Lexington
Comprehensive Plan

2024 Update

CITY OF LEXINGTON, NEBRASKA

Comprehensive Plan
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Lexington

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Executive Summary

What is a Comprehensive Plan?

Comprehensive plans are designed to help guide the future actions and orderly growth of cities. They enable citizens and local elected officials to make informed decisions through identified goals, objectives, and policies. The Lexington Comprehensive Plan 2024 Update, known as the "Lex-Plan 2024 Update," provides the City of Lexington with a road map to expand on the progress made since the Lex-Plan 2013.

Lexington's overarching goal is to be a growing, diverse, and family-oriented community with a commitment to excellence in building a quality environment to live, learn, and work. The Lex-Plan 2024 Update helps to achieve this by guiding future developments in an ever-changing landscape. The goals, objectives, policies, and projects outlined in this plan will help Lexington effectively serve residents and businesses for the next 10 and 20 years.

The Purpose of a Comprehensive Plan Update

Comprehensive plans are typically written with a 20-year outlook. However, these plans should be updated every 5-10 years as communities change in population, demographics, and development. The City of Lexington wanted to update the Lex-Plan 2013 to provide a snapshot of how well the city was doing at meeting its identified goals. Because of this, the Lex-Plan 2024 Update is not a full update of the Lex-Plan 2013.

The Lex-Plan 2024 Update is a partial update in which community statistics are updated, goals are reviewed and revised, and project updates are given. It did not go through a full planning process including public participation, visioning, and goal creation as is typically seen during full plan updates. The plan is broken into 5 overarching sections: Introduction; Profile; Envision; Achieve; and Implementation. Most of the Profile Section has been completely updated, while the Achieve and Implementation sections contain progress updates.

Lex-Plan 2013 Successes

The Lex-Plan 2013 set very ambitious goals related to housing, parks and recreation, urban design, and transportation. Prior to providing an update of that plan, it is important to celebrate the successful progress of many of the identified projects.

HOUSING

The Lex-Plan 2013 projected the need for 900+ new housing units by 2030, based on several population projections. Since 2013, a little over 500 housing units have been built in the city. Lexington is currently well on its way to meeting its housing goal by 2030.

AGING IN PLACE NEIGHBORHOOD

Age in place housing was identified as a need in the Lex-Plan 2013. It outlined an Aging in Place Neighborhood Design Concept that called for a wide spectrum of living options for senior residents strategically located near the hospital and other medical offices. Since then, Lexington has annexed the identified area and 20 new units have been built. A deal for 35 additional units is currently in place.

SOUTHWEST NEIGHBORHOOD

A Traditional Neighborhood Development was proposed in the Lex-Plan 2013 on an undeveloped tract of land in southwest Lexington. This Southwest Neighborhood Design Concept implements the ideas of connectivity and walkability with a wide arrange of housing types. As of 2024, 200 new units have been built in this neighborhood including a new apartment complex, several duplexes, and single-family housing.

LEXINGTON FIELDHOUSE

A new proposed indoor multi-purpose facility was identified in the Lex-Plan 2013. Suggested amenities include an athletic field with turf, a walking track, fitness space, and restrooms. In 2016, the 27,000 square foot Lexington Fieldhouse was completed at the Optimist Recreation Complex. This multi-purpose recreation facility includes a turf field for sports and activities.

KIRKPATRICK MEMORIAL PARK AND PLUM CREEK PARK UPDATES

The Lex-Plan 2013 recommended several new amenities and changes to both Kirkpatrick Memorial Park and Plum Creek Park. In 2015, improvements were made to Plum Creek Park, and in 2019, improvements were made to Kirkpatrick Memorial Park. Both lakes at the parks were dredged, reshaped, and had ADA fishing piers added. New walking trails were added around both lakes. A new 29,000 square foot racquet center is currently under construction at Plum Creek Park. Kirkpatrick Park has constructed a

Veteran's Pavilion and made new enhancements to the basketball court and the tennis facility.

Lex-Plan 2024 Additions

While the Lex-Plan 2024 Update primarily updates community statistics and previously identified projects, 3 new topics of discussion were added to the plan based on the changing needs of the city.

