages and homes need to be rebuilt. As infill occurs, guidance should be provided to ensure that new development is contextual with the existing neighborhood fabric.

Adams Street Redevelopment

One area of opportunity is the Adams Street Redevelopment Area, which is bounded by 13th Street on the north, 10th Street on the south, Adams Street on the west, and Harrison Street on the east. The redevelopment area includes an expansion of Bryan Elementary School, a new joint use park, and a new plaza on 11th Street between Johnson Street and Adams Street. Eleventh Street will continue to function as a vehicular street; bollards will separate vehicular traffic from pedestrian while a different paving texture will delineate the plaza. The space will function as a 'parking plaza', where a grid pattern on the ground plane demarcates drive aisles and parking stalls. The space can also be closed off to vehicles, allowing for street vendors, food trucks, farmer's markets and other programmed activities to take place on the plaza. Arcades on the buildings fronting the plaza could provide a place for temporary stores and other 'pop up' shops to set up, creating an incubator space for small businesses. A new mixed use building is proposed on the south side of the plaza, helping to define the space while fulfilling the need for more high quality apartment type housing in Lexington. Neighborhood

residents will provide a critical mass of people, helping to make the plaza a vibrant, active space.

Flex House Concept

A Flex House is a single-family housing typology that provides a manageable introduction to homeownership. At initial construction, the finished living area starts at only 900 square feet, but is expandable through a series of phases to include additional living space totaling over 2000 square feet. The first stage is a typical single family dwelling consisting of two bedrooms and one bathroom. An unfinished basement and attic with plumbing, electrical, and heating and air conditioning systems roughed in provides the opportunity for easy expansion into the basement and second story during stage two. This allows for the total square footage of the house to be more than doubled as homeowner needs increase and resources become available. The final stage allows for the addition of a two car garage and two additional bedrooms.

The Flex House concept addresses several housing needs in Lexington. First and foremost, it provides affordable, owner-occupied housing. Another benefit is that they can be built on a single infill lot to replace a single dilapidated home in a stable neighborhood, or several could act as a catalyst to revitalize a troubled area, providing a versatile option for the City of Lexington.


Infill Development: Flex House Concept
Lexington Infill Flex House
Stage 1
900 s.f. finished space
2 bedroom, 1 bath
2 car driveway
Unfinished basement and attic with rough-in plumbing
Lexington Infill Flex House
Stage 2
Finished attic - 900 s.f.
Finished basement - 400 s.f.
4 car driveway
Lexington Infill Flex House
Stage 3
Rear addition - 2 bedrooms
2 car garage addition

Typical City Block Redevelopment Concept

The two block area directly north of City Hall provides a 'typical' opportunity for more dense family housing. Two options serve as prototypes that could be utilized throughout the community when the opportunity for redevelopment presents itself.

Block option 1 shows multifamily housing opportunities including a courtyard apartment and an apartment building fronting onto a public park. The community green space creates a public amenity, providing a place for neighborhood activity and resident interaction.

Block option 2 focuses on single family development, ranging from higher density townhomes to flex houses and cottages fronting a pocket park. This option allows the existing church on the northeast corner to remain an active element of the community. Flex homes are an appropriate typology for these blocks because they can replace houses individually, neither displacing current residents nor requiring a major redevelopment. This model allows for incremental growth as both family size and income allow. The central pocket park provides a great central gathering space for not only cottage residents, but for the entire surrounding neighborhood.

Over time, the properties within the area will redevelop to create more activity in the community, as well as give visitors a reason to make Lexington a destination along Interstate 80. The continued change and energy will not only encourage visitors to come back, but will also help Lexington develop a sense of place and community pride.

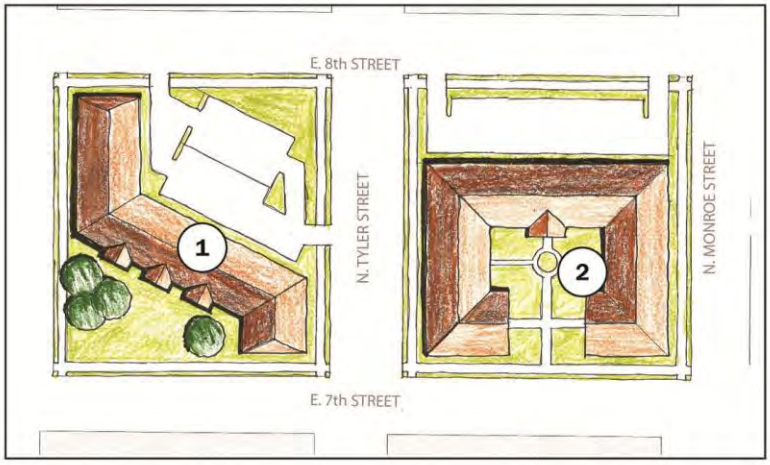
Infill Development: Typical City Block Redevelopment Concept

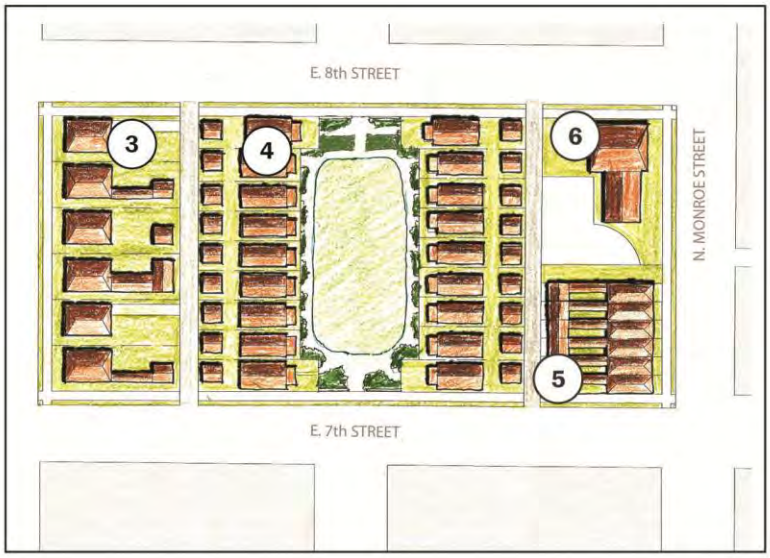
BLOCK OPTION 1

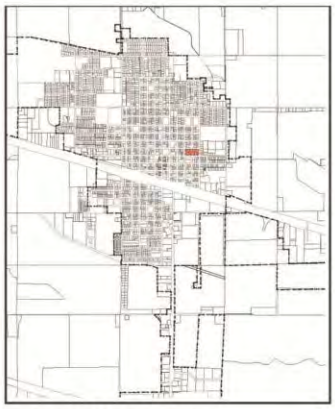
1. Apartments fronting open space
2. Courtyard Apartments

BLOCK OPTION 2

3. Flex Homes
4. Cottages facing pocket park
5. Townhomes
6. Existing Church







LOCATION MAP

PARK AND RECREATION PLAN

The Lexington Parks and Recreation portion of "*The Lex-Plan 2013"* will create a tool for the City for developing priorities regarding the improvement of existing facilities and the expansion of the overall parks system.

An estimated 100 acres of land in the City of Lexington are currently used for parks and recreational complexes. This acreage does not include school parks described herein but represents only 1.02 acres of park land per 100 people in the community currently. Based on the 2010 census population of 10,230, the current park land is about 50 percent less than the planning standard of two acres per 100 people. The City maintains a wide range of park types from natural reserves to dedicated parks with playground equipment and ball fields, however, an increased effort to expand park and recreation land area needs to remain a continued focus during the next 20-30 year planning period.

Throughout the planning period of this Comprehensive Plan, the City of Lexington must develop additional park and recreation facilities in conjunction with population increases and, at the same time, upgrade existing facilities. Planning Standards indicate that the City will need to develop at least 100 more acres of park and recreational land by 2030. Such parks and recreational land should be linked to each other and the various public facilities in the community by linear trails.

During the discussions about an updated Lexington Comprehensive Plan, a desire was expressed to go into greater detail regarding the park and recreation system and the City's Parks and Trails Plan. This plan was developed under the direction of the Comprehensive Development Plan Steering Committee, with the assistance of a special focus group made up of local athletic and recreation organizations, as well as the ideas and comments that came out of the Town Hall meetings, a charrette process and other various focus groups.

Based upon public input, current conditions, notable deficiencies, and future growth projections of Lexington, a Park Service Area Map (Figure X) and Trails Concept Map (Figure X) have been created, along with a list of recommendations for each existing and proposed park and recreational facility.

EXISTING PARK AND FACILITY CONDITIONS

The City of Lexington manages eight park facilities, including the skate park and family aquatic center, which are located within two of the City parks. This section has a listing of the condition and capacity of all these facilities along with photos of the facilities. Table X lists the nationally accepted standard criteria for how the various type of parks and recreation facilities in Lexington were classified. In addition to the park facilities, the City maintains a trail system, currently in a relatively early stage of development

TABLE X: PARKS AND OPEN SPACE CLASSIFICATIONS

Classification	General Description	Location Criteria/ Service Area	Size Criteria
Mini-Park	Used to address limited, isolated or unique recreational needs.	Less than a ¼ mile distance in residential setting.	Between 2500 sq. ft. and one acre in size.
Neighborhood Park	Basic unit of the park system and serves as the recreational and social focus of the neighborhood. Focus is on informal active and passive recreation.	¼ to ½ mile distance and uninterrupted by non-residential roads and other physical barriers.	5 acres is considered minimum size. 5 to 10 acres is optimal.
School-Park	Depending on circumstances, combining parks with school sites can fulfill the space requirements for other classes of parks, such as neighborhood, community, sports complex, and special use.	Determined by location of school district property.	Variable – depends on function.
Community Park	Serves broader purpose than neighborhood park. Focus is on meeting community-based recreation needs, as well as preserving unique landscapes and open spaces.	Determined by the quality and suitability of the site. Usually serves two or more neighborhood and ½ to 3 mile distance.	As needed to accommodate desired uses. Usually between 30 and 50 acres.

Large Urban Park	Serve a broader purpose than community parks and are used when community and neighborhood parks are not adequate to serve the needs of the community. Focus is on meeting community-based recreational needs, as well as preserving unique landscapes and open spaces.	Determined by the quality and suitability of the site. Usually serves the entire community.	As needed to accommodate desired uses. Usually a minimum of 50 acres, with 75 or more acres being optimal.
Natural Resource Areas	Lands set aside for preservation of significant natural resources, remnant landscapes, open space, and visual aesthetics/buffering.	Resource availability and opportunity.	Variable.
Greenways	Effectively tie park system components together to form a continuous park environment.	Resource availability and opportunity.	Variable.
Sports Complex	Consolidates heavily programmed athletic fields and associated facilities to larger and fewer sites strategically located throughout the community.	Strategically located community-wide facilities.	Determined by projected demand. Usually a minimum of 25 acres, with 40 to 80 acres being optimal.
Special Use	Covers a broad range of parks and recreation facilities oriented toward single-purpose use.	Variable – dependent on specific use.	Variable.
Private Park/Recreation Facility	Parks and recreation facilities that are privately owned yet contribute to the public park and recreation system.	Variable – dependent on specific use.	Variable.

Parks, Recreation, Open Space and Greenway Guidelines. A Project of the National Recreation and Park Association and the American Academy for Park and Recreation Administration. A Publication of the National Recreation and Park Association. James D. Mertes, Ph.D., CLP and James R. Hall, CLP

PARK SYSTEM ANALYSIS AND SERVICE AREA

MINI PARKS

Condition and Capacity Report for: **CENTENNIAL PARK**

Type: Mini Park

Location: Washington Street and Hwy. 30

Size: 1.5 acres

NOTE: City Park is located on Railroad right-of-way

Park Component	Condition Poor/Fair/Good				Capacity Under/At/Over				Notes
Vegetation (Trees, shrubs, turf)			X			X			Turf dry, trees planted throughout park
Play Areas			X			X			Large open green space
Sports Fields									None at this location
Sports Courts									None at this location
Walks/Trails			X			X			Path through park
Play Equipment									None at this location
Structures									None at this location
Picnic Facilities									No picnic table at this location
Drinking Water									None at this location
Restrooms									None at this location
Parking									On street parking only
Lighting									None at location
Benches			X			X			Benches along trail
Signage			X			X			Has a sign located toward east end.
Miscellaneous			X			X			Memorial

CENTENNIAL PARK

Washington Street and Highway 30

Mini Park

Centennial Park

Google earth

feet 400
meters 100

LEGEND

① Memorial

② Trail w/Benches

Condition and Capacity Report for: **Water Tower Park**

Type: Mini Park

Location: Madison St. and Hwy. 30

Size: 0.25 acres

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)			X		X		Turf dry (non-irrigated); Medium trees; well maintained; trees identified
Play Areas		X				X	Small green space for simple games
Sports Fields							None at location
Sports Courts							None at location
Walks/Trails							None at location
Play Equipment							None at location
Structures			X		X		Picnic shelter
Picnic Facilities		X			X		Picnic tables at park, does have trash cans
Drinking Water							None at location
Restrooms							None at location
Parking							On Street parking in commercial district, specific facilities are not needed
Lighting							No lights other than street lights
Benches			X		X		Bench in the park
Signage							No park sign but does have City welcome sign

WATER TOWER PARK

Madison Street and Highway 30

Mini Park

Water Tower Park

Google earth feet 200 meters 70

LEGEND

① Picnic Shelter

NEIGHBORHOOD PARKS

Condition and Capacity Report for: **Arbor Park**

Type: **Neighborhood Park**

Location: Maple St. and Washington St.

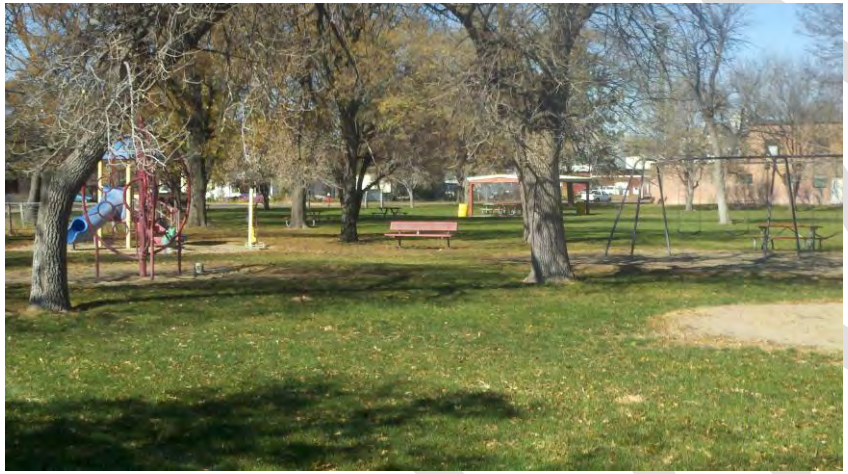
Size: 4.0 acres

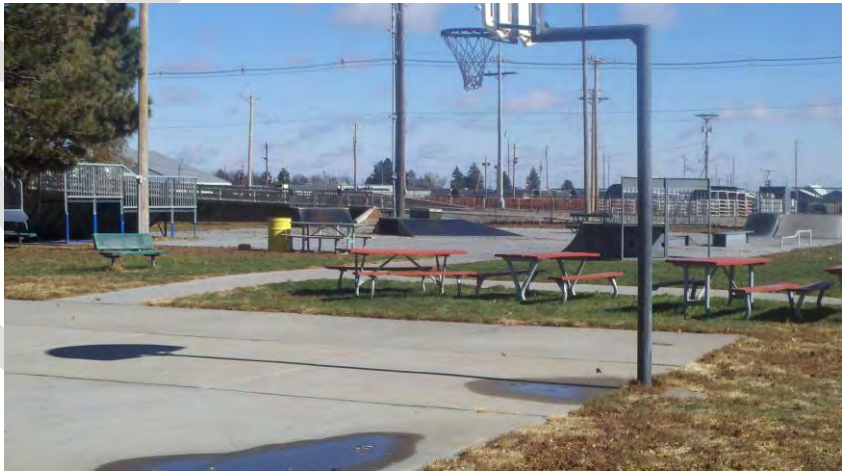
Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry, lots of large old growth trees
Play Areas			X		X		Open green space
Sports Fields							None at this location
Sports Courts			X		X		Basketball Court and skate park
Walks/Trails		X		X			Sidewalk runs the perimeter
Play Equipment							1 Play structure, 2 swing sets, 2 climbing structures
Structures							1 Picnic shelter
Picnic Facilities		X			X		Numerous Picnic tables, grills and trash cans
Drinking Water	X					X	Hydrant only
Restrooms		X				X	One portable toilet
Parking		X				X	Small off street parking in southeast corner of park
Lighting		X		X			Pole lights at skate park
Benches			X		X		At various locations around the park
Signage		X			X		Sign located in park

ARBOR PARK

Maple Street and Washington Street

Neighborhood Park





Arbor Park

Google earth feet 300 meters 100

LEGEND

1. Skate Park
2. Basketball Court
3. Parking
4. Swing Set
5. Play Structure
6. Picnic Shelter

Condition and Capacity Report for: **Oak Park**

Type: Neighborhood Park

Location: Oak St. and Madison St.

Size: 3.2 Acres

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)			X		X		Turf dry, mature trees planted near play structure and picnic areas
Play Areas			X		X		Large open greenspace
Sports Fields		X			X		1 softball/baseball field (unlighted and no dugouts), 2 portable soccer goals
Sports Courts		X			X		2 basketball courts
Walks/Trails							Sidewalk around park
Play Equipment			X		X		Large play structure, 2 swing sets, merry-go-around and jungle gym
Structures		X				X	1 picnic shelter
Picnic Facilities		X			X		picnic tables, 1 grill and trash cans
Drinking Water	X					X	Hydrant only
Restrooms	X				X		1 permanent restroom and 1 portable toilet
Parking							On-street parking only, does have bike rack
Lighting							None at location
Benches		X			X		Benches near play structure
Signage			X		X		Park sign on north side

OAK PARK

Oak Street and Madison Street

Neighborhood Park

Oak Park

Google earth feet 300 meters 90

LEGEND

1. Restrooms
2. Basketball Courts
3. Play Structure
4. Ballfield
5. Picnic Shelter

Condition and Capacity Report for: **Pioneer Park**

Type: Neighborhood Park

Location: 15th St. and Lincoln St.