FUTURE CHILDCARE OPTIONS

Childcare has been identified as a concern by the City of Lexington administration. Childcare was not discussed as part of the Lex-Plan 2013. During this plan update, a discussion on childcare in the city was added. It identifies a likely childcare gap that will need to be addressed in the coming decades.

FUTURE SENIOR CARE OPTIONS

Since 2013, Lexington has lost senior care/living units because of the Covid-19 Pandemic. Care centers have closed, which accounted for 50% of the senior care units. The Lex-Plan 2024 Update calls for providing additional senior care centers and living units in the city. It also supports the idea of turning the currently city-owned facility into a dual use childcare and senior care center.

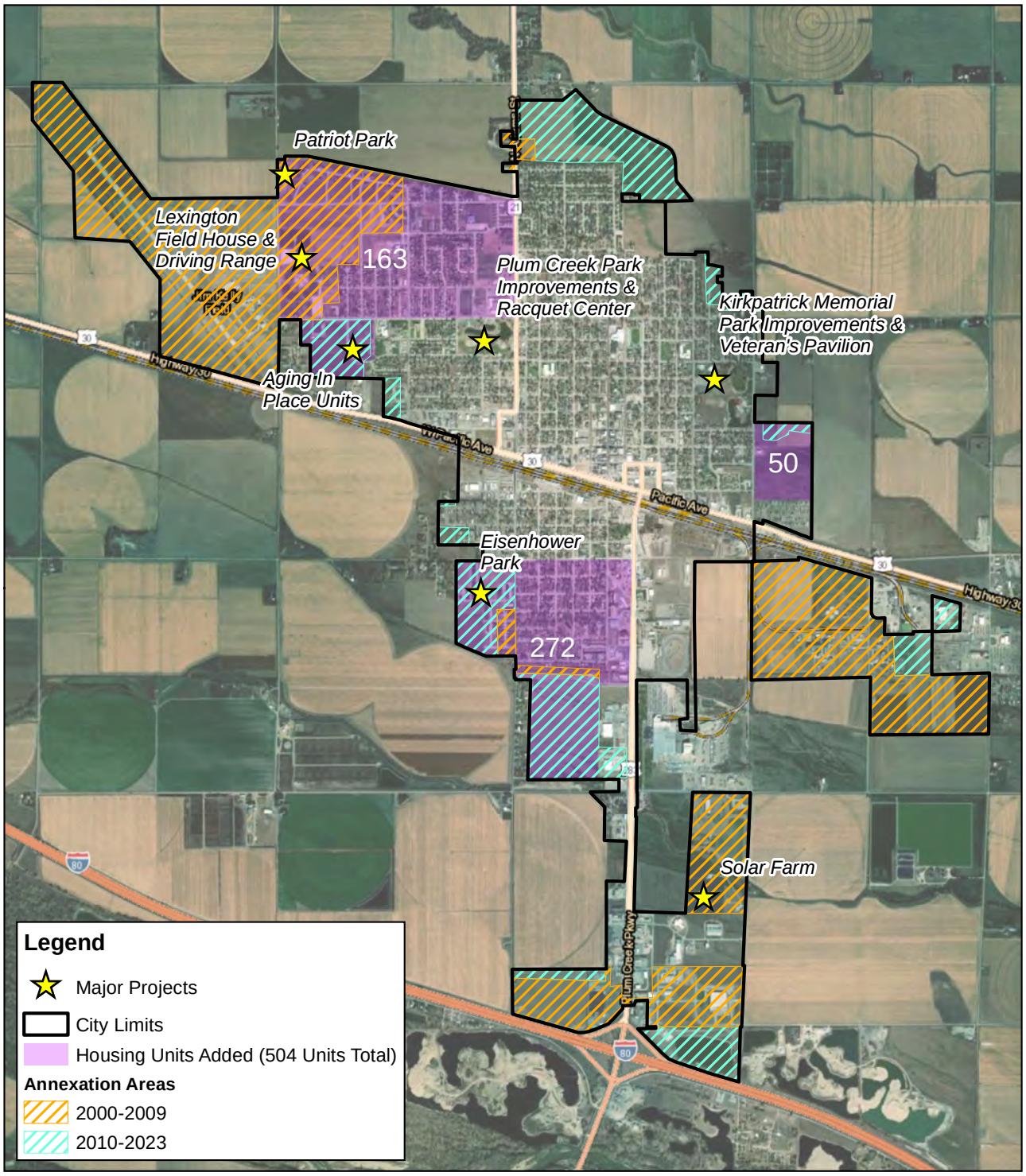
FUTURE TRANSIT OPTIONS

Public transit has undergone significant changes since 2013. Currently RYDE Transit handles all of the public transit in Lexington and the surrounding counties. Hours of operation are limited with no service provided in the evening or on weekends. In discussions with the city, it is believed that there is demand for additional service hours and options as the population continues to grow. In the Achieve Section of the plan, there is an expanded discussion of future transit options, including rideshare and on-demand public transit.

Downtown Lexington

Figure 1 on the following page outlines where recent new housing has been developed, new projects completed since 2013, and newly annexed areas.

Figure 1: Growth & Projects, Lexington 2013-2024



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Growth & Projects

Lexington Comprehensive Plan
2024 Update

0 1,500 3,000 Feet

Chapter One: Introduction

Introduction to Lexington

Lexington, one of the more diverse communities in the State of Nebraska, has shown a pattern of growth over the last decade. While growth is necessary and a sign of prosperity for a city, it is also a challenge to manage that growth. Cities that take the time to plan for and manage growth typically see a longer growth period and maintain their status as a desirable place to live. With the development of this newly updated Comprehensive Plan, referred to as the "Lex-Plan 2024 Update," the City of Lexington continues to enhance their status as one of the best cities to live and work in Nebraska.

LOCATION

Lexington is located in south-central Nebraska along Interstate 80, about 40 miles west of Kearney, Nebraska, and situated next to the Platte River. Residents have easy access to some of Nebraska's best outdoor recreation, such as Johnson Lake about 10 miles south of town. Lexington is the county seat of Dawson County and is located in the south-central part of the county. The community is connected to the region by 3 major transportation corridors, including U.S. Highways 283 and 30 and Nebraska State Highway 21. The Interchange of Highway 283 and I-80 provides a direct link to major trading centers in the Midwest and beyond. Omaha is located 222 miles to the northeast and Denver is 313 miles southwest of Lexington.

GEOGRAPHY

Lexington is located at 40°46'46"N 99°44'38"W 40.77944°N 99.74389°W (40.779434, -99.743854). According to the United States Census Bureau, the city has a total area of 4.5 square miles (11.69 km^2).

CLIMATE

The temperature for Lexington and Dawson County is varied, ranging from an average low of 15 degrees during the month of January to an average high of 86 during the month of July. The average annual precipitation is 23 inches. The average snowfall in a year is 20 inches.

TOPOGRAPHY AND SOILS

The terrain in the current corporate limits is mostly flat, lying in close proximity to the Platte River, with the city's average elevation measuring 2,404 feet. The land to the north becomes level to gently rolling outside the corporate limits. Throughout Dawson County the terrain is quite diverse, ranging from level to hilly.

The soils in and around the area of Lexington are classified into 4 soil groups. The U.S. Department of Agriculture, Natural Resources Conservation Service, has identified the 4 soil groups, or associations, as Cozad-Hord Association, Gosper-Cozad-Silver Creek Association, Lex-Lawet-Gibbon Association, and the Gothenburg-Platte Association. Nearly the entire area within the Lexington city limits, as well as the central third of the two-mile planning jurisdiction, is included in the Gosper-Cozad- Silver Creek Association in which soils are described as "deep, nearly level, somewhat poorly drained to well drained, silty and loamy soils on stream terraces."