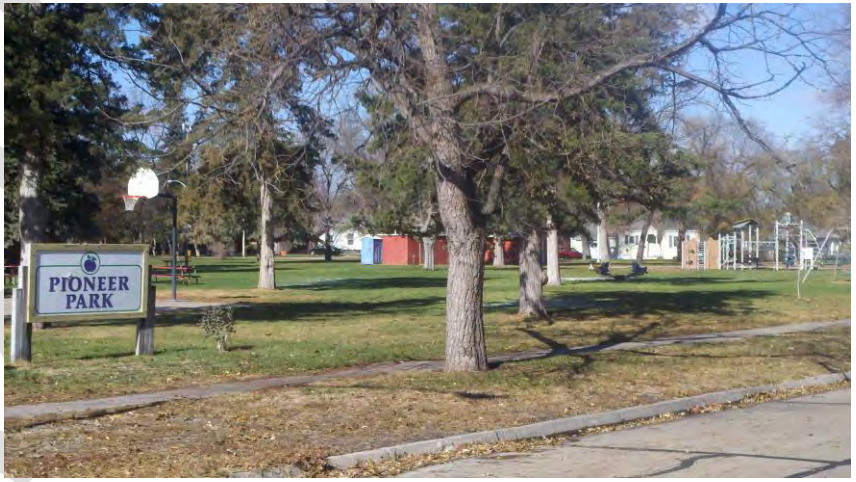
Size: 2.1 Acres

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)			X		X		Turf dry, mature trees throughout park
Play Areas			X		X		Large open green space
Sports Fields							None at location
Sports Courts		X			X		1 basketball court
Walks/Trails							Perimeter sidewalk
Play Equipment		X			X		Large play structure, 2 swing sets
Structures		X			X		1 picnic shelter
Picnic Facilities		X			X		Picnic tables, 2 grills, trash cans
Drinking Water	X					X	Hydrant only
Restrooms	X				X		1 permanent restroom and 1 portable toilet
Parking							On-street parking
Lighting							None at location
Benches			X		X		Benches at edge of the play structure
Signage			X		X		Located in southeast corner

PIONEER PARK

15th Street and Lincoln Street

Neighborhood Park



Pioneer Park

Google earth feet 300 meters 90

LEGEND

1. Restrooms
2. Play Structure
3. Swing Set
4. Basketball Court
5. Picnic Shelter

COMMUNITY PARKS

Condition and Capacity Report for: **Kirkpatrick Memorial Park**

Type: Community Park

Location: 11th Street and Taft Street

Size: 29.1 Acres

Park Component	Condition Poor/Fair/Good				Capacity Under/At/Over				Notes
Vegetation (Trees, shrubs, turf)		X				X			Turf dry, lots of large old trees, some new trees
Play Areas		X				X			Several areas of open green space
Sports Fields	X					X			1 lighted softball/baseball field without dugouts
Sports Courts		X				X			6 lighted tennis courts (3 lighted), 1 sand volleyball in Aquatic Center compound
Walks/Trails	X				X				Gravel roadway, concrete walkways, perimeter sidewalks
Play Equipment		X				X			1 play structure, 1 swing set
Structures			X			X			Maintenance building, picnic shelter with restrooms, concession stand with restrooms (Tennis Assoc. building), 1 smaller picnic shelter, 1 gazebo
Picnic Facilities			X			X			Picnic tables, trash cans, and 1 barbeque grill
Drinking Water	X						X		Hydrants only
Restrooms		X				X			2 permanent restrooms, 3 portable toilets
Parking			X				X		1 large off-street parking lot
Lighting		X				X			Lighted parking lot, the courts and the field
Benches			X			X			Throughout park
Signage		X				X			Sign in park on east side by driveway
Miscellaneous			X			X			Family Aquatic Center is located in the park, County museum and lake are adjacent to park

KIRKPATRICK MEMORIAL PARK

11st Street and Taft Street

Community Park

Kirkpatrick Memorial Park

Google earth feet 700 meters 200

LEGEND

1. Lexington Aquatic Complex
2. Sand Volleyball
3. Play Equipment
4. Picnic Shelter w/Restrooms
5. Gazebo
6. Small Picnic Shelter
7. Maintenance
8. Tennis Courts
9. Picnic Shelter
10. Concessions
11. Bathouse
12. Concession Stand and Restrooms

Condition and Capacity Report for: **Plum Creek Park**

Type: Neighborhood Park

Location: 13th Street and Adams Street

Size: 23 Acres

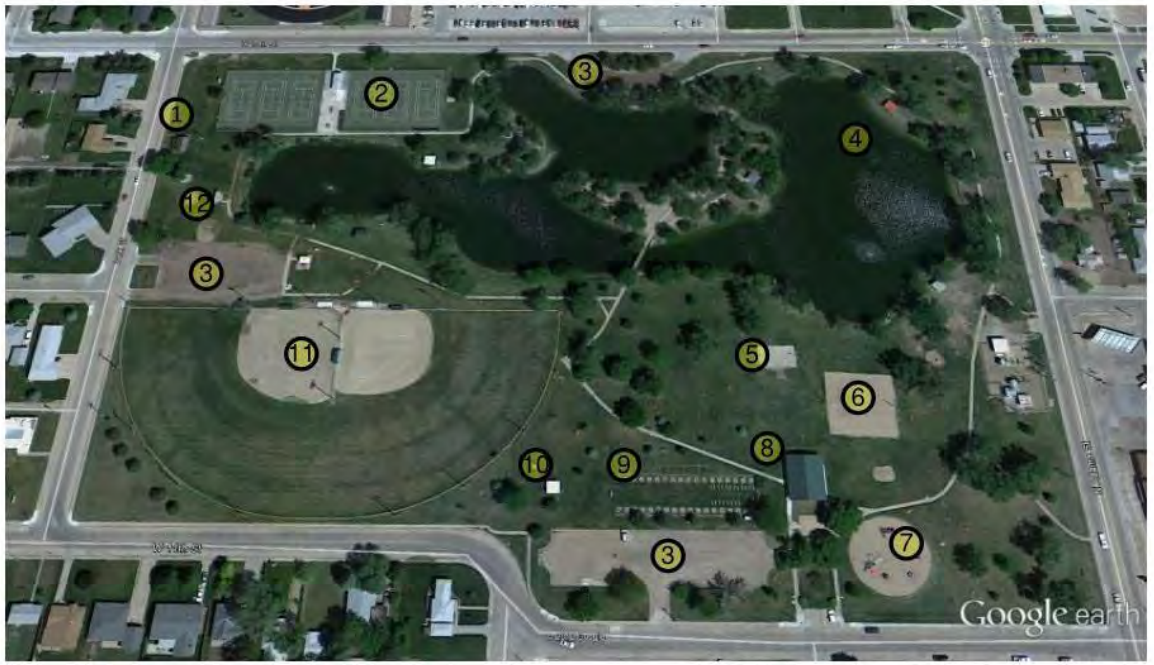
Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)			X		X		Turf dry, lots of large old trees
Play Areas			X			X	Several areas of open green space, 9-hole disc golf
Sports Fields		X			X		2 lighted softball/baseball fields with dugouts
Sports Courts			X		X		6 lighted tennis courts, 1 unlighted basketball court, 2 lighted sand volleyball courts, 18 horseshoe pits
Walks/Trails			X		X		4-6 ft trails throughout park and perimeter sidewalk
Play Equipment			X			X	1 large play structure, 3 swing sets
Structures			X		X		7 small picnic shelters, 1 picnic shelter with restrooms, well house, storage sheds, duck houses
Picnic Facilities		X			X		Picnic tables throughout park, trash cans, 7 grills
Drinking Water		X			X		Drinking fountain and hydrants
Restrooms		X			X		2 permanent restrooms (1 in good shape & 1 in poor), 2 portable toilets
Parking		X			X		Two gravel off-street parking lots, including RV parking
Lighting		X			X		Lighted parking, the courts and some of the fields
Benches			X		X		Throughout park
Signage			X		X		Signs in park
Miscellaneous		X			X		Lake, fencing around tennis courts

PLUM CREEK PARK

13th Street and Adams Street

Neighborhood Park

Plum Creek Park



Google earth

feet 600
meters 200

LEGEND

1. Well House
2. Tennis Courts
3. Parking
4. Lake
5. Basketball
6. Sand Volleyball
7. Play Structure
8. Picnic Shelter w/Restrooms
9. Horseshoe Pits
10. Small Picnic Shelter
11. Ballfields
12. Restrooms

SCHOOL FACILITIES

Elementary schools are considered neighborhood parks. The middle school and high school do not have playground equipment like the elementary schools but could be considered mini parks or sports complexes. For purposes of this plan the middle and high school will be given a condition and capacity report, however only the middle school park will be considered an existing mini-park.

Condition and Capacity Report for: **Bryan Elementary**
Type: School Facility
Location: 11th St. and Harrison St

Park Component	Condition Poor/Fair/Good				Capacity Under/At/Over				Notes
Vegetation (Trees, shrubs, turf)		X				X			Turf dry
Play Areas	X					X			Going through remodel
Sports Fields									None at this location
Sports Courts									No outdoor court
Walks/Trails									None at this location
Play Equipment			X			X			1 large play structure
Structures									None at this location
Picnic Facilities									None at this location
Drinking Water									None at this location
Restrooms									None at this location
Parking			X			X			Paved parking lot
Lighting									None at this location
Benches									None at this location
Signage		X				X			School sign

Condition and Capacity Report for: **Morton Elementary**

Type: School Facility

Location: 505 Morton St.

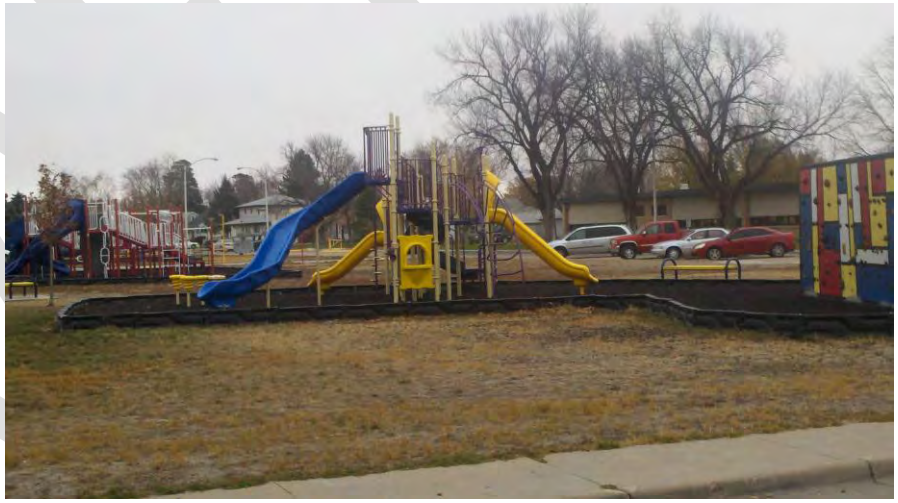
Park Component	Condition			Capacity			Notes
	Poor	Fair	Good	Under	At	Over	
Vegetation (Trees, shrubs, turf)		X			X		Turf dry
Play Areas		X				X	Small open green space
Sports Fields		X				X	1 soccer goal and open area
Sports Courts			X		X		2 basketball courts
Walks/Trails							None at this location
Play Equipment			X		X		2 play structures
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							None at this location
Parking			X		X		Paved parking lot
Lighting							None at this location
Benches							None at this location
Signage		X			X		School sign

Condition and Capacity Report for: **Pershing Elementary**

Type: School Facility

Location: 1104 North Tyler St.

Park Component	Condition				Capacity				Notes
	Poor/Fair/Good				Under/At/Over				
Vegetation (Trees, shrubs, turf)		X				X			Turf dry
Play Areas		X				X			Large open green space
Sports Fields		X				X			1 goal post, 1 backstop, shot put & discus pads
Sports Courts		X			X				Hard surface play court
Walks/Trails									None at this location
Play Equipment			X			X			2 play structures
Structures									None at this location
Picnic Facilities									None at this location
Drinking Water									None at this location
Restrooms									None at this location
Parking			X			X			Paved parking lot
Lighting									None at this location
Benches			X			X			Located near play structures
Signage		X				X			School sign



Condition and Capacity Report for: **Sandoz Elementary**

Type: School Facility

Location: 1711 Erie Street

Park Component	Condition				Capacity				Notes
	Poor/Fair/Good				Under/At/Over				
Vegetation (Trees, shrubs, turf)		X				X			Turf dry
Play Areas		X				X			Large open green space
Sports Fields	X					X			1 soccer field, 1 backstop in poor condition
Sports Courts		X				X			2 basketball courts
Walks/Trails	X					X			Dirt track
Play Equipment			X			X			2 play structures, tires and other playground equipment
Structures									None at this location
Picnic Facilities									None at this location
Drinking Water									None at this location
Restrooms									None at this location
Parking		X					X		Paved parking lot out front
Lighting									None at this location
Benches									None at this location
Signage		X				X			School sign

Condition and Capacity Report for: **Lexington Middle School**

Type: School Facility

Location: 1100 North Washington Street

Park Component	Condition Poor/Fair/Good				Capacity Under/At/Over				Notes
Vegetation (Trees, shrubs, turf)		X				X			Turf dry, irrigated sports fields
Play Areas		X					X		None other than sports fields
Sports Fields			X			X			Track, 1 football field (lighted)
Sports Courts			X			X			4 outside basketball courts
Walks/Trails									None at this location
Play Equipment									None at this location
Structures									None at this location
Picnic Facilities									None at this location
Drinking Water									None at this location
Restrooms									None at this location
Parking			X			X			Paved parking lot
Lighting			X			X			Field lighting and street lighting
Benches									None at this location
Signage			X			X			School sign

Condition and Capacity Report for: **Lexington Senior High School**

Type: School Facility

Location: 13th Street and Adams Street

Park Component	Condition Poor	Condition Fair	Condition Good	Capacity Under	Capacity At	Capacity Over	Notes
Vegetation (Trees, shrubs, turf)			X		X		Turf dry, irrigated sports fields
Play Areas			X		X		Green space/Practice fields
Sports Fields			X		X		Track/football stadium, track, practice fields
Sports Courts							None at this location
Walks/Trails							None at this location
Play Equipment							None at this location
Structures							None at this location
Picnic Facilities							None at this location
Drinking Water							None at this location
Restrooms							In stadium
Parking			X		X		Paved parking lot
Lighting			X		X		Stadium lighting and street lighting
Benches							None at this location
Signage			X		X		School sign

SPECIAL USE FACILITIES

Condition and Capacity Report for: **Aquatic Center**

Type: Special Use Facility

Location: 10th and Monroe St.

Park Component	Condition Poor/Fair/Good			Capacity Under/At/Over			Notes
Vegetation (Trees, shrubs, turf)		X			X		Turf dry
Play Areas			X		X		Open green space located in Kirkpatrick Memorial Park
Sports Fields							None at this location
Sports Courts			X		X		Sand volleyball court
Walks/Trails							None at this location
Play Equipment			X		X		Large sand box within fence
Structures			X		X		Bath house, Concession stand
Picnic Facilities			X		X		3 shelters with picnic tables
Drinking Water			X		X		Drinking fountain
Restrooms			X		X		Permanent restrooms
Parking			X		X		Paved parking lot
Lighting			X		X		Pool area is lit
Benches			X		X		Lounge chairs surrounding the pool
Signage		X			X		Sign located in northwest corner

SPORTS COMPLEX

Condition and Capacity Report for: **Optimist Recreation Complex**

Type: Sports Complex

Location: 13th and Airport Road

Size: 35.9 Acres

Park Component	Condition Poor	Condition Fair	Condition Good		Capacity Under	Capacity At	Capacity Over		Notes
Vegetation (Trees, shrubs, turf)			X			X			Irrigated fields
Play Areas			X		X				Open green space
Sports Fields			X		X				2 regulation soccer fields, 5 soccer fields of various sizes, 1 lighted baseball field, 3 lighted softball fields
Sports Courts			X			X			Indoor hitting facility
Walks/Trails			X		X				Running through the complex
Play Equipment		X				X			1 structure inside ball field complex
Structures			X			X			Concession stands, outside batting cages, maintenance building
Picnic Facilities									None at this location
Drinking Water			X			X			Drinking fountains near restrooms
Restrooms			X			X			3 Permanent restrooms, including one in hitting facility. Portable toilets available during play season.
Parking		X				X			2 gravel parking lots
Benches			X			X			Bleachers along fields
Signage			X			X			Monument sign

Optimist Rec Complex

Google earth feet 1000 meters 400

LEGEND

1. Concessions and Restrooms
2. Competition Soccer
3. Soccer/Football Fields
4. Parking
5. Indoor Hitting Facility
6. Ballfields
7. Maintenance Building

TRAILS

There are a number of bicycle and pedestrian trails in and around the City of Lexington including sidewalks, on-road bicycle facilities and off-road paths. Existing on-street bicycle lanes connect to the north-south, off-road bicycle and pedestrian path just south of U.S. 30 and continue over the highway by means of a grade-separated pedestrian and bicycle path. Figure X shows existing on-road and off-road bicycle and pedestrian facilities in the City of Lexington. Additional information on trails in Lexington is found in the Transportation Plan.