HISTORY

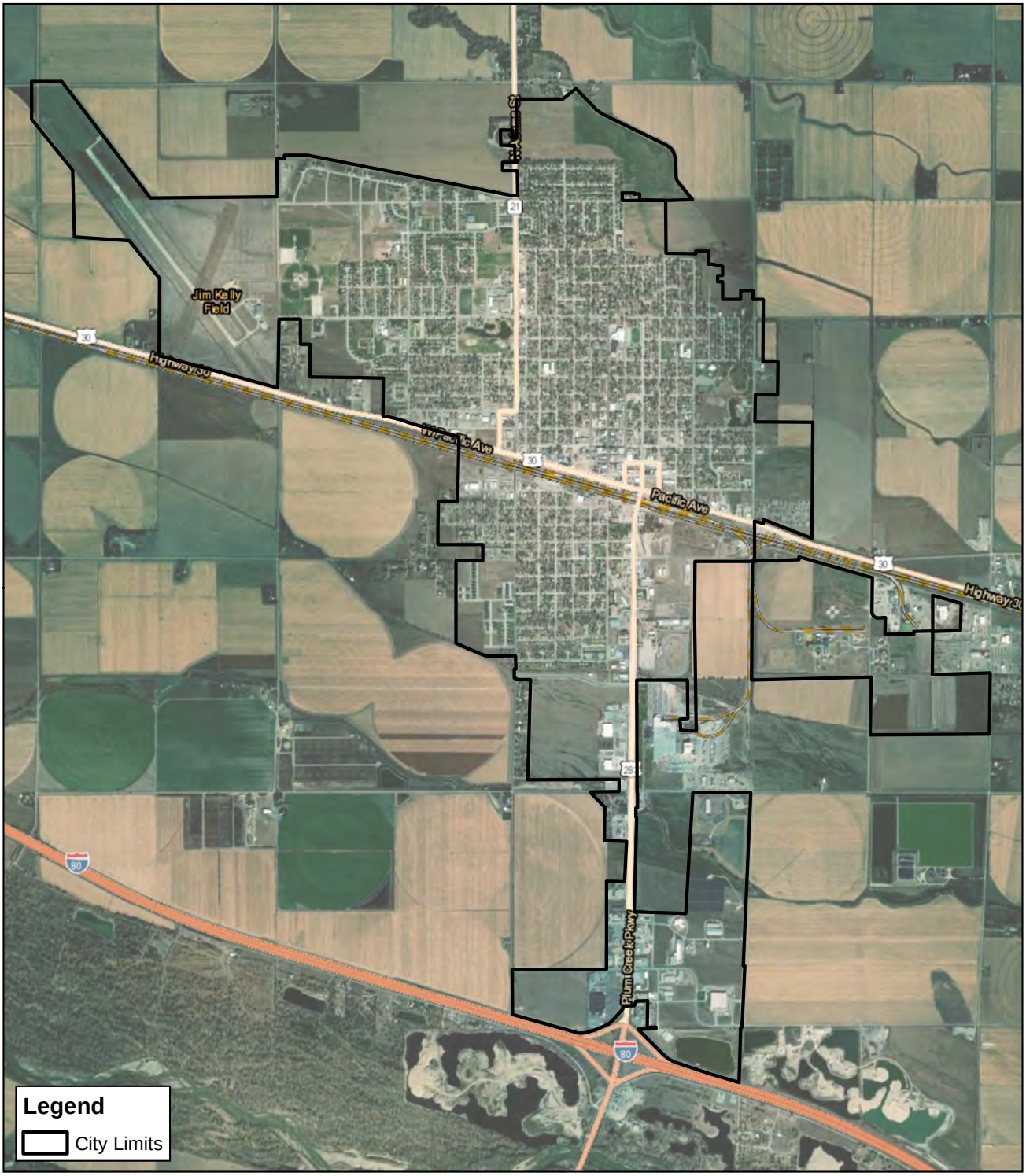
The location of Lexington is directly related to the Platte River, where original settlers were attracted to and found potable water and strategic transportation corridors. The Union Pacific Railroad arrived in the area in 1866, but it was not until 1871 that Dawson County was formed.

Called Plum Creek by the original settlers, Lexington has a colorful and lively history. Lexington began as an early frontier trading post in 1860 when the Daniel Freeman family settled along the Oregon Trail near the Platte River. The trading post was prosperous, but not without problems.