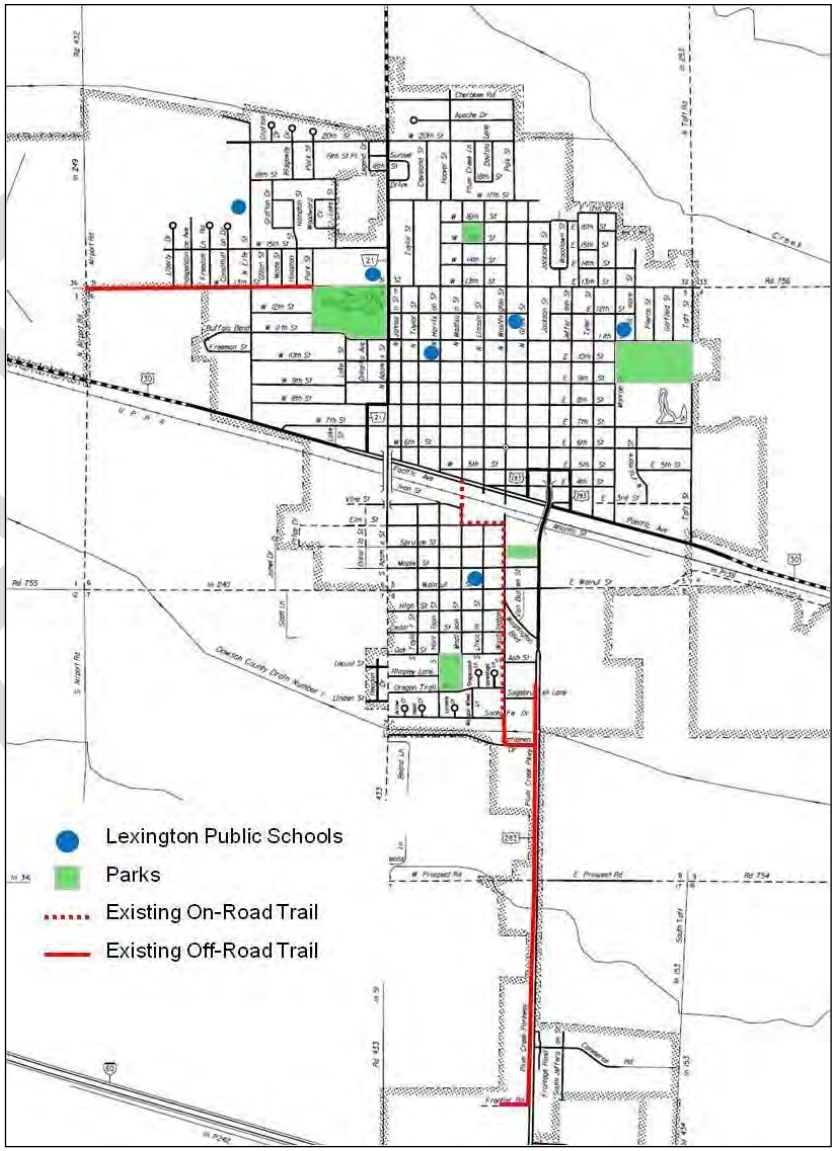


Figure X: Existing Bicycle and Pedestrian Facilities

RECOMMENDATIONS

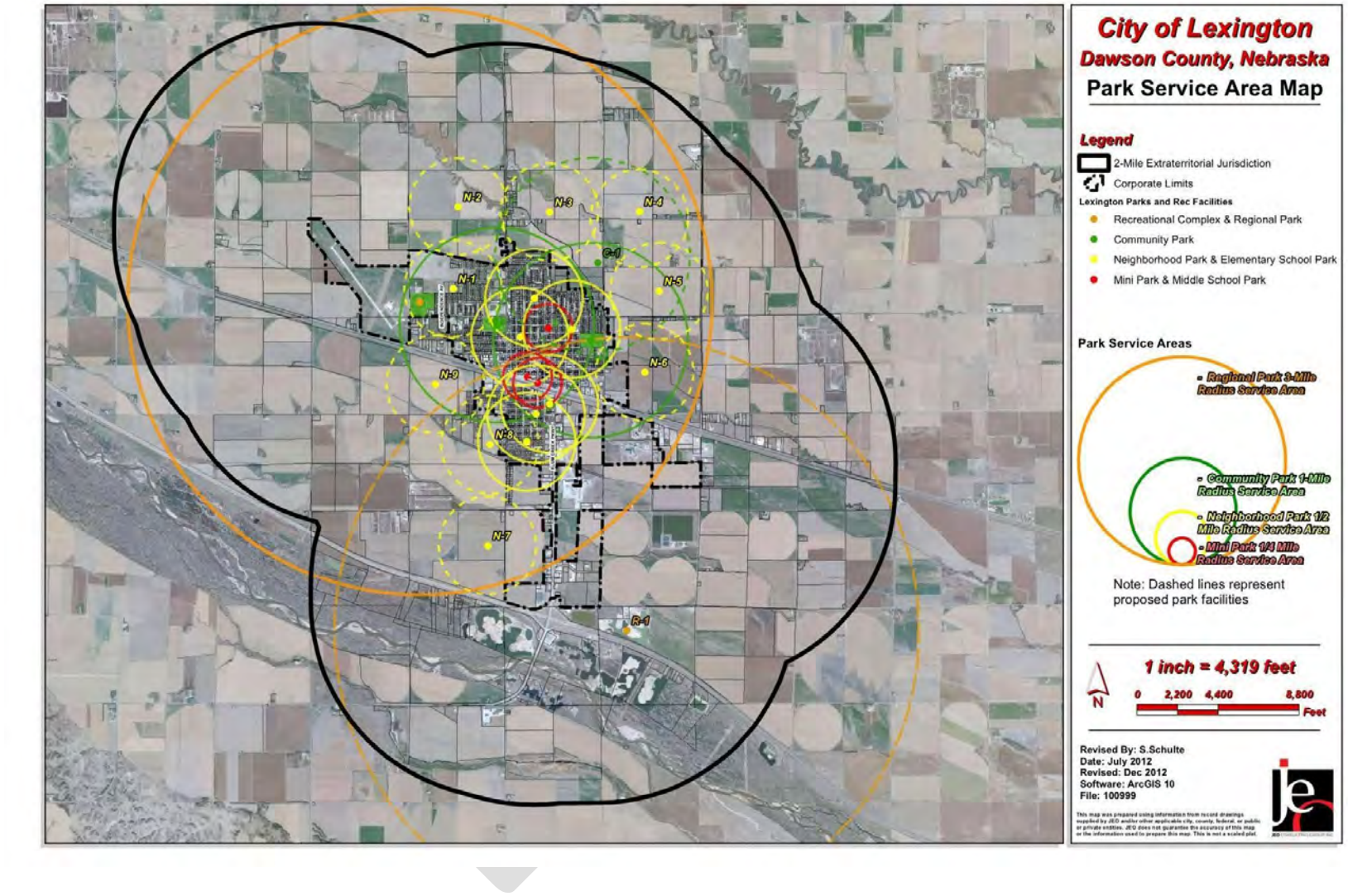
Recommendations for Lexington's park and recreation system are based upon a number of factors, including:

- National standards;
- Regional opportunities and plans; and
- Identified needs and desires of the City of Lexington.

Community input has shown that Lexington residents who attended the focus group workshops and town hall meetings are somewhat satisfied with the amount and quality of the existing facilities, programs, and activities available, but there is room for improvement and expansion. Recommendations are provided for existing and proposed parks, and additional recreation opportunities such as improvements to the lakes, expanded trails, and adding an indoor recreational facility.

These recommendations may change over time, but will provide a basis for developing individual park master plans/layouts and developing the City's Parks Action Plan. Implementing such recommendations will improve and expand park and recreation facilities and activities for all residents of the City of Lexington and the surrounding area.

Figure X: *Park Service Area Map* shows existing and proposed parks, along with the service areas for mini-parks, neighborhood parks, community parks, and urban/regional parks. Park locations are centralized inside the service areas. Locations of the proposed parks as shown on the maps are approximate. Parks are shown in the general area where the facilities may be located. These proposed locations may shift or be altered when the planning and development of subdivisions or roadways becomes more detailed. Likewise, the type of a park may change based upon changing situations.


City of Lexington
Dawson County, Nebraska
Park Service Area Map
Legend
2-Mile Extraterritorial Jurisdiction
Corporate Limits
Lexington Parks and Rec Facilities
Recreational Complex & Regional Park
Community Park
Neighborhood Park & Elementary School Park
Mini Park & Middle School Park
Park Service Areas
Regional Park 3-Mile Radius Service Area
Community Park 1-Mile Radius Service Area
Neighborhood Park 1/2 Mile Radius Service Area
Mini Park 1/4 Mile Radius Service Area
Note: Dashed lines represent proposed park facilities
1 inch = 4,319 feet
0 2,200 4,400 8,800
Feet
N
Revised By: S.Schulte
Date: July 2012
Revised: Dec 2012
Software: ArcGIS 10
File: 100999
N-1
N-2
N-3
N-4
N-5
N-6
N-7
N-8
N-9
C-1
R-1

REQUIRED AND OPTIONAL FACILITIES, AMENITIES, AND SERVICES

When new development occurs and there is to be a park incorporated within the new development, this table will serve as a guide for the City as to what should be put in the park based on the type of park that is being built. These required and optional choices are displayed in the following tables. All park classifications are included that are established in the Park and Facilities Conditions portion of Achieve Lexington.

Required and Optional Facilities Table:

- Park and Recreation Facilities, such as play structures and basketball courts

Required and Optional Amenities and Services Table shows the optional and required choices based on the Classification of Park listed previously in the Existing Park and Recreation section.

- Park and Recreation Amenities, such as security lighting and drinking fountains; and
- Park and Recreation Services, such as reservation requirements and maintenance.

Required and optional facilities, amenities, and services are to serve as a guide for the City of Lexington. It is the responsibility of the City to determine which facilities, amenities, and services are or are not feasible in existing and proposed parks. The required facilities are recommended for existing parks, but due to physical limitations and space constraints they may not be added. In proposed parks, future demand for certain facilities, amenities, and services and the recreational preferences of users may change over time. Therefore, these guidelines may change or be revised to respond to the future demand of Lexington residents. Each park will be looked at individually to determine the physical capacity of providing basic requirements and to determine needs and wants of residents served by that park. Each park is different and these differences will be considered when determining which facilities will be included in each park. The City shall strive to provide the basic requirements in all of its parks and careful consideration shall be given to each proposed park and trail through the City's approval of such facility.

Even though the list of facilities, amenities, and services is extensive, it is likely other items not listed will be requested to be included in the park and recreation system. Each new facility and service requested shall be analyzed according to public demand, site/location criteria, operating implications, and other relevant criteria.

Required and Optional Facilities								
Possible Facilities	**Mini-Park**	**Neighborhood Park**	**Community Park**	**Large Urban/Regional Park**	**School-Park**	**Special Use Facility**	**Sports Complex**	**Trail/Greenway**
Park and Recreation Facilities								
Play Equipment/Structures	R	R	R	O	R	O	O	O
Open Play Area	R	R	R	R	R	O	O	O
Soccer Fields	NA	O	O	O	O	O	O	NA
Softball Fields	NA	O	O	O	O	O	O	NA
Baseball Fields	NA	O	O	O	O	O	O	NA
Paved Multi-use Areas	O	R	R	O	R	O	O	NA
Tennis Courts	O	O	O	O	O	O	O	NA
Basketball Courts	O	O	O	O	O	O	O	NA
Volleyball Courts	O	O	O	O	O	O	O	NA
Multi-Purpose Trails	O	R	R	R	R	O	O	O
Picnic Facilities (shelters)	R	R	R	R	O	O	O	O
Special/Unique Features	O	R	R	R	O	O	R	O
Natural Areas	O	O	O	R	O	O	O	O
Trees/Shaded Areas	R	R	R	R	R	O	R	R
Special Use Facilities	NA	O	O	O	O	R	O	O
Swimming Pool	NA	O	O	O	O	O	O	NA
Aquatic Center	NA	NA	O	O	O	O	O	NA
Wading Pool	O	O	O	O	O	O	NA	NA
Ice Skating Rink	NA	O	O	O	O	O	NA	NA
Amphitheater/Outdoor Gathering Area	NA	O	O	O	O	O	NA	O
Arboretum/Botanical Gardens	NA	O	O	O	NA	O	O	O
Fine Arts Facility/Public Art Displays	NA	NA	O	O	NA	O	NA	O
Community Center or Indoor Rec.	NA	O	O	O	O	O	O	NA
Camping Facilities (RV facilities)	NA	NA	NA	O	NA	O	NA	NA
Dog Park	NA	NA	O	O	NA	O	NA	O
Horseshoes	O	O	O	O	O	O	O	NA
Disc/Frisbee Golf	NA	O	O	O	O	O	O	O
Roller Hockey	O	O	O	O	O	O	O	NA
Football/Rugby Field	NA	NA	O	O	O	O	O	NA
Outdoor Exercise Circuit	NA	O	O	O	O	O	O	O
Skating Facility (in-line/skateborad)	NA	O	O	O	NA	O	O	O
High-Risk Area	NA	NA	O	O	NA	O	O	NA
Golf Course	NA	NA	O	O	NA	O	O	O
Youth Sports Complex	NA	O	O	O	NA	O	O	NA
Competitive Sports Facility	NA	NA	O	O	NA	O	O	NA

Required and Optional Amenities and Services								
Possible Amenities and Services	**Mini-Park**	**Neighborhood Park**	**Community Park**	**Large Urban/Regional Park**	**School-Park**	**Special Use Facility**	**Sports Complex**	**Trail/Greenway**
Park and Recreation Amenities								
Security Lighting	R	R	R	R	R	R	R	O/R*
Activity Lighting	O	O	R	O	O	O	R	NA
Public Telephones	O	O	R	R	R	R	R	O
Off Street Parking	O	R	R	R	R	R	R	O/R*
Bike Racks	R	R	R	R	R	R	R	O/R*
Restrooms	O	R	R	R	R	O	R	O/R*
Drinking Fountains	R	R	R	R	R	R	R	O/R*
Benches	R	R	R	R	R	R	R	R
Picnic Tables	O	R	R	R	O	O	R	O
Signage	R	R	R	R	R	R	R	R
Information Kiosks	NA	NA	O	O	NA	O	O	O
ADA Accessibility	R	R	R	R	R	R	R	R
Park and Recreation Services								
Security**	R	R	R	R	R	R	R	R
Emergency Telephone Service	O	O	O	O	O	O	O	O
Reservations for Facility Use (shelters, group picnics, sports leagues, for-profit use)	R	R	R	R	R	R	R	NA
Activities/Facilities for Groups, Companies, Teams	NA	O	R	R	O	O	R	O
Special Events (programs, concerts, fairs)	O	O	O	O	O	O	O	O
Facilities and Grounds Maintenance	R	R	R	R	R	R	R	R

R - Required Facility/Service
O - Optional Facility/Service
NA - Not Appropriate
* Optional for Greenway, Required for Trail

** May include, but not limited to, police patrols, private security, neighborhood watches, park design to eliminate hidden places, structure design and lighting, and/or location markers on trail.

Note: This does not preclude the addition of other unlisted facilities and services as optional.

PARK AND TRAIL RECOMMENDATIONS

MINI-PARKS

It is the goal of Lexington to provide the required facilities and services where possible in existing and proposed parks. There are two small parks within Lexington's jurisdiction and the Lexington Middle School that are classified as mini-parks. Additional mini-parks are not recommended because many new single-family homes end up offering their own play equipment and facilities that act in a similar manner as mini-parks. The following recommendations pertain to the existing mini-park.

As general guidelines, mini-parks should strive to include the following:

- a site between 2,500 square feet to one acre
- a service area of a maximum ¼ mile radius
- a site with a less than 4% slope
- a site that takes advantage of vegetation and other natural resources of the area
- a site that is located in residential areas

Existing Mini-Parks

Centennial Park

- Maintain agreement with Railroad to allow park on right-of-way.
- Develop park master plan/layout through public input.
- Provide additional aesthetic and identification amenities where feasible.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park to adjacent commercial businesses and downtown with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table* _).

Water Tower Park

- Develop park master plan/layout and/or planting plan through public input.
- Provide additional aesthetic and identification amenities where feasible.
- Provide ADA accessibility and ADA facilities where feasible.
- Continue to provide basic requirements that are feasible and optional additions that are desired (See *Table* _).

Lexington Middle School-Park (See also School-Parks)

- Develop joint use agreements between the school district and City that would establish rules and criteria.
- Work with the school district to develop park master plan/layout with public input.
- Provide aesthetic and identification amenities and rules of play.
- Provide ADA accessibility and ADA facilities where feasible.
- Provide basic requirements that are feasible and optional additions that are desired (See Requirements for Mini Parks" Table _).

NEIGHBORHOOD PARKS

It is the goal of the City of Lexington to provide the required facilities and services where possible in existing and proposed neighborhood parks. There are nine proposed neighborhood parks and these are to be built as they are needed due to the expansion of the City. Neighborhood parks should be the backbone for the City's park and recreation system comprising the vast majority of park space within the City.

As general guidelines, neighborhood parks should strive to have the following:

- a site of approximately five to ten acres
- a service area with a maximum ½ mile radius
- not more than 50% of the site should have a slope greater than 4%
- a site that takes advantage of vegetation and other natural resources of the area
- a site located in primarily residential areas

Existing Neighborhood Parks

Arbor Park

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park to adjacent commercial businesses and residential neighborhoods with trails.
- Provide basic feasible requirements and desired optional additions (See *Table X*).

Oak Park

- Develop park master plan/layout through public input.
- Replace or make improvements to existing restrooms.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park to adjacent residential neighborhoods with trails.
- Provide basic feasible requirements and desired optional additions (See *Table X*).

Pioneer Park

- Develop park master plan/layout through public input.
- Replace or make improvements to existing restrooms.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park to adjacent residential neighborhoods with trails.
- Provide basic feasible requirements and desired optional additions (See *Table X*).

Bryan Elementary School-Park (See also School-Parks)

- Develop joint use agreements between the school district and City that would establish rules and criteria.
- Work with the school district to develop park master plan/layout with public input.
- Provide aesthetic and identification amenities and rules of play.
- Provide ADA accessibility and ADA facilities where feasible.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Morton Elementary School-Park (See also School-Parks)

- Develop joint use agreements between the school district and City that would establish rules and criteria.
- Work with the school district to develop park master plan/layout with public input.
- Provide aesthetic and identification amenities and rules of play.
- Provide ADA accessibility and ADA facilities where feasible.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Pershing Elementary School-Park (See also School-Parks)

- Develop joint use agreements between the school district and City that would establish rules and criteria.
- Work with the school district to develop park master plan/layout with public input.
- Provide aesthetic and identification amenities and rules of play.
- Provide ADA accessibility and ADA facilities where feasible.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Sandoz Elementary School-Park (See also School-Parks)

- Develop joint use agreements between the school district and City that would establish rules and criteria for equipment and facilities on school grounds.
- Work with the school district to develop park master plan/layout with public input.
- Provide aesthetic and identification amenities and rules of play.
- Provide ADA accessibility and ADA facilities where feasible.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

PROPOSED NEIGHBORHOOD PARKS (To be located within Lexington's Corporate limits and Extraterritorial Jurisdiction)

The following proposed Neighborhood Parks will be labeled starting with N. The fitting name for the first Neighborhood Park is N-1.

N-1 (Sandoz Park)

- Park to be located next to Sandoz Elementary School.
- Approve proposed master plan shown in Figures XX and XX and includes the following amenities and changes:
    - Construct an outdoor classroom
    - Incorporate trails throughout park
    - Build a climbing hill
    - Establish areas of native grasses and trees for education, screening and windbreak purposes.
    - Construct a gazebo for shade and shelter and locate benches
- Develop a planting/tree plan for the park.
- Provide additional aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.

Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Figure XX: Sandoz Park (Proposed) – Concept Master Plan

Figure XX: Sandoz Park (Proposed) – Concept Master Plan

N-2

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

N-3

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

N-4

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

N-5

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

N-6

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

N-7

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

N-8

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

N-9

- Develop park master plan/layout through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Community Parks

As previously stated it is the goal of the City of Lexington to provide the required facilities and services where possible in existing and proposed parks. Plum Creek Park and Kirkpatrick Memorial Park are the only existing community parks and there is only one additional park of this size recommended at this time.

As general guidelines, community parks should strive to have the following:

- a site of approximately 30 to 50 acres
- a service area with a maximum three mile radius, typically a one to two mile radius
- surrounding land uses are primarily residential
- located adjacent to arterial or collector street(s)

Existing Community Park

Kirkpatrick Memorial Park

- Approve proposed master plan shown in Figures XX and XX and includes the following amenities and changes:
  - Increase the size of the main parking lot, locate a second parking lot off of East 7th Street, and provide for on-street parking.
  - Change loop road to a wide trail for walking and function deliveries and eliminate vehicular access from street.
  - Eliminate east/west service road and access relocated maintenance facility through parking lot.
  - Locate large and small dog parks.
  - Provide access to the adjacent lake with pier and paddle boat dock amenities.
  - Locate a basketball court east of the large parking lot.
  - Remove the ball field.
  - Construct a climbing hill that will be large enough and accessible for a sledding hill.
  - Provide areas for native grass and plant interpretation or arboretum.
  - Provide area for a disc golf course (relocate from Plum Creek Park).
  - Construct trails throughout park to connect amenities.
  - Provide a play structure for children 2-5 years old and complement the existing play equipment and those found at the neighboring elementary school.
  - Locate additional picnic shelters and more shade trees throughout park.
- Develop a planting/tree plan for the park.
- Provide additional aesthetic and identification amenities where feasible.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park to adjacent residential neighborhoods with trails.

- Make improvements to tennis courts as needed.
- Consider utilizing water reuse from pool to irrigate park ground and supplement water to lake.
- Develop joint use agreements between the County Historical Society and City that would establish rules and criteria for the use of the lake.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Plum Creek Park

- Approve proposed master plan shown in Figures XX and XX and includes the following amenities and changes:
  - Eliminate horseshoe pits and RV parking.
  - Increase size of main parking area.
  - Remove disc golf (relocated to Kirkpatrick Memorial Park).
  - Increase size of play structure and include a separate structure for children 2-5 years of age with poured rubber for surfacing.
  - Make improvements to the lake, including bank stabilization, angler access pads, opening two north areas up through use of a bridge or culvert, beach, and ADA access. Also look at small dock for paddle boat use.
  - Locate an outdoor classroom on the island to be utilized by the school district and residents.
  - Construct an interactive water feature in the park.
  - Remove the two ball fields and locate multi-play areas for baseball, softball, soccer, football, and other activities or functions.
  - Locate an indoor multi-use recreational structure for activities and events.
  - Provide 10-foot trails throughout park that are marked.
  - Utilize existing buildings in park for maintenance structures where possible.
  - Locate on-street parking along Park Street.
  - Locate additional picnic shelters and more shade trees throughout park.
- Develop a planting/tree plan for the park.
- Replace or make improvements to existing restrooms on west end of the park.
- Provide additional aesthetic and identification amenities where feasible. Park identification signs should be located in the northeast and southwest corners of the park.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park to adjacent residential neighborhoods, commercial businesses and schools with trails.
- Replace fencing on west tennis courts
- Make improvements to restrooms.

Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Figure XX: Kirkpatrick Memorial Park – Concept Master Plan

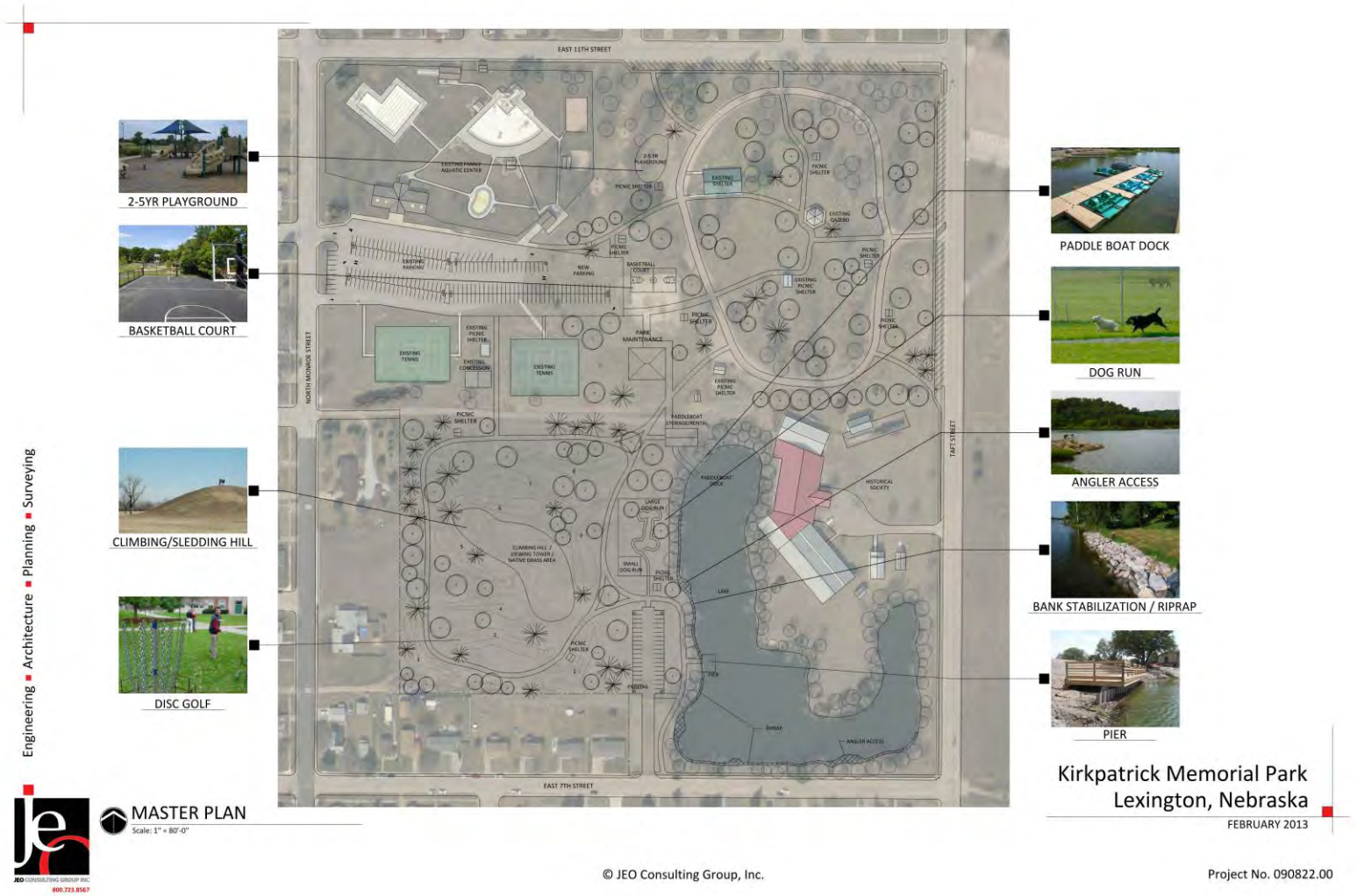


Figure XX: Kirkpatrick Memorial Park – Concept Master Plan

Figure XX: Plum Creek Park – Concept Master Plan

Figure XX: Plum Creek Park – Concept Master Plan

Proposed Community Park

C-1

- Develop park master plan/layout with public input and locate a community park northeast of Lexington in the floodplain area west to southwest of the cemetery to provide such park amenities to this area as it develops into single-family residential uses.
- Work with the NRD to provide possible flood control in park.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park to adjacent developments with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Special Use Facilities

It is the goal of the City of Lexington to provide the required facilities and services where possible in existing facilities. There is one proposed special use facility, an indoor recreation center. The facility is shown on *Figure X* in a specific location however could be placed anywhere the City deems to be feasible.

As general guidelines, special use facilities should strive to have the following:

- size of the site is variable
- a service area that is community-wide
- surrounding land uses are variable

Existing Special Use Facilities

Family Aquatic Center

- Provide aesthetic and identification amenities.
- Remove drop slide from lap pool and replace with diving board.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect with adjacent residential neighborhoods and park amenities with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Proposed Special Use Facilities

Indoor Multi-Purpose Facility

- Develop a plan/layout through public input for such facility.
- Suggested amenities include athletic field with turf, walking track, fitness space and restrooms.
- Provide aesthetic and identification amenities around the facility.
- Provide ADA accessibility and ADA facilities where feasible.
- Locate facility within Plum Creek Park to take advantage of infrastructure, central location, and relationship to high school.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Large Urban/Regional Parks

The existing Sports Complex serves the community as the only regional park (See existing Sports Complexes). In striving to provide recreational opportunities to Lexington's entire jurisdiction, the City has an opportunity to develop a regional park with the existing sand pit lake southeast of Lexington once the sand and gravel operation has ceased. This location is shown in Figure X.

As general guidelines, regional parks should strive to have the following:

- a site of approximately 50 to 100+ acres
- a service area of the entire community and surrounding rural areas
- surrounding land uses are primarily agricultural/open space
- located adjacent to arterial or collector street(s)

Proposed Large Urban/Regional Park

R-1

- Develop park master plan/layout with public input to transform the existing sand pit lake southeast of Lexington along the north side of Interstate 80 into a regional park.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park to adjacent developments with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

Sports Complexes

It is the goal of the City to provide the required facilities and services where possible in existing and proposed sports complexes. There is one existing sports complex which also serves the community as a regional park.

As general guidelines, sports complexes should strive to have the following:

- size of the site is greater than 25 acres
- a service area that is community-wide
- surrounding land uses are variable
- adjacent to arterial or collector street(s)
- Adequate parking and accessibility

Existing Sports Complexes

Optimist Recreation Complex

- Review and alter existing park master plan/layout with public input, by expanding and making improvements.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired (See *Table X*).

School-Parks

The guidelines for school-parks are listed in *Table X: Required and Optional Facilities and Services*. For the proposed school-parks, it is the goal of the City to work with the school district to provide the required facilities and services where possible. Adjacent land to the proposed school sites may be required to supply required facilities and services to fulfill provisions of a neighborhood park without building an additional park. These needed provisions may include parking areas, play sets for toddlers, drinking fountains, and restrooms. The goal is not to duplicate facilities but make the recreational use of the land more efficient.

As general guidelines, school-parks should be constructed as neighborhood parks or in conjunction with neighborhood parks and should strive to have the following:

- size of the site is variable (typically around five acres)
- service area is variable (typically ½ mile radius)
- a site that takes advantage of the trees and other natural resources of the area
- located primarily in residential zoned areas

Sites that include schools should be large enough to accommodate school needs and neighborhood park uses, where feasible. A committee of City personnel and representatives of the school district should be established to discuss joint use facilities, joint maintenance possibilities, and joint improvement possibilities to maximize community use of facilities. The committee should also establish a process whereby new schools that may fall under formal joint use agreements are planned and designed jointly by the school district and the City. Master plans for each school park should be developed through public input by such committee.

Existing School-Parks.

(See Neighborhood Parks)

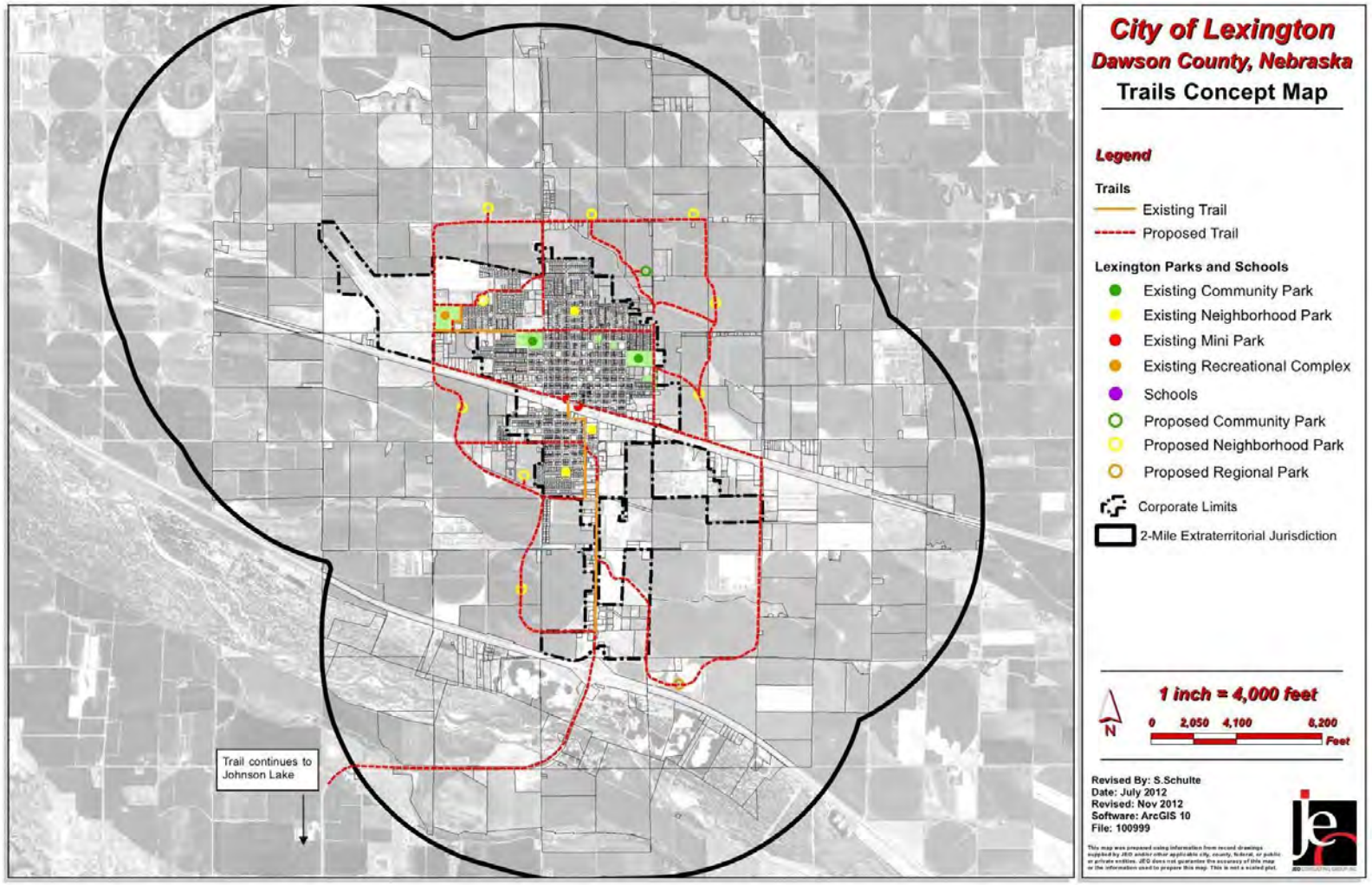
TRAILS

Lexington shall consider linking its existing park and recreation areas with linear trails. Such trails should also connect to public facilities and residential developments throughout the community and within the two-mile extraterritorial jurisdiction. Connections by trails will provide safe pedestrian routes to schools, parks, public facilities, and shopping areas. As Lexington grows and expands its corporate limits, drainage ways and streams are recommended to be developed as both common areas and multi-purpose recreational trails. In addition, the City of Lexington should look at connecting to a regional trail system and connect the City to other communities, residential developments, and recreational developments such as Johnson Lake. Figure X identifies the Trails Concept Map for the City of Lexington. This map or plan illustrates both the existing and proposed trails and the connections made to existing public facilities and a possible regional trail. Although the map identifies a number of proposed trails there may be additional ones desired and their exact locations may vary depending upon developments, drainage improvements, etc.

As sidewalks need repairs or as streets and highways are improved, consideration shall be made to incorporate and construct the trails system as proposed on Lexington's Trail Map. In addition, as the City grows and subdivisions are platted, such developments shall incorporate trails that will benefit their development and connect to other community facilities as identified in the Trails Map. These trails can be a combination of concrete, asphalt, or crushed limestone, but shall be all ADA accessible and constructed to standards that allow for safe pedestrian and bicycle use.

Additional recommendations regarding trails (on-road and off-road facilities), sidewalks, and pedestrian ways are provided in the Transportation Plan.

Figure XX: Trails Concept Map



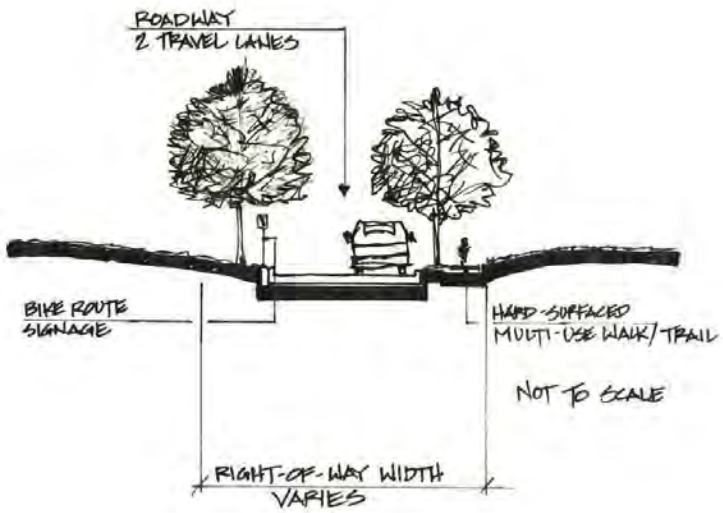
Green Streets

Green streets are streets designed to extend a park-like appearance through the community and serve to create an interconnected network of parks, recreation areas, schools, and other civic facilities. Green streets should be designed or redesigned when feasible to have one or more of the following elements:

- one or more rows of trees along both sides of the roadway (along City right-of-way or on private property)
- one or more rows of trees down the center of the street/roadway located within islands.
- space for wide sidewalks or off-street trails on one or both sides of the roadway
- no overhead utility wires that interfere with the growth of overstory trees

Green streets may include signage, benches, nodes, and landscaping. Existing street right-of-way widths would dictate specific design on a street-by-street basis. *Figures XX, XX, and XX* show typical cross-sections of the three types of green streets. The hierarchy of green streets is neighborhood, secondary, and primary green streets. Neighborhood green streets are through streets within a neighborhood, secondary green streets are traffic collector routes, and primary green streets are major traffic arteries. *Figure XX* shows an alternative cross-section with plant material in the center of the street.

Figure XX: Neighborhood Green Street Section (Typical)



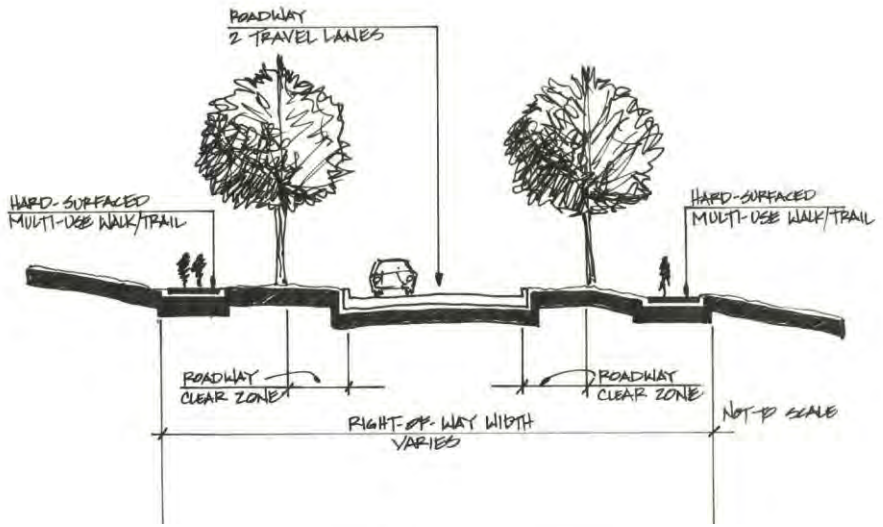


Figure XX: Secondary Green Street Section (Typical)

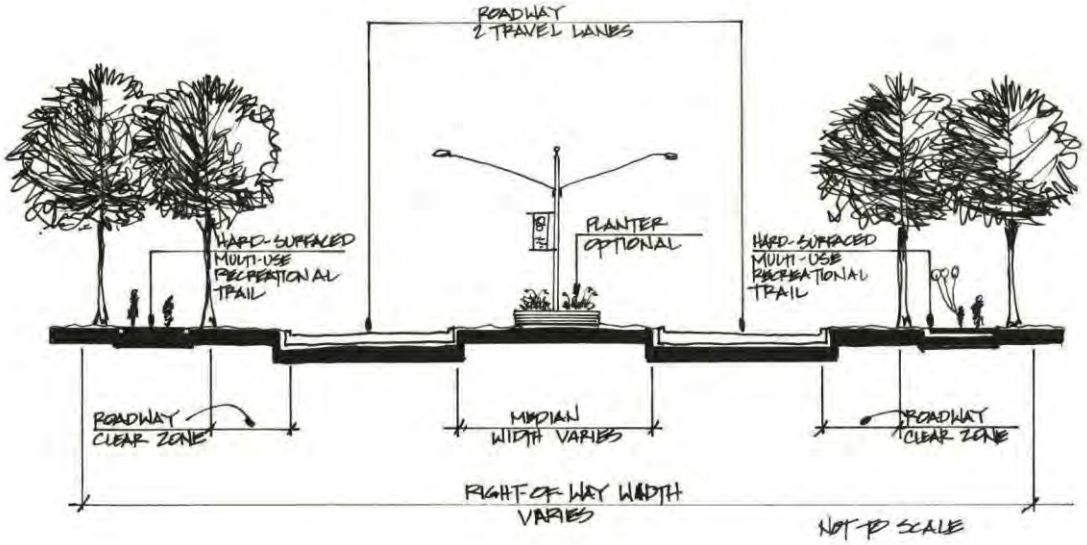


Figure XX: Primary Green Street Section

All proposed street trees should have approval by City staff on species type and location regarding all existing and proposed infrastructure. Tree height near power lines and root systems near sewer and water lines shall be considered. All proposed green streets should be planned/designed accordingly with all existing or proposed utilities. With typical green street sections, the existing walk on both sides of the street should be widened to eight feet, extending it toward the street. If there is less than two feet remaining between the widened walk and the curb, it is recommended this strip also be paved, since an area less than two feet wide could likely not be maintained efficiently and effectively in grass or any other plant material. An additional five-foot easement should be acquired from adjoining private property, if necessary, in which street trees should be planted. Trees should be located three feet from the edge of the walk, spaced at approximately forty-foot intervals. Allowances should be made for existing items in the R.O.W., such as driveways or fire hydrants. In summary, green streets that cannot follow the typical sections should include the following, starting from the street curb:

- grass strip, if more than two feet between curb and walk (if less than two feet from street to walk, strip should be paved)
- eight-foot wide walk
- five-foot easement, in which street trees are planted three feet from the walk

Implementation of designated green streets in Lexington would ensure that the tree-lined streets become part of the landscape throughout the City. It would also help create a pedestrian and bicycle movement network through the City that would link parks and public recreational areas together as a continuous, interconnected system. The City should consider implementation of such green streets where feasible.