The Plum Creek Massacre took place August 7, 1864, in the bluffs near town. These bluffs were regarded as one of the most dangerous areas on the way west. The Freemans were forced to flee to Fort Kearny and the trading post was destroyed. Fort Plum Creek was established near the ruins of the trading post later that same year. A cemetery is all that remains near the historic site today.

It is estimated that during those early years, more than half a million Americans followed the nearby Oregon Trail until the completion of the Union Pacific Railroad. When the tracks had been laid, the Freemans moved north of the river and named the town Plum Creek, which was incorporated in 1874 and designated the county seat of Dawson County. With the railroad established, many new settlers arrived in the area -- including railroad workers and homesteaders who came to farm the free land. Many large ranches were established along the Platte River and thousands of cattle roamed the free range.

Figure 2: Community Boundary, Lexington 2024



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Community Boundary

Lexington Comprehensive Plan
2024 Update

0 1,500 3,000 Feet

A population boom between 1880 and 1885 increased by more than a thousand people. Some of the residents decided that a new name might help shake the town's rough-and tumble reputation and enhance community development. The town's name was changed to Lexington in 1889. It is not clear why, but it may be partly in commemoration of the Battle of Lexington during the Revolutionary War. The Union Pacific Railroad, the arrival of a group of settlers known as the Pennsylvania Colony, and construction of a bridge across the Platte River, stimulated more growth and made Lexington the center of activity in the area.

Comprehensive Planning

THE PURPOSE

The Lexington Comprehensive Plan is designed to promote orderly growth and development for the city, provide policy guidelines, and enable citizens and elected officials to make informed decisions about the future of the city. The Plan acts as a tool to "Develop a road map or blueprint that guides the community through change as it occurs tomorrow and 10 to 20 years from now."

The Comprehensive Plan will provide a guideline for the location of any future developments within the planning jurisdiction of Lexington. The Lexington Comprehensive Plan is intended to encourage a strong economic base, so the goals of the city are achieved.

The Lex-Plan 2024 Update will assist the community in evaluating the impacts of development, including economic, social, fiscal, and service, and encourage appropriate land uses throughout the jurisdictional area of Lexington. The Plan assists the city in balancing physical, social, economic, and aesthetic features as it responds to private sector interests. Planned growth will make Lexington more effective in serving residents, more efficient in using resources, and able to raise the standard of living and quality of life.

Mission Statement

The mission statement for Lexington is based upon various meetings and interactions throughout the planning process of updating the Comprehensive Plan. This mission statement lays the framework for the City's goals, objectives, polices, and development of its Future Land Use Plan.

City of Lexington Mission Statement

"Lexington is a diverse and family-oriented community bound together by shared values and a commitment to excellence where citizens, businesses and civic leaders are partners in building a quality environment to live, learn, and work."

THE PROCESS

This comprehensive plan update begins with a data analysis which includes demographic information from the latest US Census and American Community Survey data, information obtained from city staff, public input, and field data collection. In this phase, data provided in the previous Lex-Plan 2013 will be updated with the latest information provided in the 2020 Census report. Data collected provides a snapshot of the past and present conditions of Lexington. The data analysis phase provides the basis for developing forecasts for future land-use demands in the city.

The second phase of the planning process is the development of general goals and objectives or policies, based upon the issues facing the city, and prioritized by the community though public input. These are practical guidelines for improving existing conditions and guiding future growth. The goals and objectives included in this plan update are modified from the previous plan and were developed based on input provided by city staff and the City of Lexington Planning Commission.

The Lex-Plan 2024 Update represents a blueprint designed to identify, assess, and develop actions and policies in the areas of population, land use, transportation, housing, economic development, community facilities, and utilities. The Comprehensive Plan contains recommendations that, when implemented, will be of value to the City of Lexington and its residents.

Implementation is the final phase of the process. A broad range of development policies and programs are required to implement the Comprehensive Plan. The Lex-Plan 2024 Update identifies the tools, programs, and methods necessary to fulfill the recommendations. Nevertheless, the implementation of the development policies contained within this comprehensive plan update is dependent upon the adoption of the plan by the governing body, and the leadership exercised by the present and future elected and appointed officials of the city.

The Lex-Plan 2024 Update was prepared under the direction of city staff and the Planning Commission. Review and recommendations by the Lexington Planning Commission were completed prior to the adoption of The Lex-Plan 2024 Update by the Lexington City Council. The planning period for achieving goals, objectives, programs, and developments identified in the Lexington omprehensive plan update is up to 20 years. However, the city should review the plan annually or bi-annually, and update the document completely every 10 to 15 years, or when a pressing need is identified. Continuing to update the comprehensive plan will allow the city to incorporate ideas and developments that were not known at the time of the present comprehensive planning process.

THE COMPONENTS

Nebraska State Statutes require the inclusion of certain elements in a Comprehensive Plan. A “Comprehensive Development Plan,” as defined in Neb. Rev. Stat. § 19-903 (Reissue 1997), “shall consist of both graphic and textual material and shall be designed to accommodate anticipated long-range future growth.”

The Lex-Plan 2024 Update provides an emphasis on land use and transportation and is comprised of the following components:

Profile Lexington

Envision Lexington

Achieve Lexington

Implement Lexington

Analyzing past and existing demographic, housing, economic, and social trends permits the projection of likely conditions in the future. Projections and forecasts are useful tools in planning for the future; however, these tools are not always accurate and may change due to unforeseen factors. Past trends may also be skewed or inaccurate, creating a distorted picture of past conditions. Therefore, it is important for Lexington to closely monitor population, housing, and economic conditions that may impact the city. Through periodic monitoring, the city can adapt and adjust to changes at the local level. Having the ability to adapt to socio-economic change allows the city to maintain an effective comprehensive plan for the future, enhance the quality of life, and raise the standard of living for all residents in Lexington and its jurisdiction.

The Lex-Plan 2024 Update records where Lexington has been, where it is now, and where it will likely be in the future. This is an information and management tool for city leaders to use in their decision-making process when considering future developments. The comprehensive plan is not a static document; it should evolve as changes in the land-use, population, or local economy occur during the planning period. This information is the basis for Lexington's evolution as it achieves its physical, social, and economic goals.

Governmental and Jurisdictional Organization

The Lexington City Council, which is a board of elected officials including the mayor, performs the legislative functions for the city. The city may enforce zoning and subdivision regulations including building, electrical, plumbing, and property maintenance codes within its planning jurisdiction. The planning and zoning jurisdiction of Lexington, pursuant to Neb. Rev. Stat. § 19-901 through 19-933 (Reissue 1997), includes all of the incorporated portions of the city, including an established extraterritorial jurisdiction of 2 miles.

Chapter Two: Profile

Introduction

In order to foster robust communities, cities must continually evaluate both past trends and existing facilities. The Profile Section of the Lex-Plan 2024 Update focuses on characteristics that create Lexington. Current demographics, economic climate, housing stock, and 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 ETJ (Extraterritorial Jurisdiction), the extended two-mile jurisdiction around a city's official boundaries, will remain pivotal to the surrounding economies and job creation in Dawson County. City officials, private citizens, and businesses can use this comprehensive plan update as a reference for future needs. These needs can be achieved through long-term planning and budgeting. Lexington's commitment to community enhancement 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.

Demographics

Population is the driving force behind housing, local employment, economy, 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 and current 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 3 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. A loss of population has only occurred during the 1980s.

Since 2010, the U.S. Census found that Lexington only grew by 118 people up to 10,348 in 2020. However, city administration feels that the population in 2020 was undercounted likely due to the large minority population in the city. Minority populations have historically been undercounted by the U.S Census for a variety of reasons. With new housing construction (504 new units from 2010 to 2024), very few demolished homes, and a relatively low vacancy rate; city administration estimate that the population is likely somewhere between 10,600 and 11,000 people.

Figure 4 shows a visual representation of the historical population of the previous 50 years within Dawson County. Lexington has sustained its growth to remain the largest community in Dawson County.