PARK LAND DEDICATION/FEE

New Development Dedication and/or Fee

As a way of assuring adequate land is available for new parks and facilities and that all existing and new recreational amenities are properly maintained, the City of Lexington should implement a policy for the dedication of land for such parks and facilities and a park fee in-lieu of such dedication.

When there is a new subdivision platted within Lexington's jurisdiction, the City shall require either a dedication of parkland (for parks, trails, open space, or other recreational facilities) and/or a park dedication fee. Such dedication policy should also be made part of the Lexington Subdivision Regulations. Logistics of the recreational facility type and its exact location should be determined through the pre-application meetings of the platting process. The parcel of ground to be dedicated or the amount of fee to be paid will be negotiated and written into the subdivision agreement. Master plans for such parks and facilities should be laid out at time of preliminary plat and approved at time of final platting and prior to execution/filing of final plat. Any required park development fees should be submitted to the City at the time of final platting and placed into the City's established park fund. Such funds should be used for the acquisition of land, development, and maintenance of Lexington's park system.

When deciding whether or not the developer should dedicate land, pay the fee, or both, the City and developer shall consult the Park Service Area Map and the Trails Concept Map within this Plan. If there is a future park, trail, open space, or other recreational facility located in whole or in part of the new subdivision, the City may require that the subdivider dedicate land for such improvements. Development and maintenance of each park, trail, etc. shall be determined in the individual subdivision agreements. Any land that is dedicated should be buildable land (non-floodplain or non-floodway designated ground or areas of less than 15% slope) and be of sufficient size for the type of park or recreational facility designated in this plan.

Dedication of such parkland and fees described above may be determined by the size and type of subdivision development. Land dedication in subdivision developments should be as follows:

- Residential developments shall dedicate 10% of buildable land.
- Commercial developments shall dedicate 10% of buildable land.
- Industrial developments shall dedicate 10% of buildable land.

As a minimum, developers should dedicate the maximum required parkland area for the type of park and/or recreational facility identified, unless negotiated to a smaller amount with the City Council through the platting process and subdivision agreement approval. The remaining acres of un-dedicated land falling within the required percentages listed above should be evaluated with a per acre park development fee set forth by the City of Lexington.

If the Parks and Trails Plan does not identify a proposed park or facility in the platted area and the subdivider is directed to provide the City with fee payment in lieu of parkland dedication, then such subdivider should pay a park development fee based upon a set multiplier determined by the City. Such fee should be based on gross total acres of development at time of platting and shall be paid prior to execution of the final plat.

Subdivisions of mixed use developments or planned unit developments should dedicate parkland or pay a park development fee based upon the amount individually zoned land. If land in the subdivision is utilized by multiple uses (residential, commercial, industrial) without different zoning, then the higher amount of parkland dedication or park development fee should be required for entire subdivision.

Park Maintenance

The City should adopt a maintenance policy for each level of park and facility. A maintenance standards schedule could be developed that places each park and recreational facility into one of three levels for maintenance. Level 1 would be the most intense level of care, with Level 3 being the most natural and least maintenance intense areas. For example, mini-parks should be maintained higher than some greenways. The park department may not only create levels within the system but also may create levels of care with individual parks. For example, the park entry and sports fields may be Level 1, the majority of the park may be Level 2, and the creek or wooded area may be Level 3. A maintenance policy and detailed scheduling may include the following areas of service within each park or recreational facility:

- Lawn care
- Sports turf care
- Litter control
- Lighting
- Hard/multi-purpose surfaces maintenance
- Graffiti control
- Repairs
- Inspections
- Tree and shrub care
- Native grass care and control
- Floral care (perennials and annuals)
- Restroom maintenance
- Ball field maintenance and preparation
- Fence and gate construction and repairs
- Playground maintenance
- Trails
- Waterway management
- Drainage structures
- Pedestrian bridges
- Retaining walls
- Site amenities (picnic tables, goals, etc.)
- Picnic shelters (including reservations)
- Signage
- Unique/Special Features (historical, natural, etc.)
- Concessions

Policies should also be adopted to address signage and color schemes for parks and recreational facilities located with Lexington's jurisdiction. Signs are recommended to be of the same style and color for all Lexington parks so that they represent one park system. Suggested colors for park shelter, playground structure, benches, etc. should include greens, tans, browns, and maroon colors. Such colors are less obtrusive to the park environment. All park plans with proposed subdivisions shall be submitted for approval, including all proposed structures, materials, and colors.

TRANSPORTATION SYSTEM PLAN (FUTURE TRANSPORTATION PLAN)

EXISTING TRANSPORTATION PROFILE

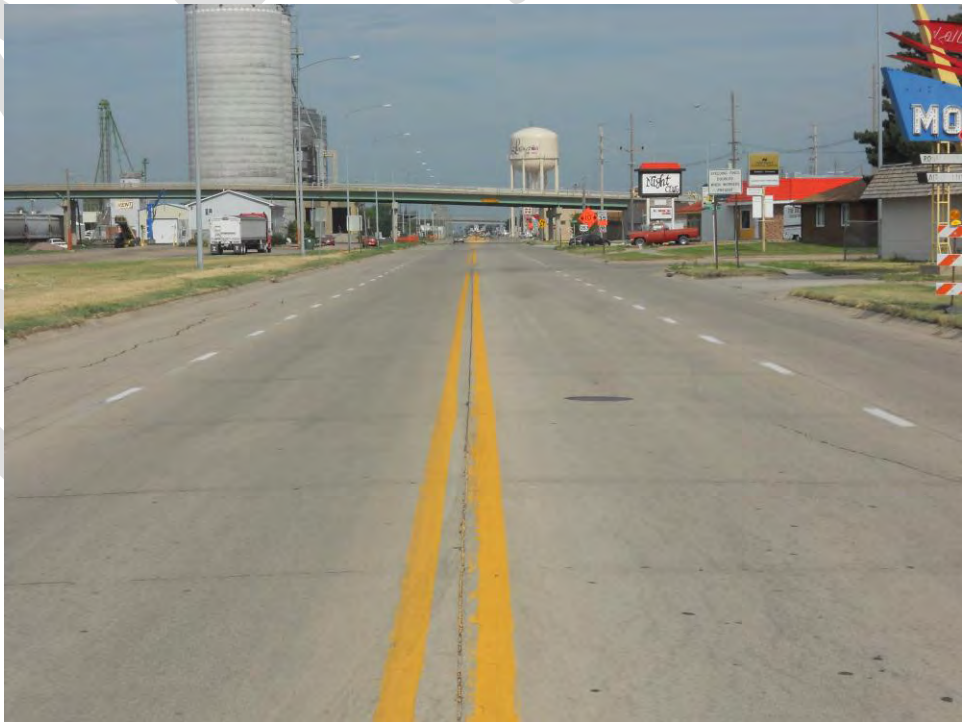
OVERVIEW

Lexington's current transportation system allows for a variety of modes and vehicular types, including automobiles, bicycles, air service, railroad and public transit. The following section offers a more detailed description of Lexington's existing transportation system.

PRIMARY HIGHWAYS

There are currently four major highways in the study area. These four primary highways allow for higher traffic volumes and aim to increase mobility in and around the Lexington Area.

- **Interstate 80**: I-80 is the only interstate highway in the study area. It runs east-west and abuts Lexington on its southern border. I-80 connects to the local roadway network via its intersection with north-south route U.S. 283.
- **U.S. 30**: Locally known as Pacific Street, U.S. 30 runs east-west through Lexington bisecting the study area into two smaller regions, north and south. Union Pacific Railroad runs adjacent to the highway and limits access from U.S. 30 to the southern part of Lexington, with the exception of two at-grade crossings bordering the east and west edges of the study area. However, U.S. 30 does serve as a primary route to the northern part of the Lexington Area. *U.S. 30 is pictured to the right.*



- **U.S. 283**: Locally known as Plum Creek Parkway, U.S. 283 is the principal route between the City of Lexington and I-80. In addition, it serves as one of two main access points connecting the north and south portions of the study area with an above-grade crossing over U.S 30 and the Union Pacific Railroad.
- **NE-21**: NE-21 allows highway access into the study area from the north and is discontinued once it intersects U.S. 30. The highway also serves as a main intercity route as it provides accessibility to local roads, notably the Adams Street viaduct, that serve both north and south regions of the surrounding Lexington Area.

MAJOR INTERCITY ROUTES

There are several major routes that permit traffic flow throughout Lexington by distributing traffic to smaller roads while also connecting to the larger roadways mentioned above (e.g., I-80).

There are five north-south routes in the Lexington Area that are considered major intercity routes;

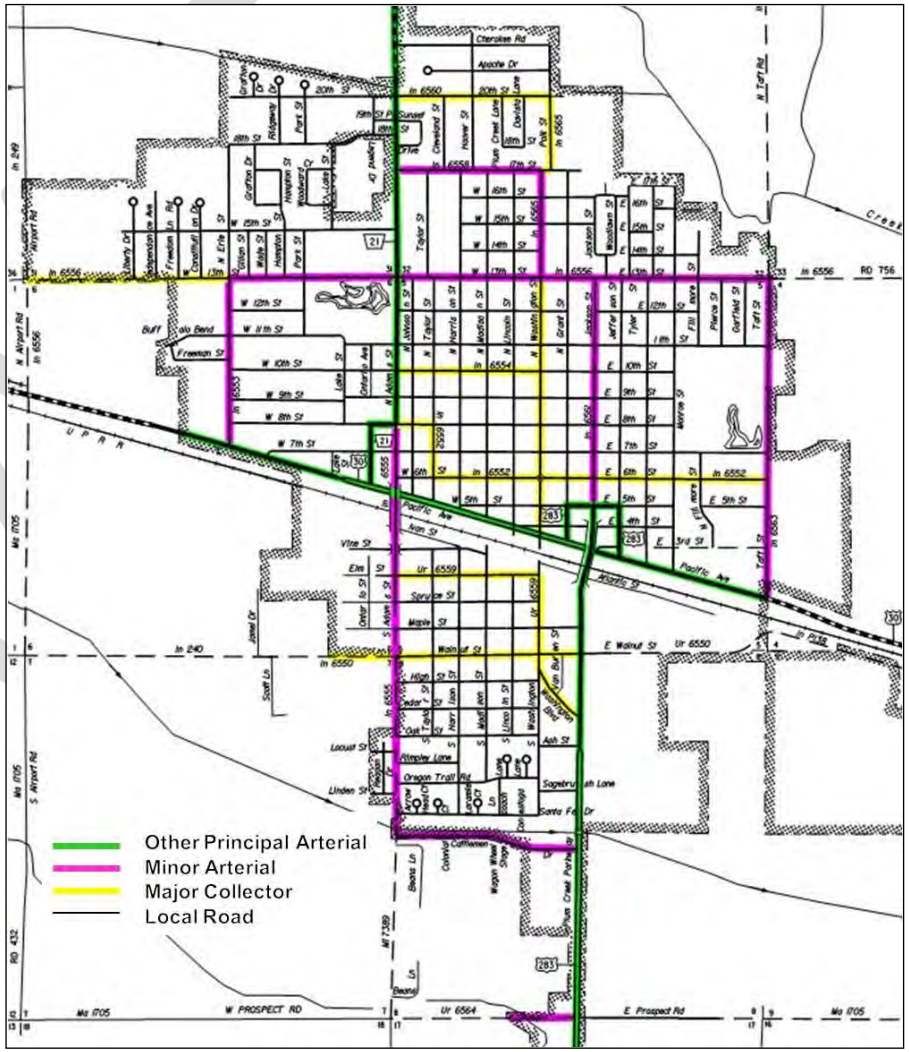
- **Adams Street**: Adams Street is one of two primary links connecting north and south Lexington. Adams Street turns into NE-21 north of U.S. 30 and serves as a major passageway in and out of Lexington.
- **Jackson Street**: Jackson Street is the second link which connects the north and south regions of Lexington. U.S. 283 turns into Jackson Street just north of U.S 30 and is a major distributer of I-80 traffic into the City of Lexington.
- **Taft Street**: Taft Street runs along the eastern edge of Lexington's city limit and collects inbound traffic from U.S. 30 and distributes such traffic to smaller, local roads.
- **Erie Street**: Erie Street collects traffic from U.S. 30 and allows access to local streets as well as access to the major east-west route, 13th Street, to move traffic throughout Lexington.
- **Airport Road**, like Erie Street, collects traffic from U.S. 30 and allows access to local streets. While currently on the edge of the city, Airport Road is gaining relevance as residential and recreation amenities are expanding in the northwest.

In addition to the major north-south routes, there are three east-west routes which also transport high volumes of daily traffic.

- **Prospect Road**. Prospect Road sits approximately halfway between I-80 and U.S. 30. It serves Adams Street which allows access across U.S. 30 into the center of Lexington.
- **Cattlemens Drive**. Cattlemens Drive collects traffic from U.S. 283 (and subsequently I-80), and primarily serves Adams Street which, as previously mentioned, allows access to local roads in the northern and southern areas of Lexington.
- **13th Street**. 13th Street serves as a major route for intercity traffic. It collects and distributes traffic to and from every major north-south route explained above, allowing traffic to move east-west throughout the study area. The airport, hospital, and several schools and parks abut 13th Street, or are within a block.

FEDERAL FUNCTIONAL CLASSIFICATIONS

Figure 1: Roadways within the study area and the existing federal functional classification



Functional classification is the process by which streets and highways are grouped into classes or systems, according to the character of service they are intended to provide. The brief explanations of the federal functional classifications and the corresponding map, Figure 1, which pertain to Lexington's current classifications:

- **Interstate** (eg., I-80): A divided, limited access facility with no direct land access and no at-grade crossings or intersections. Interstates are intended to provide the highest degree of mobility serving higher traffic volumes and longer trip lengths.
- **Other Principal Arterial** (e.g., U.S. 30): Permit traffic flow through urban areas and between major destinations. Principal arterials carry a high proportion of the total urban travel, since movement and not necessarily access is the primary function.
- **Minor Arterial** (e.g., Adams Street, Cattlemens Drive): Collect and distribute traffic from principal arterials and interstates to streets of lower classification, and, in some cases, allow traffic to directly access destinations. Access to land use activities is generally permitted, but is oftentimes consolidated, shared, or limited to larger-scale users.

- **Major Collector** (e.g., 6th Street, Washington Street): Provide for land access and traffic circulation within and between residential neighborhoods and commercial and industry areas, as well as distribute traffic movements from these areas to arterial streets. Collectors do not typically accommodate long through trips and are not continuous for long distances.
- **Local Road**: Offer the lowest level of mobility and highest level of local property access. Local streets typically make up the largest percentage of street mileage and provide direct access to adjacent land uses.

TRAFFIC VOLUMES

Average daily traffic (ADT) volumes in the study area collected for existing conditions in 2009 by the Nebraska Department of Roads are shown in Figure 2.

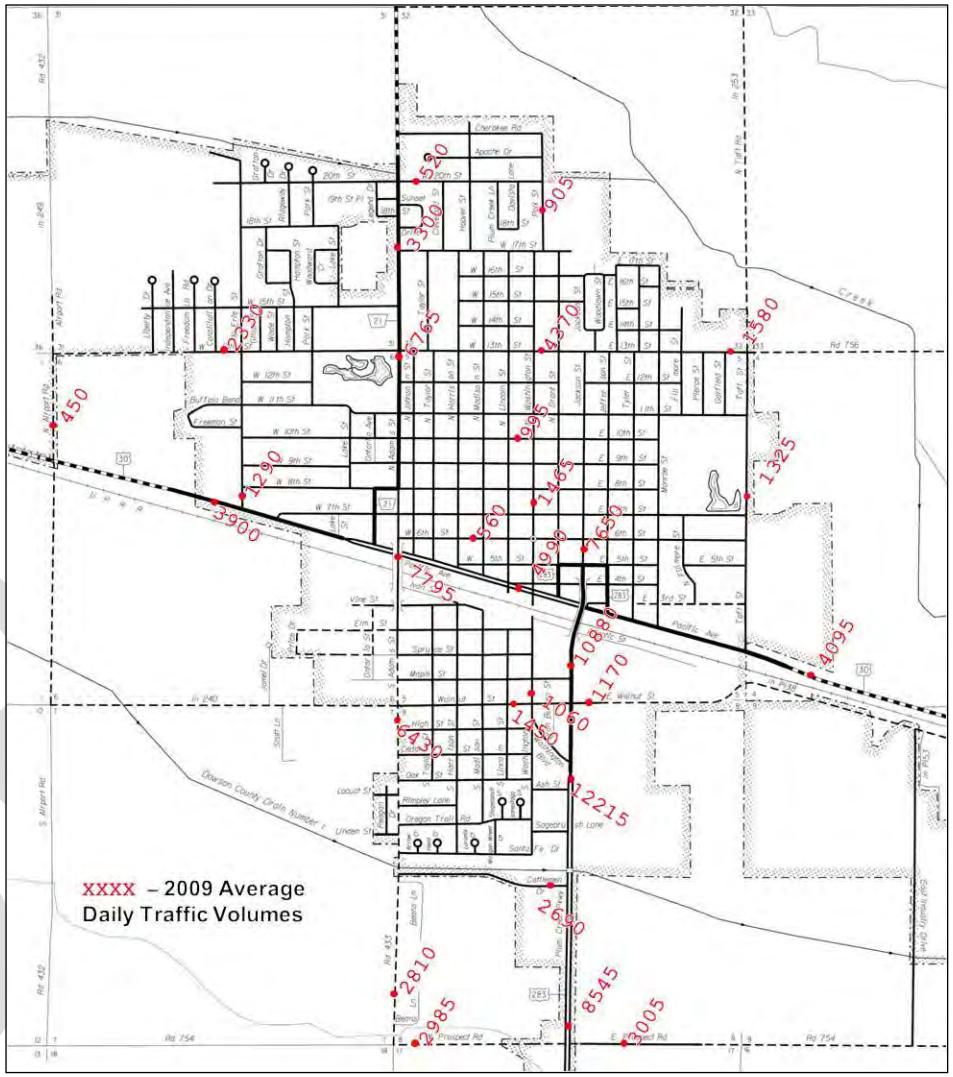


Figure 2: Average Daily Traffic Volumes

MAJOR BRIDGES

There are two major bridges in the Lexington Area, both of which are used to cross over U.S. 30 as well as the Union Pacific Railroad tracks.

The easternmost bridge in Lexington is served by Jackson Street on the north, and U.S. 283on the south, allowing direct access to and from I-80.
The bridge on the western side of Lexington is located on Adams Street, an arterial road, which turns into NE-21 just north of the bridge.

U.S. 238 and Jackson Street Bridge

BICYCLE AND PEDESTRIAN FACILITIES

There are a number of bicycle and pedestrian facilities in and around the Lexington Area including sidewalks, on-road bicycle facilities and off-road paths.

Figure 3 shows existing on-road and off-road facilities in the Lexington Area.