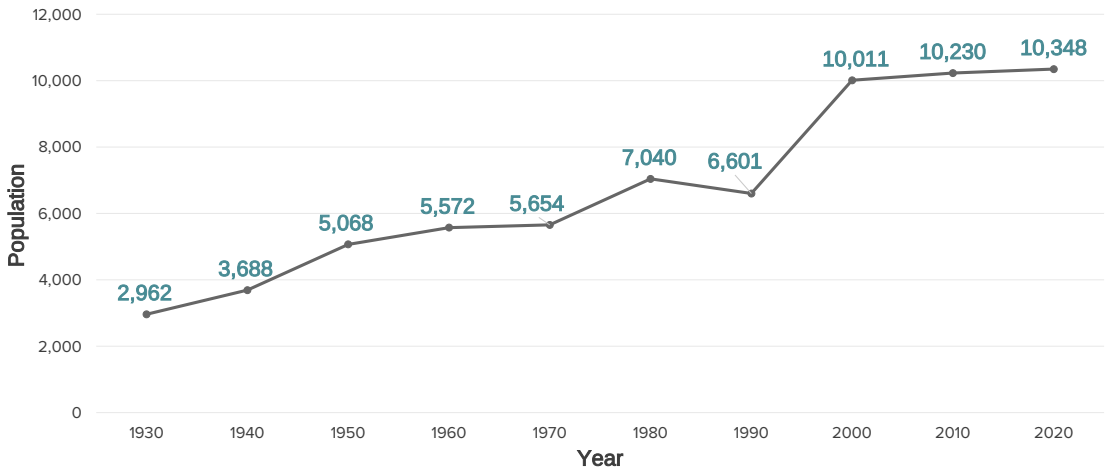
Table 2 compares its population growth of Lexington to Dawson County and the larger cities of Cozad and Gothenburg over the past 50 years. This information

Table 1: Population Trends, Lexington

Year	Population	Change	% Change
1930	2,962	NA	NA
1940	3,688	726	25%
1950	5,068	1,380	37%
1960	5,572	504	10%
1970	5,654	82	1%
1980	7,040	1,386	25%
1990	6,601	-439	-6%
2000	10,011	3,410	52%
2010	10,230	219	2%
2020	10,348	118	1%

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

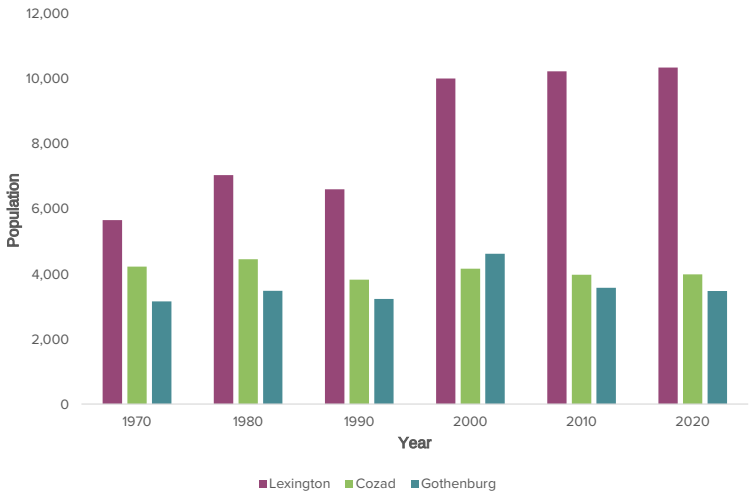
Figure 3: Population Trends, Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

provides an understanding of the county's long-term population trends. The decade of 1970 showed an increase for Dawson County while the 1980s revealed an overall decrease for both the cities and the county. Lexington's population increased by 1.2% in 2020. While the rest of the county lost population between 2010 and 2020.