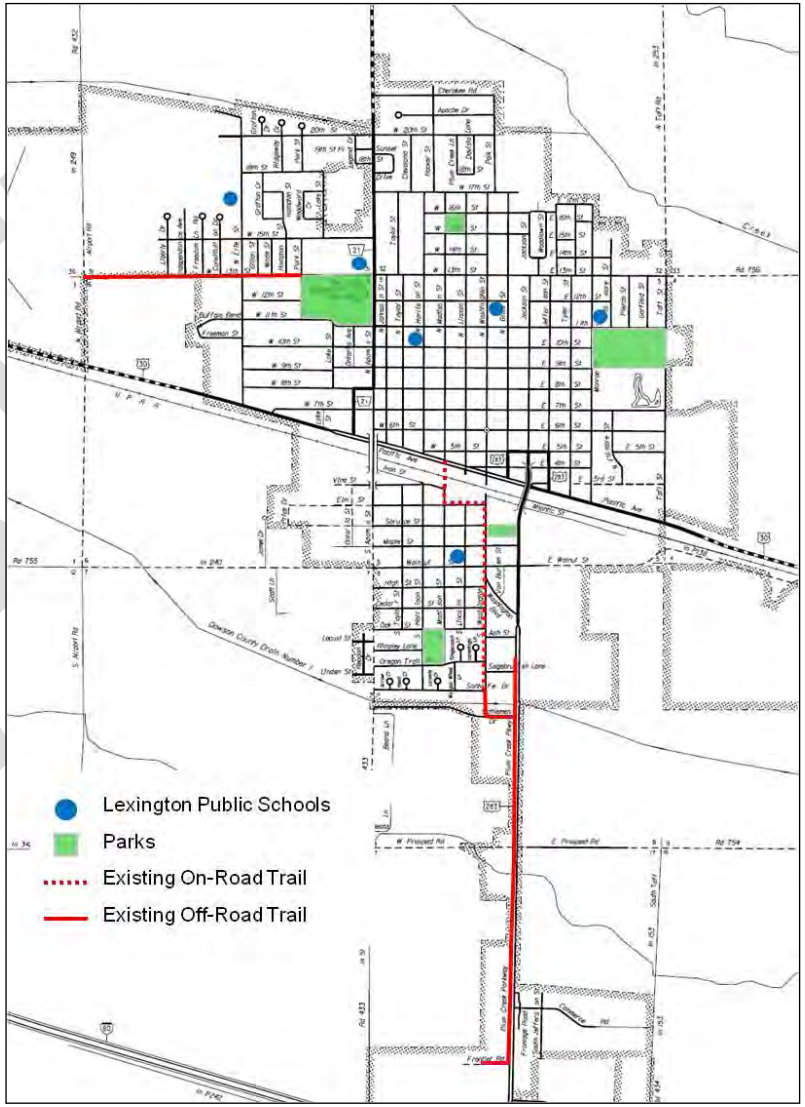


Figure 3: Bicycle and Pedestrian Facilities

Off-Road Facilities. Off-road facilities in Lexington are mostly comprised of shared-use paths for pedestrian and bicycle usage. Currently there are just under three miles of off-road paths in the area, most of which are adjacent to arterial roads. There are two main segments of off-road facilities. The longer of the two runs north-south, starting a quarter mile north of I-80, and stops just south of U.S. 30. The second segment, which is approximately one mile in length, runs east-west (adjacent to 13th street) from Airport Road to Plum Creek Park.

On-Road Facilities. On-Road facilities, such as paved shoulders or bicycle lanes exist in certain areas of Lexington in order to provide connectivity to off-road facilities. Altogether there is about one mile of on-road facilities.

On-street bicycle lanes connect to the north-south, off-road bicycle and pedestrian path just south of U.S. 30 and continue over the highway by means of a grade-separated pedestrian and bicycle path.

AIR SERVICE

The Lexington Area is currently served by Jim Kelly Field for air-related transportation services. Jim Kelly Field is located at 13th Street and Airport Road and is directly accessible from U.S. 30. Most air-travel to and from Jim Kelly field occurs seasonally from June to August and remains within a 40 mile radius of the Lexington Area.

There are two existing runways at Jim Kelly Field. The larger runway, with dimensions of 5,497 feet long by 100 feet wide, is paved with concrete and is currently in excellent condition. The second runway is 3,200 feet long by 250 feet wide and remains unpaved. Because of limited space, these two runways do not provide room for any future improvements. However, there is space for a third runway (4,600' x 75'), in which future plans indicate construction within the next 20 years. Source: Lexington, Nebraska Airport Layout Plan, 2011.

RAILROAD

The study area is currently served by a single, major railroad, Union Pacific. The railroad tracks run east-west, adjacent to U.S. 30, bisecting Lexington into two sections, north and south. Currently, more than 100 freight trains run through Lexington daily.

There are two at-grade crossings anchoring the east and west borders of the study area. The at-grade crossing to the east is on County Road 435. The at-grade crossing to the west is on Airport Road. Both crossings allow north-south access across the railroad tracks for vehicular traffic.

PUBLIC TRANSIT

Lexington and surrounding areas are currently served by one public transportation company, The Dawson County Handi Bus (DCHB). The DCHB provides full-day service in Lexington on Monday and Friday, as well as morning service each Wednesday. Service is also provided one day a week in surrounding areas for inbound Lexington traffic from Eddyville, Sumner and Overton.

FUTURE TRANSPORTATION PLAN

FUTURE TRAVEL CHANGES

The demands on the future transportation system are forecasted based on the future development patterns identified in the Comprehensive Plan's land use planning elements. Transportation systems not only move people and goods, but they also shape the natural and built environment, influence how communities develop, and influence quality of life. The planning process also recognizes that transportation and land use development influence one another. The type, location and intensity of land development directly influences travel across a study area. Conversely, the type, location, and level of transportation system access and mobility influences land use development patterns. Thus, the transportation element of this plan is intrinsically connected to the land development portions of the Lexington Comprehensive Plan.

THE LEXINGTON TRAVEL MODEL

As a part of the Lexington Comprehensive Plan and Transportation Plan, we have updated the Lexington **travel demand model.** The travel demand model is a tool that is used to evaluate how people travel. The model, a computer application, estimates travel based on two main sets of input data:

1) Lexington land uses, specifically where people in live, work, go to school and shop.
2) Lexington transportation infrastructure, specifically the street system.

The model is a set of parameters and equations that are adjusted to capture the relationships between these two input data sets in Lexington. When applied, the model evaluates the interaction of the land use and street system information it is provided. The model can be used to forecast:

- How travel changes under different land use scenarios. For instance, we have tested the future Lexington Comprehensive Plan land development scenario and forecasted how traffic volumes change across the community.
- How travel changes when different improvements or adjustments are made to the roadway network. An example would be evaluating how traffic volumes change if a new street is added or if an existing, congested street is widened.

Automobile travel is the primary mode of travel in Lexington, and the travel model was set up to estimate vehicular travel on the roadway network. The model does not estimate bicycle, pedestrian or transit usage.

Applying the model to estimate future travel first requires that the model is validated to current, observed travel conditions. Model validation was completed by adjusting the model parameters so that it provided travel estimates that reasonably reflected observed traffic levels/patterns.

FUTURE TRAVEL PATTERNS

The Lexington Travel Model was applied using the 2035 land development scenario from the Comprehensive Plan, in combination with the "existing-plus-committed" (E+C) Lexington roadway network. The 2035 E+C roadway network assumes the current street / roadway system is not improved beyond those projects programmed in the current *One & Six Year Street Improvement Plan*. The Street Improvement Plan is documented in the "Future Street and Roadway System" section of this Chapter.

The amount of growth anticipated for the Lexington Area by 2035 is:

- An increase of 1,590 households or 40% increase between 2010 and 2035.
- An increase of 1,758 jobs or 26.1% increase between 2010 and 2035.

The anticipated changes in households and employment between 2010 and 2035 are shown in **Figures 1T and 2T**. The new housing and employment growth is illustrated by traffic analysis zone (TAZ), the basic geography of the travel demand model.

Figure 3T documents the existing and forecasted 2035 E+C network trip levels for Lexington. The 2035 traffic forecasts were developed by the travel model, based on the 2035 household and employment levels documented above and the E+C roadway network. For the Lexington area as a whole, the following travel changes are forecasted:

- **Trip Growth**: The number daily number of trips that are made across the Lexington area (called "trip generation") is projected to increase by 36% between 2010 and 2035.
- **Vehicle-Miles Traveled (VMT) Growth**: VMT is the total length of all trips made in Lexington, and is a simple calculation of the number of area trips multiplied by their trip length. VMT is projected to increase by 41% between 2010 and 2035. This increase in VMT is related to the average trip length increasing in the future, as a result of new developments on the fringes of Lexington.

FIGURE 1T: HOUSING

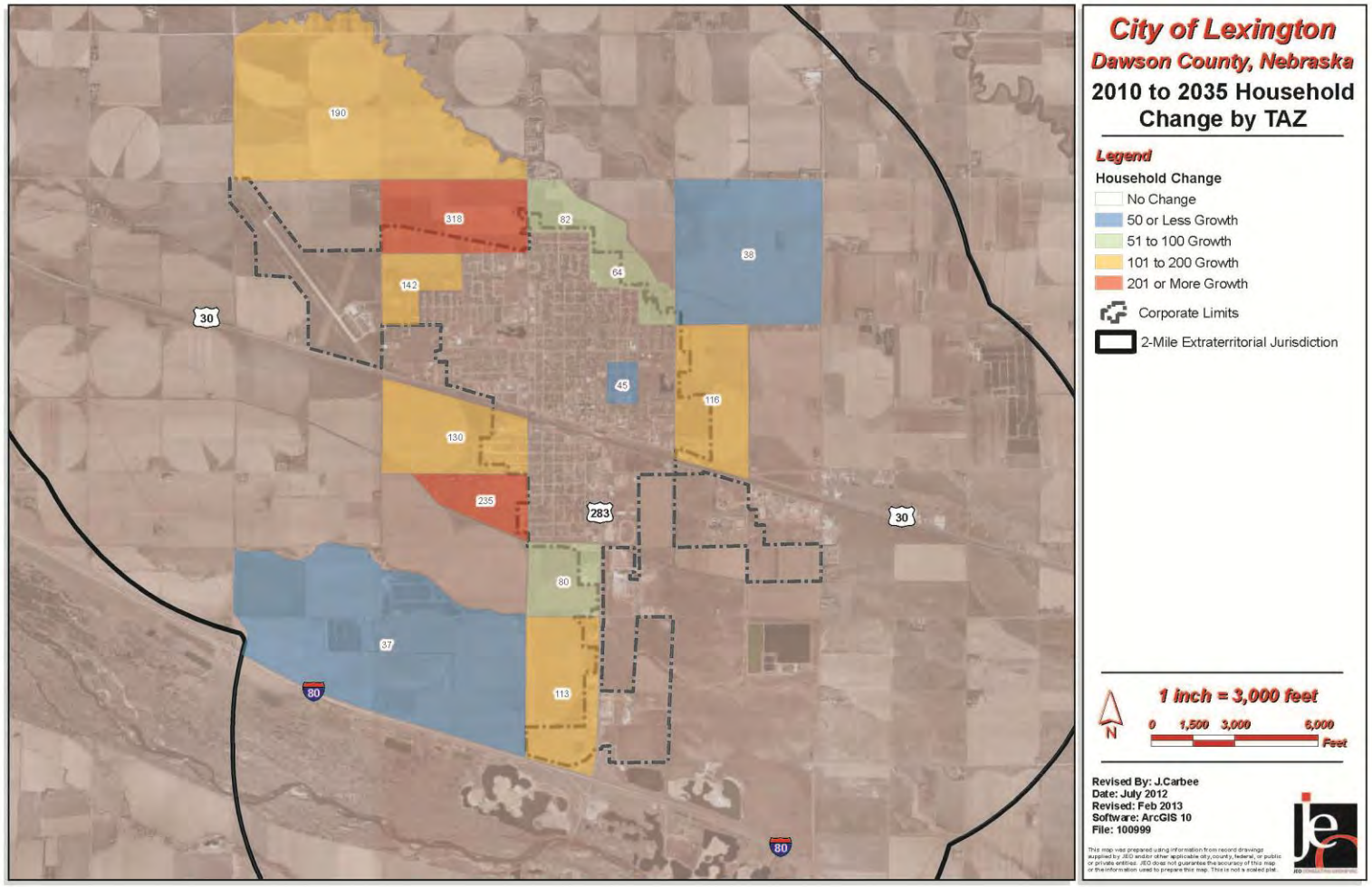


FIGURE 2T_JOB GROWTH

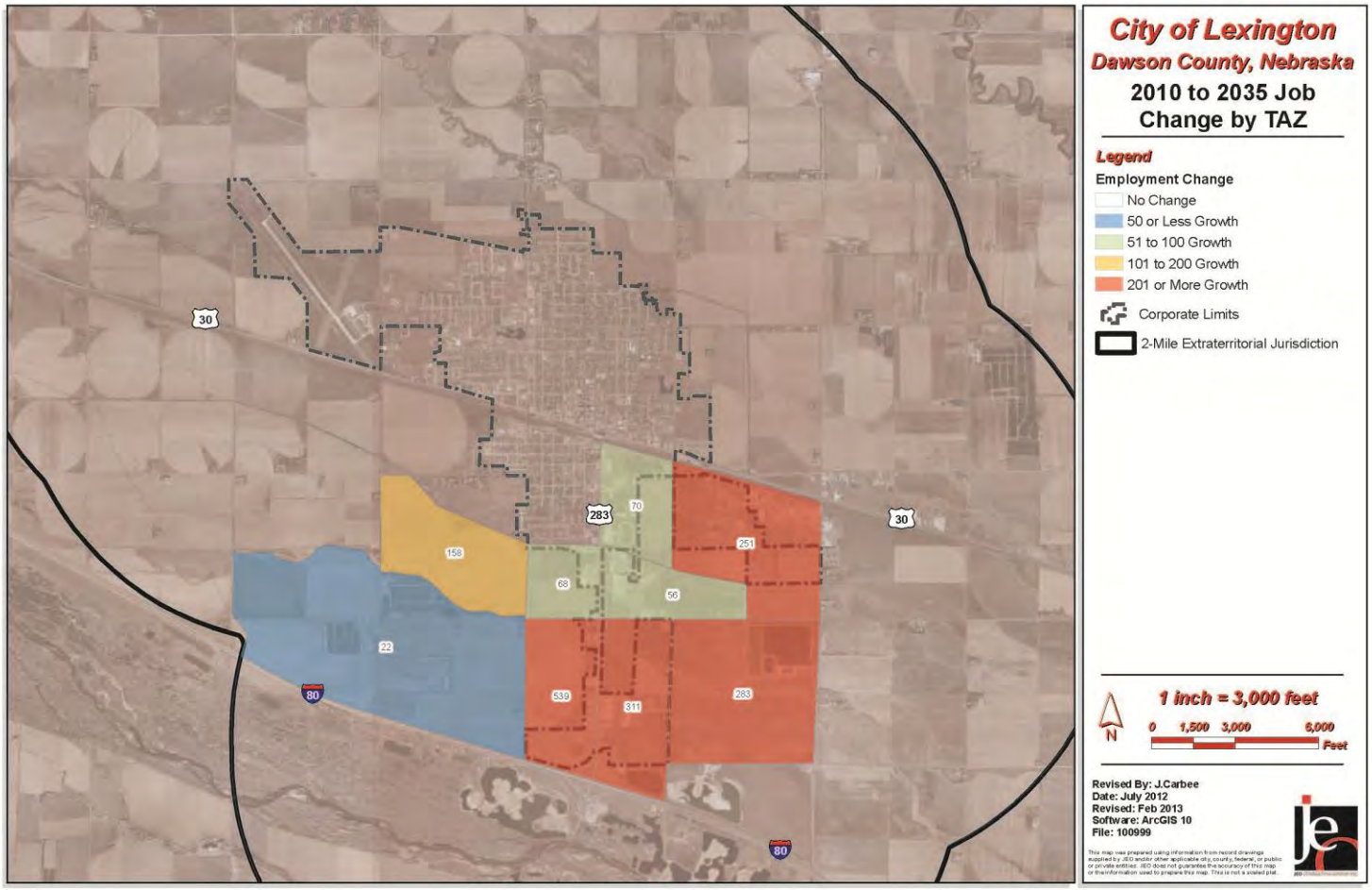
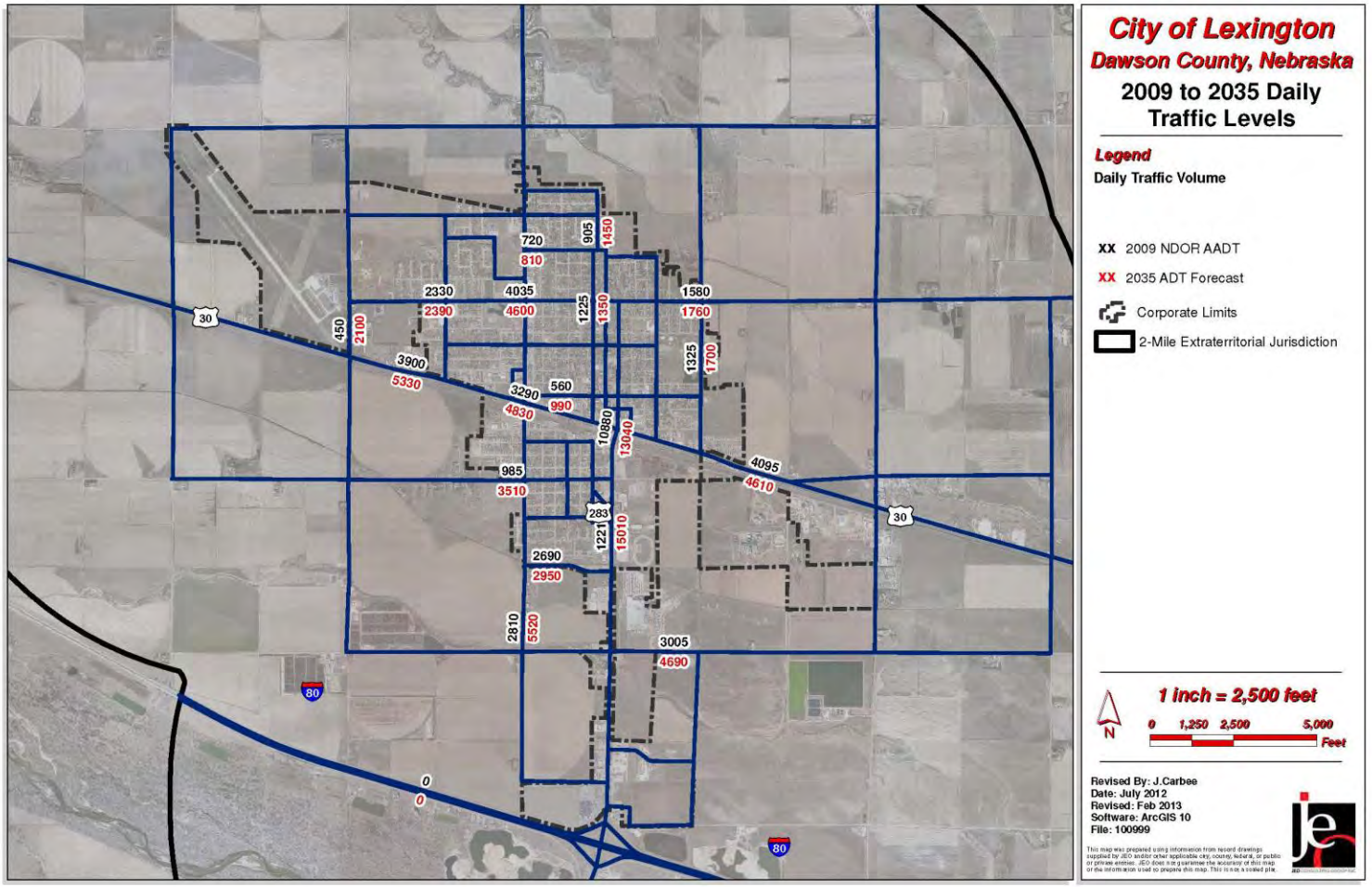


FIGURE 3T: EXISTING AND FUTURE VOLUMES



FUTURE STREET AND ROADWAY SYSTEM

ROADWAY SYSTEM ISSUES

There are limited traffic operations issues in Lexington, from the perspective of excessive travel delays or congestion. There are, however, opportunities to improve connectivity or address stakeholder-identified "issues" through the transportation plan. Those issues raised by Stakeholders for the roadway system include:

- **Identification of a truck route for regional trucking traffic into / through Lexington**. Truck routes should be identified for both the existing system to address near-term truck route needs and in long-term. The near-term truck route should be an appropriate route based on the existing street and roadway system. A future long-term truck route should also be identified, that takes advantage planned improvements to the Lexington street network.

- **Grade-Separated Crossings of the Union Pacific Mainline Railroad Tracks**. Lexington has grown on both sides of the UP mainline tracks, and there are approximately 20,000 daily trips that cross the railroad in the study area. The main crossings through the heart of Lexington are grade separated structures over the tracks. A third roadway-rail grade separation, a County Road 435 bridge over the railroad tracks, is included in the current City of Lexington street improvement plan and is expected to be constructed in the next few years.

- **Implementation of a Coordinated Wayfinding Signage System.** There was interest from stakeholders in providing a coordinated wayfinding system providing signage for the major civic uses and visitor attractions in the Lexington area.

- **Traffic Safety on Streets around Schools.** Stakeholders have identified issues with traffic safety and signage on streets around schools. Safe Routes to School (SRTS) has been a traditional funding source to improve safety for kids walking / biking to school, with $1 million in annual funding for SRTS projects and programs in Nebraska. In 2007, Lexington implemented a SRTS program called the Street and Bicycle Safety Program that provided student and parent education and training of volunteer crossing guards around the four elementary schools. The program is run by the Lexington Community Fitness Initiative (CFI). The future of SRTS program in Nebraska is undecided under the recent MAP-21 Federal Transportation funding legislation. Under MAP-21, funding for SRTS eligible programs have been merged into a flexible funding program called "Transportation Alternatives", and now SRTS projects will compete against other projects for funding. Thus, funding for safety improvements around schools is still a possibility, but funding sources are slightly more uncertain now.

- **Downtown Brick Streets.** Lexington has several historical brick streets in the downtown area. Public opinion is mixed on the streets, with some motorists complaining about the uneven and noisy surface. Other stakeholders have pointed out that the brick streets provide effective traffic calming, forcing vehicles to drive at a slower speed improving vehicular and pedestrian safety, while adding character to the downtown area.

LEXINGTON STREET IMPROVEMENT PLAN

The City of Lexington maintains a *One & Six Year Street Improvement Plan* that is updated on an annual basis. The Street Improvement Plan represents the programmed street and trail projects that have identified funding sources and are anticipated to be constructed / implemented; the list is broken down into a 1-year list and a 6-year list. The draft 2013-2018 Lexington Street Improvement Plan includes several projects that maintain, reconstruct, or add new infrastructure to the street and roadway system.

The proposed projects programmed in the one-year plan include:

- Paving improvements to the following street segments:
  - Heartland Road from Frontier Road to Heartland Drive.
  - Jackson Street from 8th Street to 13th Street.
  - 13th Street from Adams Street to Park St (includes Lighting Improvements).
  - Airport Road north of the corporate limits.
  - Jeffery Road south of Prospect Road.

- Reconstruction of all or part of the following street segments:
  - 6th Street and Jackson Street reconstructions, including new center left turn lanes and will allow for future 6th/Jackson traffic signal.
  - Grant Street from 7th Street to 8th Street to improve sight distance and storm sewer.

- New infrastructure projects include:
  - The grade separation of County Road 435, including a new bridge over the UP Railroad and US Highway 30. This project is listed in two phases; it is currently undergoing design and environmental documentation.

The proposed projects programmed in the six-year plan include:

- Paving improvements to the following street segments:
  - Walnut Street near US Highway 283 to ½ mile east.
  - Ontario Street from 9th Street to 10th Street.
  - 6th Street from Lincoln Street to Taylor Street.
  - South Adams Street from Prospect Street to Frontier Street.
  - CED Addition street paving (includes sewer improvements).
- Reconstruction of all or part of the following street segments:
  - Taft Street from 6th Street to 13th Street.
  - Taylor Street storm sewers from US Highway 30 to 8th Street.
  - 13th Street from Adams to Park Street (continued from 1-year plan).
  - 20th Street and Polk Street, including new lighting.
  - Monroe Street from 10th Street to 13th Street.

- New infrastructure projects on the following segments:
  - The extension of 18th Street from Erie Street to Airport Road.
  - The extension of Frontier Road from Adams Street to Wal-Mart Development.
  - The extension of 20th Street from Erie Street to Airport Road.
  - The extension of Independence Street from north of 15th Street to 20th Street.

- Other projects, including:
  - Bridge replacement over city drainage ditch ½ mile east of US Highway 30 and Taft Street.
  - Miscellaneous ADA Sidewalk Improvements.
  - Adams Street Lighting and Box Culvert Improvements.
  - Erie Street lighting improvements, US Highway 30 to 13th Street.
  - Miscellaneous Street Panel Replacement Projects.
  - Various Trail Paving Projects from Trail Master Plan.

IMPROVED WAYFINDING OPPORTUNITIES

Stakeholders have identified the desire for an improved wayfinding signage system to direct travelers to civic and tourist destinations in Lexington. While the Transportation Plan is too broad in scope to provide a detailed Wayfinding Plan for Lexington, it does provide an opportunity to lay out a scope and planning process for a Lexington Wayfinding Plan. The various elements to the Wayfinding Plan approach could include:

- **Develop a wayfinding vision**, including establishing the goals of the wayfinding system. In general, the wayfinding plan should be to provide:
  - A coordinated and comprehensive signage system.
  - Provide directions to key destinations from major gateways to Lexington.
  - Limit signage to key locations, to reinforce the importance of each sign.

- **Establish and define the destinations that the wayfinding system needs to support**. Surveys, interviews with stakeholders, or other methods might be uses as the means of establishing the destinations to include in the wayfinding system.

- **Organize the destinations** into a hierarchy or groupings, with different signage classes for each grouping of destinations.

- **Work with stakeholders to develop a signage typology** for Lexington. These varying sign types will relate back to the wayfinding goals, and will include the different functional groupings of signs. An example of a sign typology system is provided in **Figure 4T**.

Figure 4T. Example Wayfinding Sign Typology

- **Document the current Lexington directional signage inventory**. This establishes the current directional sign conditions in Lexington, providing a baseline for the types of signage additions / changes that need to be implemented.

- **Develop a consistent sign branding approach** that meets the Lexington wayfinding vision. This includes identifying the appropriate signage graphics, lettering fonts, and directional symbology.

- **Develop a Wayfinding Implementation Policy** that covers:
    - Sign placement location guidelines.
    - Regulation of the types of destinations eligible for signage.
    - Identification of program funding.

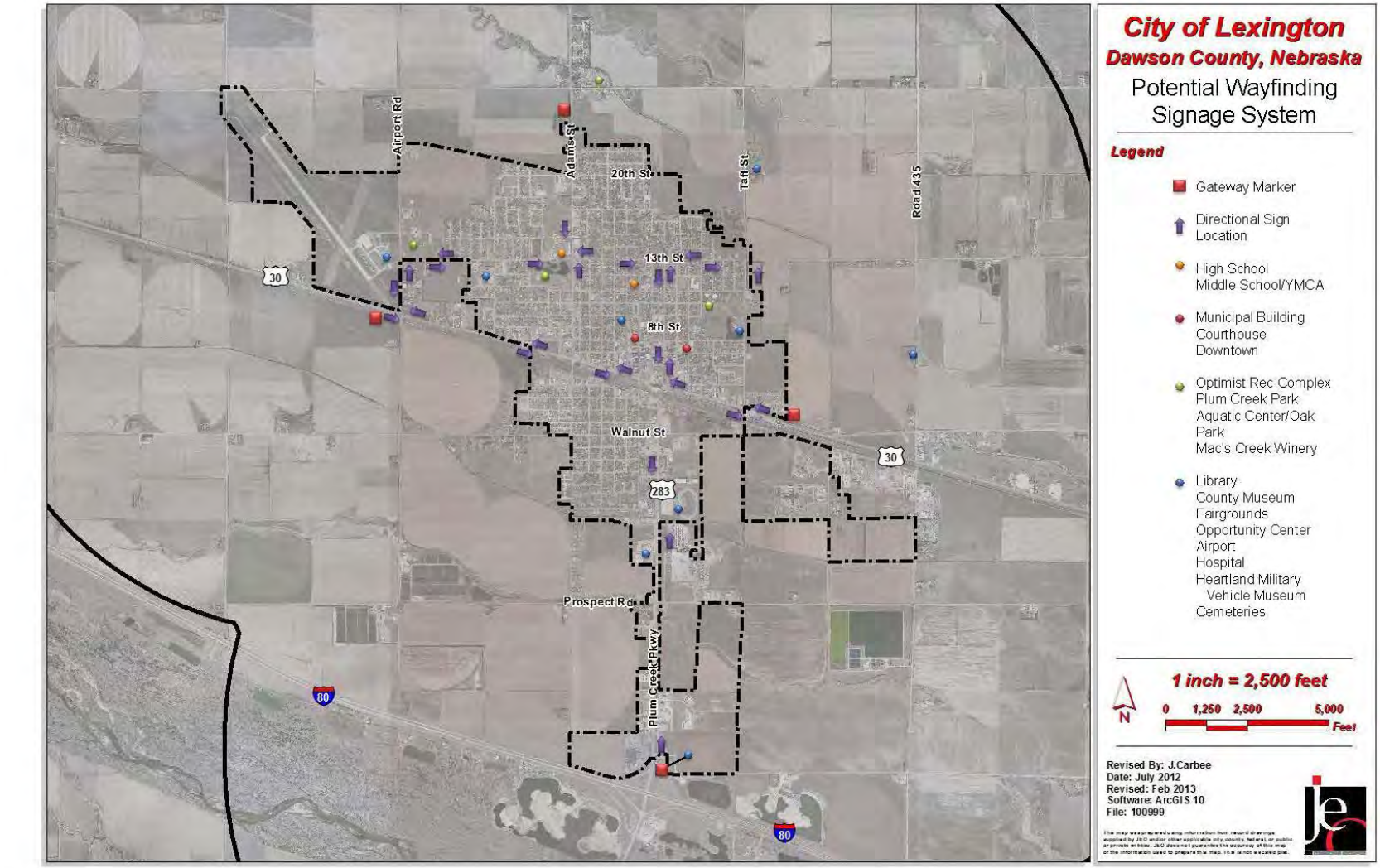
  - Jurisdictional requirements for signage on City, County, State facilities.

- **Hold a system design workshop**, where stakeholders identify the primary gateways into Lexington, and the likely routes by which travelers will access the various destinations. This task will lay the framework for potential signage locations and identify the implementation corridors.

- **Develop a detailed implementation plan for the wayfinding system**. The wayfinding system will include identifying the appropriate locations for sign placement.
  - Evaluate the consistency of existing wayfinding signage. Make recommendations for removal, modification or maintenance of current signage.
  - Sign placement by corridor. Many variables will affect sign placement, including the presence of other regulatory signs, the presence of obstructions such as trees, street furniture, utilities, etc., and travel speeds in the corridor.
  - Cost estimates by element.
  - Identification of a funding plan to support implementation.

Some potential Lexington wayfinding signage system elements and locations are provided in **Figure 5T**.

FIGURE 5T: POTENTIAL WAYFINDING



FREIGHT SYSTEM

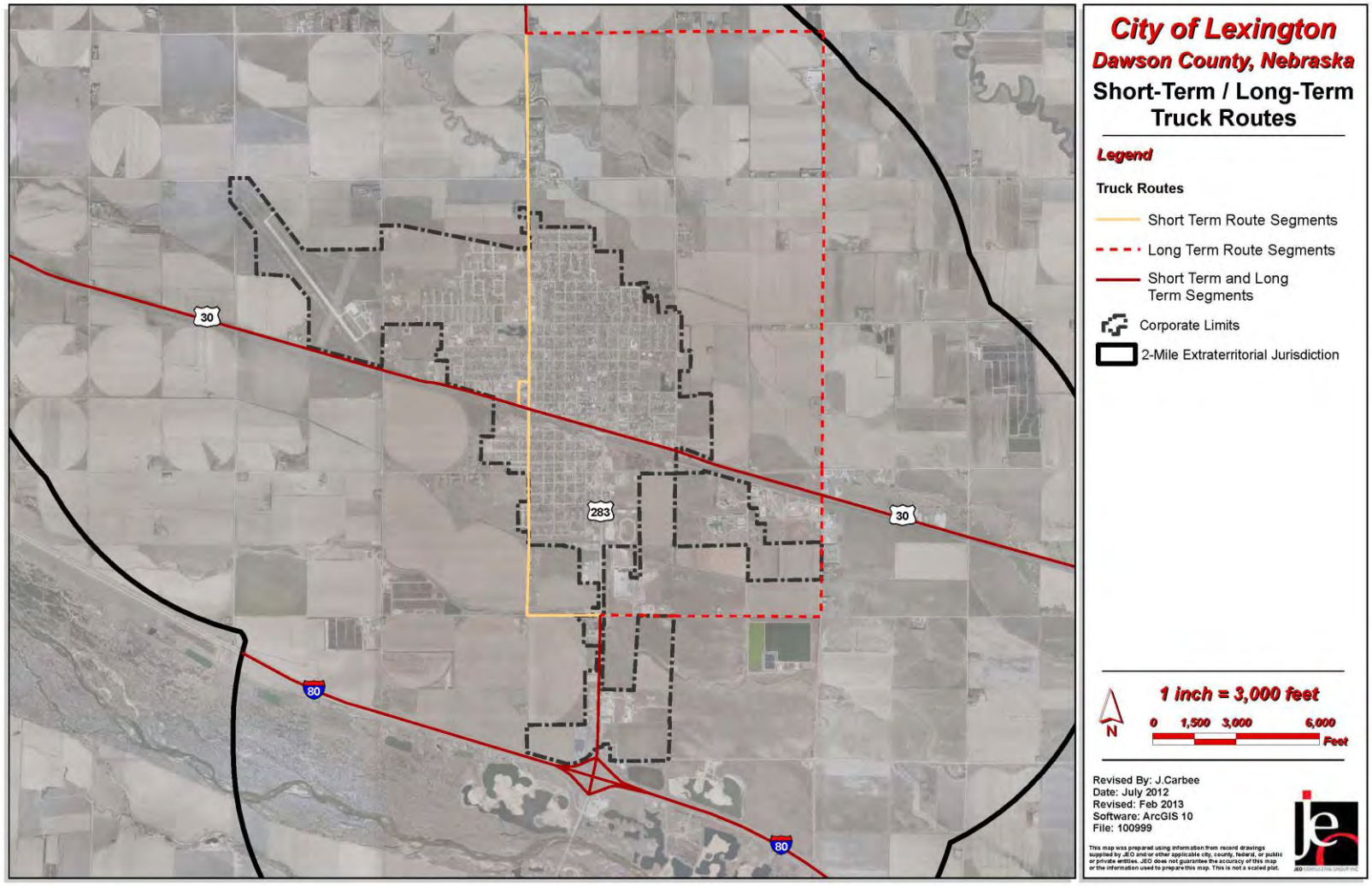
The efficient movement of freight is an essential component of the Lexington transportation system, as the movement of goods within and through the study area affects several key industries, including manufacturing, retail, and agriculture. The Lexington Transportation Plan addresses Freight by identifying the critical elements of the transportation system that support freight movement and minimize conflicts between freight movement, quality of life, and other modal systems.

TRUCK ROUTES

Lexington stakeholders have identified the need for through truck routes in the city. To be effective, truck routes need to be continuous, direct, and have sufficient pavement and geometrics designed to meet truck travel requirements. **Figure 6T** identifies the draft truck route plan for Lexington, which provides direct through travel for traffic on US Highway 30 and US Highway 283. As noted in Figure 6T, the truck routes are broken into two phases:

- **Short-term routes**: These are routes that can support truck traffic through Lexington with the current street and roadway system.
- **Long-term routes**: These are routes that include planned, currently incomplete street and roadway corridors that could support truck travel oriented away from the heart of Lexington. One key street and roadway network improvement that is required for the long-term route on the east side of Lexington to be implemented is the County Road 435 Bridge over the UP tracks.

FIGURE 6T: POSSIBLE TRUCK ROUTES



RAILROAD CROSSINGS

Conflicts and train noise related to the street-rail crossings have been identified as an issue by stakeholders. Lexington lies along one of the busiest segments of the Union Pacific (UP) Railroad mainline. This part of the UP carries more than 135 trains a day and is part of one of the longest sections of triple track in the United States[1]. A focus area of the Transportation Plan relative to freight rail is the rail crossings. At grade rail crossings are of particular concern, as these are locations where there is the potential for conflicts between vehicle/pedestrian/bicyclist and train activities. Additionally, noise from train horns affects some residents of Lexington area, as trains must sound their horn when approaching a public road crossing of the rail tracks. **Figure 7T** illustrates the current at-grade and grade separated rail crossings of the UP mainline in the Lexington area.

Lexington has significantly reduced the number of at-grade rail crossing through the city over the years and currently has very few at-grade crossings of the UP Mainline through the heart of the city. Arterial corridors that provide grade-separated bridges over the Union Pacific mainline are:

- Adams Street Bridge.
- The Plum Creek Parkway / Jackson Street Bridge.
- The Madison Street pedestrian bridge also provides a key non-motorized grade-separated crossing of the UP tracks.
- The County Road 435 is currently an at-grade crossing of the UP tracks, but a grade separation is programmed near term improvement in City's **Street Improvement Plan**.

The remaining at-grade crossings of the Union Pacific mainline in the study area include:

- County Road 429.
- County Road 430.
- County Road 431.
- Airport Road.
- County Road 436.
- County Road 437.

[1] "Union Pacific in Nebraska", Union Pacific Railroad. www.up.com/cs/groups/public/documents/up_pdf_nativedocs/pdf_nebraska_usguide.pdf

Trains are required to sound their horns within 15 to 20 seconds of crossing a public roadway at-grade, but never more than ¼ mile away from the at-grade crossing. While this leaves over two miles of rail tracks through the heart of Lexington where train horns do not directly sound, train horns are currently required to sound as they approach crossings on the edges of Lexington. Noise from train horns is an issue identified by Lexington stakeholders.

Quiet Zones are railroad segments where trains are not required to sound the horn at railroad crossings. Quiet Zones are granted in locations where rail crossing(s) meet a certain level of safety. There are several requirements to qualify for a quiet zone, including that each crossing must have at least one Supplementary Safety Measures (SSMs). Potential SSMs that a community can consider include[1]:

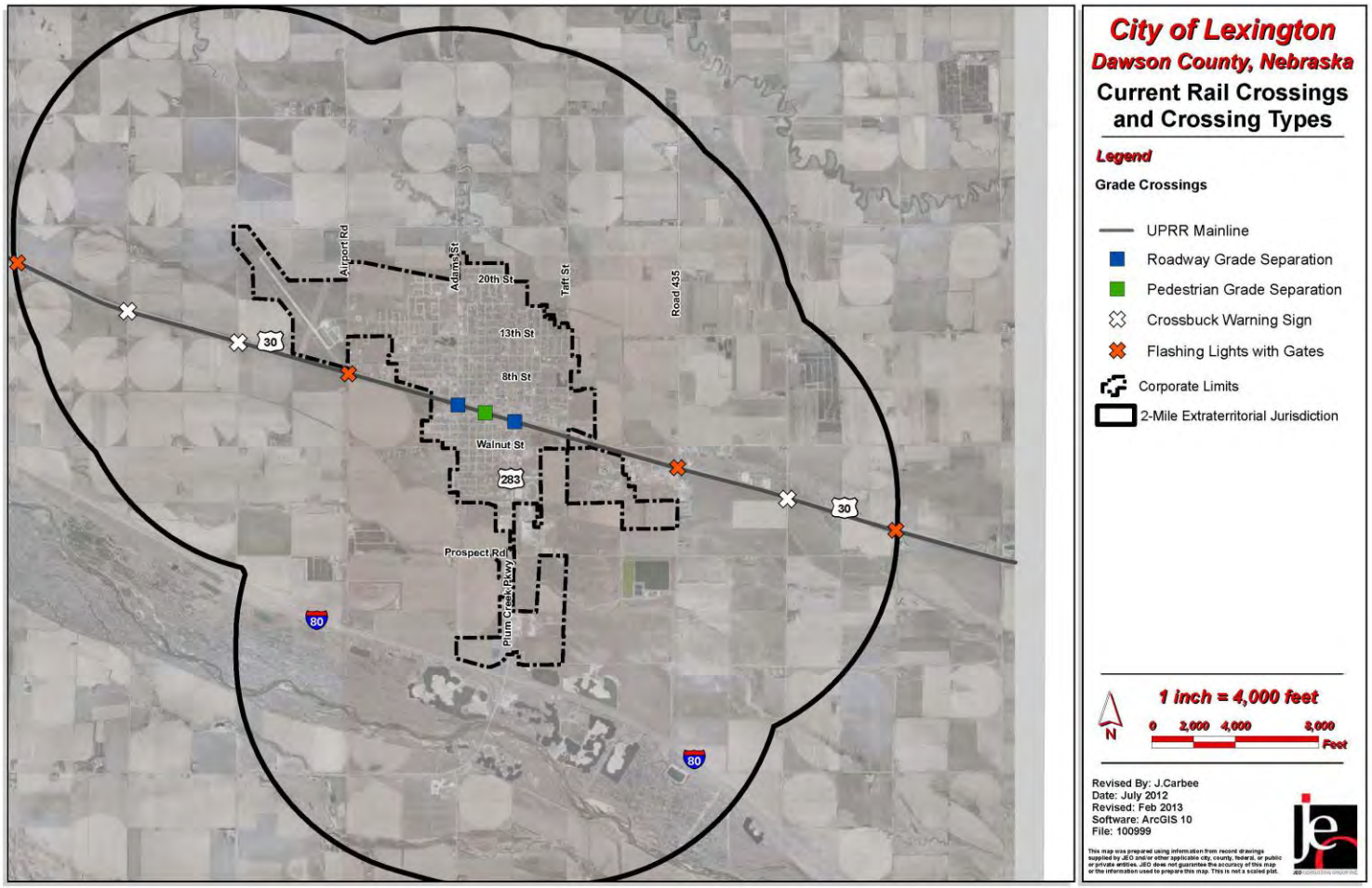
- Temporary (Time of Day) or Permanent Closure of a Public Highway-Rail Grade Crossing.
- Four-Quadrant Gate System.
- Gates with Roadway Medians or Channelization Devices.
- One Way Street with Gate(s).

A detailed assessment of safety risk is required to qualify for a quiet zone. For a crossing or series of crossings to qualify, it must be demonstrated that the crossing, without a train horn sounding, has a lower crash risk than the national average. The types of crossings currently in place in Lexington are illustrated in Figure 7T.

Automated wayside horns can be a substitute for the locomotive horn at crossings equipped with flashing lights and gates. The automated horns are beneficial because they are acoustically targeted at the crossings to give the proper warning to approaching vehicles and pedestrians, but produce less ambient noise for adjacent neighborhoods.

[1] 49 CFR 222, Appendix A to Part 222.

FIGURE 7T: RAILROAD CROSSINGS



FUTURE TRANSIT SYSTEM

TRANSIT ISSUES

The Lexington area demand-response (also known as "dial-a-ride") transit service, the Dawson County Handi Bus, serves the Lexington area the following times each week:

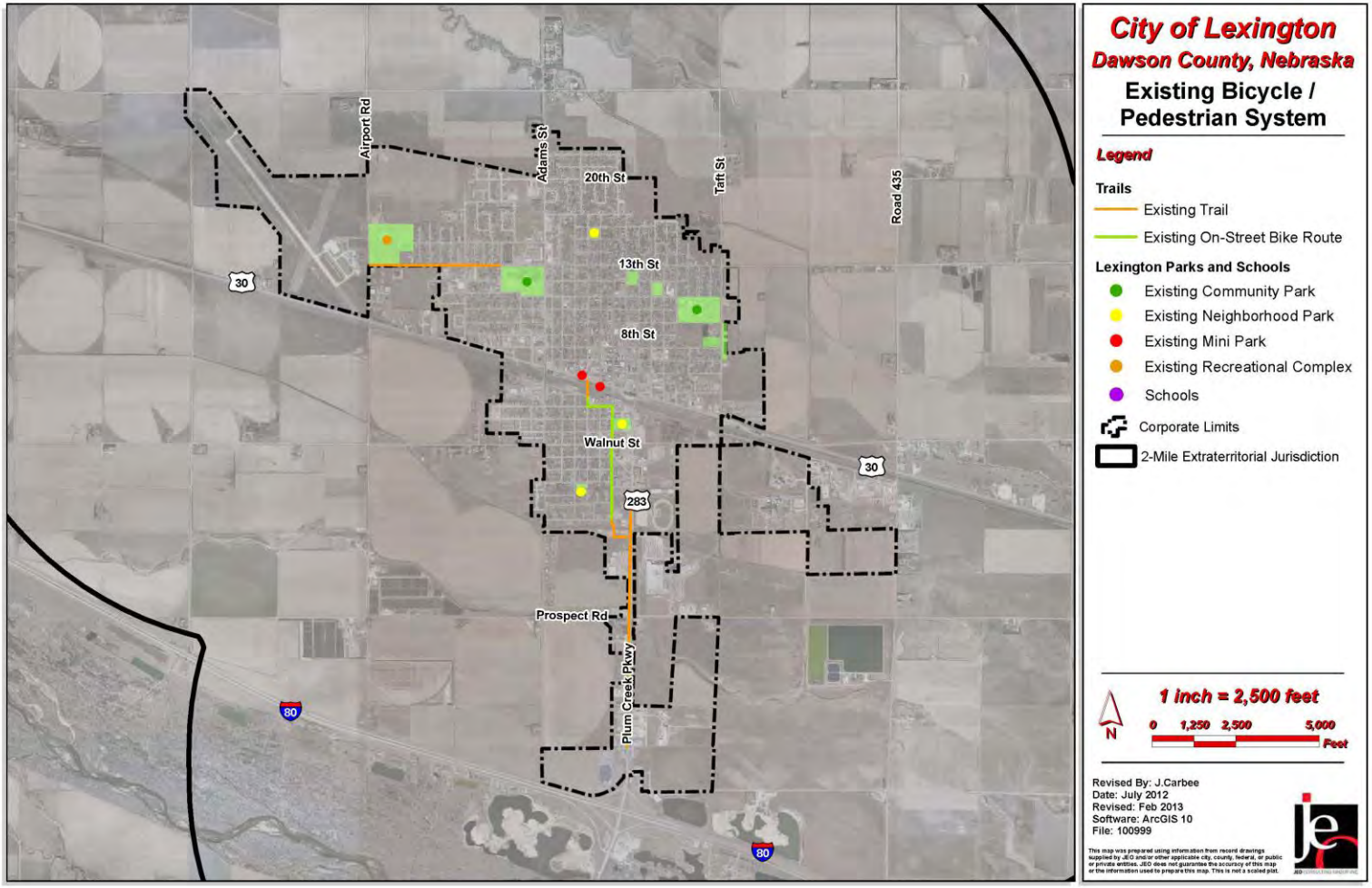
- **Monday**: 8:30 AM and 4:00 PM.
- **Wednesday**: 8:30 AM and 1:30 PM.
- **Friday**: 8:30 AM and 4:00 PM.

In addition to these hours of community operation on Mondays, Wednesdays, and Fridays, Handi Bus provides lunch rides to / from Grand Generation Center between 11:00 AM and 1:30 PM on Tuesdays and Thursdays. The other weekday time slots are used in other towns around Dawson County. No communities receive Saturday, Sunday, or evening service. The fare for most trips is $1, and trips are only made in and around the City limits.

Handi Bus operates two (2) minibuses with a capacity of 14, two (2) of those seats configured for handicap accessibility. Ridership for the entire County system is currently approximately 1,500 boardings per month, with an estimated half of those trips (750) provided in and around Lexington. Handi Bus is available to all community members, but the majority of Handi Bus trips are provided to disabled and senior riders. Another large portion of the trips in the Lexington area are work trips to the Tyson plant.

The main issue raised regarding demand-response service in Lexington is that it is only offered certain days of the week.

FIGURE 8T: CURRENT BIKE AND PEDESTRIAN SYSTEM



FUTURE TRANSIT OPTIONS

The current transit service-type, demand-response transit, is likely appropriate for Lexington for the foreseeable future. However, in discussions with the current transit provider, it is believed that there is demand for additional service hours in Lexington. The limitation for Handi Bus is that they are running a county-wide service with only two vehicles, which limits the level of service that they can offer. If additional vehicle capacity were available in the future, the expansion of Lexington demand-response service should be explored. The first potential step would be to evaluate the expansion of the hours of operation on Wednesdays, and consider offering Tuesday and Thursday service to the Lexington area.

COMPLETE BICYCLE AND PEDESTRIAN NETWORK

Too often in the past, many communities have considered mobility solely from the perspective of vehicular traffic, and how to increase speed and decrease travel time via automobile. This one-sided approach to mobility planning has historically pushed pedestrian and bicycle mobility to locations outside of the street environment, in turn limiting the viability of bicycle travel as a practical travel option within the community.

In discussions with Lexington public and stakeholders, a primary transportation system objective was to provide bicycle and pedestrian system connections between some key uses in the city, including trails, parks, schools, and civic institutions. The current trail and bicycle system is shown in **Figure 8T**. Sidewalks are an essential part of the Lexington transportation system, because regardless of travel mode (car, bike, transit, walking) at some point during every trip we are a pedestrian. This need is supported by the extensive sidewalk system that connects most neighborhoods across Lexington.

In addition to the stakeholder-identified need for a more comprehensive bike and pedestrian system, specific issues identified by stakeholders include:

- Enhance existing bike paths / trails by adding trees and benches along them.
- Adding bike racks downtown would provide amenities that encourage biking around town.

It is recognized that weather limits the year-round attractiveness of bicycle and pedestrian travel for some community members; rain, snow, and ice covered streets and trails will dissuade many commuters from walking or biking to work. However, offering a wide range of non-motorized travel options provides Lexington one means to enhance the quality of life and travel options for its citizens. A "complete streets" approach to the Lexington multimodal network provides an integrated, connected network with access for all modes of travel on the current and planned Lexington street and roadway system. This balanced approach acknowledges that corridors provide bicycle, pedestrian and transit accessibility to different levels; some roadways will continue to emphasize vehicular travel while others will provide on-street bicycle facilities, and accommodate safe pedestrian travel and crossings. The key is to provide a safe and connected network for all modes of travel.

To enhance the existing bike trail and robust sidewalk network, there are several tools available to the Lexington community as it plans for a complete bicycle network. This section describes the various options available to Lexington as different tools and strategies are considered to address the bike and pedestrian connectivity needs of the community.

AVAILABLE BICYCLE / PEDESTRIAN TOOLS

There are several various strategies that can be used to improve the bicycle and pedestrian network in Lexington. In general, these strategies can be placed into one of two categories:

- Off-street strategies, such as shared-use paths (trails).
- On-street strategies, as part of a shared lane, dedicated bicycle lane or paved shoulders.

Off-Street Paths

Off-street, shared-use paths (or trails as they are often called) are pedestrian and bikeways that are physically separated from motorized vehicle traffic by an open space, boulevard, or a barrier. Vehicular traffic cannot travel along shared use paths. Shared use paths provide a dedicated segment for recreation and travel for walkers, runners, bicyclists, skaters and other non-motorized users. Lexington has a shared use path that runs for approximately 1.5 miles along Plum Creek Parkway.

Often in an urban setting like Lexington, shared-use paths are provided adjacent to existing roadways within the public right-of-way. Shared-use paths can also be within their own exclusive right-of-way, where available. There are some limitations to implementing off-street paths adjacent to roadways in an urban setting.

- **Right-of-way limitations**: Shared-use paths are generally 10 to 14 feet wide. Add in the separation required between the street and path, and this often exceeds the available public right-of-way adjacent to streets.
- **Bicyclist safety**: Shared-use paths adjacent to roadways with cross-streets and driveways increase the level of bike-vehicle conflicts, leading to increased safety concerns. Vehicles turning from / to cross-streets often do not notice or expect bicycle traffic on the sidepath, as they are often looking at the street for vehicular conflicts (not looking at the sidepath). There are multiple other safety concerns with sidepath bicycle travel that increase the average crash rates for bicycle travel on sidepaths compared to on-street travel.

Due to these limitations, it would be nearly impossible to provide a sufficiently comprehensive and connected travel network for the city entirely with shared use paths. In corridors where dedicated off-street path right-of-way cannot be provided, it is beneficial to consider supplementing off-street paths with a robust on-street bicycle network.

On-Street Bicycle Strategies

The majority of the community destinations which stakeholders wish to connect via bike and pedestrian facilities are located within already developed parts of Lexington. All of these key uses are adjacent to the street network. Streets and public right-of-ways account for approximately 30 percent of the land used in Lexington. Thus, the street network is an extensive, untapped resource that can provide enhanced bicycle and pedestrian connectivity across the community. Bicycling is allowed and occurs on all types of streets and roadways, even if there are no special treatments such as lanes, signage, or striping, or designations to accommodate and support bicycling. In many cases, streets in good repair can have limited conflicts for bicyclists and can provide a good bicycling environment without any bike-supportive facilities. In other cases, providing the needed bicycle facilities may make sense for the community. Thus, the appropriate type of on-street bicycle application can vary from corridor to corridor. The types of bicycle applications that can be used on-street include dedicated bicycle lanes and shared facilities, such as shared lanes, wide outside lanes, or wide paved shoulders.

BICYCLE LANES

Bicycle lanes are a portion of a roadway cross-section that has been designated for bicycle use by striping, signing and pavement markings. They are one-way facilities that typically carry bicycle travel in the same direction as the adjacent vehicular travel lane.

Dedicated bike lanes are an appropriate consideration when preferential or exclusive bicycle right-of-way is required. Along many collector and arterial streets, conflicts arise between bicyclists and traveling and parked motor vehicles. In these cases, it is often beneficial to provide bike lanes to facilitate safe bicycle travel. By placing bicyclists in dedicated parts of the roadway cross-section, bike lanes provide bicyclists a more visible position to motorists that are entering and leaving the roadway.

The general characteristics of bike lanes are that they:

- Bike lane widths should generally be a minimum 4'-5' of dedicated width[1], depending on the presence of curb and gutter.
    - Bike lanes should be a wider 6 to 7 feet adjacent to a narrow parking lane to provide bikes more space outside of the "door zone" where parked vehicles doors may open.
    - In high-activity bike areas, wider bike lanes of 6 to 8 feet allow bikes of varying speeds to pass one another.
    - Along higher-speed and high-volume roadways, wider lanes also provide more lateral clearance for bicyclists.
- Bike lanes are located to the right of vehicular travel lanes. If on-street parking is present, bicycle lanes are typically located between the travel lanes and the on-street parking area.

[1] *AASHTO Guide for Planning, Design, and Operation of Bicycle Facilities*.

- Bike lanes should not include raised pavement markings, rumble strips or rough utility covers for bicycle safety reasons.
- Bike lanes are typically most-effectively marked by pavement markings, and some limited signs. The AASHTO guide notes that in cluttered urban settings, particularly with on-street parking, signage can be obstructed and go unnoticed by bicyclists and motorists. Typical signage might include a "Bike Lane Ahead" and a "Bike Lane Ends" to provide advanced warning to bicyclists.

SHARED LANES

Shared lanes are lanes that bicycles use with vehicular traffic, and can be marked or unmarked. Typically, on local streets with low traffic volumes and low travel speeds, no special design considerations are required for bicycle travel. On more major roadways, shared lanes are typically 14 to 15 feet wide to provide sufficient width for vehicles to pass bicycles traveling in the same direction. When sufficient width is present to provide dedicated bike lanes or paved shoulders, these are the preferred treatments for bicycle travel.

Shared lanes are typically signed with "Share the Road" or "Bicycles May Use Full Lane" signs. Shared lane markings, often called "sharrows", alert motorists to the presence of bicyclists, while providing the following benefits to bicyclists:

- Reinforces bicycle direction of travel.
- Provides lateral guidance to bicyclists, discouraging riding within the "door zone", encouraging bicyclists to be out in traffic for visibility and encourages motorists to give bicyclists more space when passing.
- Discourages sidewalk bicycling, which is typically more dangerous than riding in the street.

BICYCLE PARKING

Like automobiles, bicycles require a place to be parked at their destination. Providing convenient and visible bike parking at large bike trip generators can be an essential element of a successful city-wide bicycle system. Policies for establishing a reasonable, unobstructed location for bike parking are common in bike-friendly towns and cities, and generally are in place to ensure reasonable parking levels are available, bike parking is actually usable and maintainable, and that bike parking does not conflict with pedestrian, vehicular and emergency access needs. Bicycle parking comes in a variety of forms and options, including the traditional bike rack, covered bike parking, and bike lockers. There are several resources available for planning and implementing bicycle parking, including the document *Bicycle Parking Guidelines*. A simplified planning process for implementing a Lexington bike parking system might include:

- Identify current and planned bicycle routes and priority bike parking locations along those routes.
- Determine the anticipated demand for bike parking at the priority parking locations, estimating the likely duration of parking demands, and identifying what type of bike parking that would address those needs.

- Engaging with property owners / stakeholders at priority locations and understanding their concerns, how pedestrian and vehicle access and circulation happens at the property, and discussing the potential benefits to their business.
- Conduct a site evaluation of high-priority bike parking locations to identify visible, easily accessible locations that do not conflict with pedestrians, vehicular parking or emergency vehicle access.
- Identify a bike parking configuration that fits within the site, while still meeting the design requirements for a range of bicycle types, while allowing the bike frame to be fully secured onto the bike rack via a range of lock mechanisms.
- Estimate costs for bike parking.
- Determine an appropriate cost sharing / funding arrangement to pay for bike parking.

BIKE SHARING

Bike sharing is a transportation program that provides point-to-point bicycle "borrowing" between designated, self-service bike stations. Bike sharing is becoming more popular across the country as many communities are looking at cost-effective and innovative ways to increase mobility for their citizens. In some situations, a bike sharing program fits that need.

Most bike sharing programs include a fleet of bicycles and a network of bike-borrow stations. The station networks are set-up as a point-to-point system where users can rent / borrow a bike at one station and return it another station in the system. The system is typically set up with stations at high bicycle trip origins and destinations. The benefit of the system is that it allows residents and visitors access to bicycle trips in areas where those trips make sense, but those bike share users do not need to buy, store, and maintain a bicycle – the bike share program does that for them.

Bike sharing programs are often organized at the local level by a non-profit organization, or are set up and run by private companies. The factors that limit the success of bike sharing programs are typically similar to those of biking in general. Locations that are not hospitable to biking are not good areas to locate bike sharing stations. Generally, in locations where there is little bicycling happening, a bike sharing program will not change that.

A bike sharing program might eventually be a good option in Lexington to augment a robust bicycle network, once established. As the community expands its network of off-street trails and on-street bike facilities, it should evaluate how much demand there is on the system, and where the highest concentrations of bike trips are being made. At that point, it might make sense to initiate a bike sharing program at that point in the future.

Example Bike Sharing Station, Des Moines, IA

PRELIMINARY BICYCLE RECOMMENDATIONS

The proposed improvements to the Pedestrian and Bicycle system are shown in **Figure 9T**.

FIGURE 9T: LEXINGTON'S FUTURE BIKE AND PEDESTRIAN SYSTEM