Figure 4: Population Comparison, Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Table 2: Population Comparison, Dawson County Cities

Community	1970	1980	% Change 1970 to 1980	1990	% Change 1980 to 1990	2000	% Change 1990 to 2000	2010	% Change 2000 to 2010	2020	% Change 2010 to 2020
Lexington	5,654	7,040	24.5%	6,601	-6.2%	10,011	51.7%	10,230	2.2%	10,348	1.2%
Cozad	4,225	4,453	5.4%	3,823	-14.1%	4,163	8.9%	3,977	-4.5%	3,988	-0.3%
Gothenburg	3,158	3,479	10.2%	3,232	-7.1%	4,619	12.0%	3,574	-1.2%	3,478	-2.7%
Dawson County	19,467	22,304	14.6%	19,940	-10.6%	24,365	22.2%	24,326	-0.2%	24,111	-0.9%

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

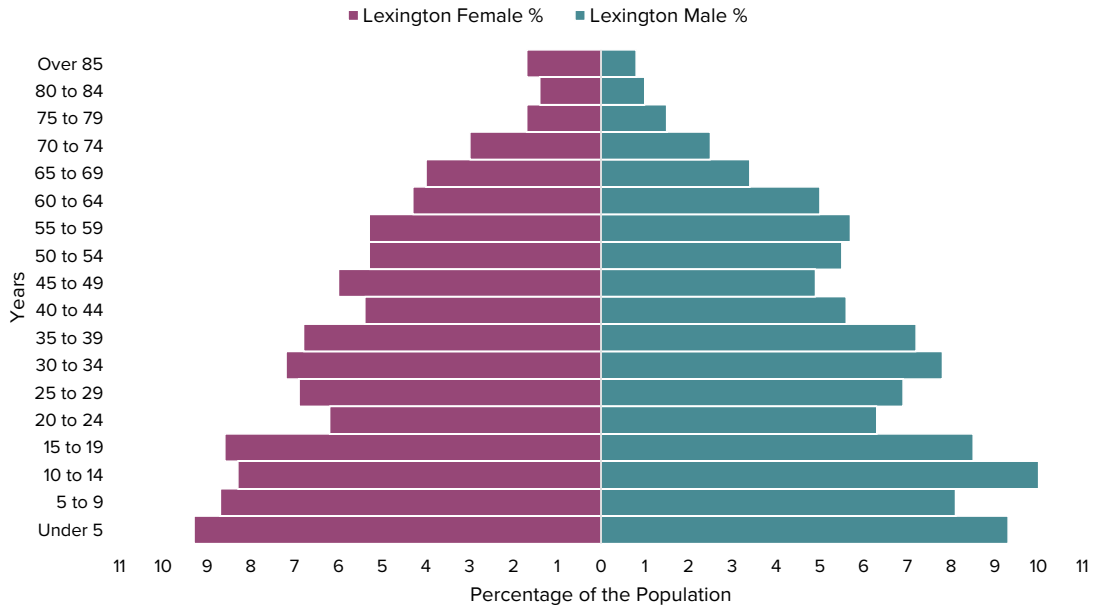
AGE STRUCTURE ANALYSIS

An age structure analysis interprets what a city is experiencing within its age groups. This information is necessary to effectively plan for the future. Breaking the total population into age cohorts allows Lexington to better understand the structure of its population. The child-bearing age cohorts (20-44) are important because they supply the natural growth of a community's population. Analyzing the different age cohorts can help a community determine where to focus resources in the future. For example, if the very young cohorts have a large percentage of the population, then additional child care and schools

may be necessary. If a community has a large, retired population, it may need to invest and supply adequate assistance and available elder care.

Figure 5 shows the 2020 Age Cohort Chart for the City of Lexington. The youngest and third youngest cohorts are shown to be the largest. The 0-4 age range has 18.6% of the population while the second largest cohort of 10-14 accounts for 18.3% of the population. This along with a large child-bearing age cohort (ages 20-44) likely means that the population of the city will continue to grow in the future. Providing the appropriate number schools and youth activities may become the focus of the community in the coming years.

Figure 5: Age Cohort Comparison, Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

There is also a large portion of the population that will be at retirement age in the next 10 years (ages 55-64). As these cohorts age, providing enough appropriate housing will be important in keeping these individuals in the city.

Another cohort that stands out in Figure 5 is age 20 to 24. The large dip is likely due to this age group going off to college. Lexington does not have a college or university in the city so students must go to other communities like Lincoln, Kearney, or Grand Island. However, it is a good sign that the next age cohort (age 25 to 29) rebounds indicating that many college students return to the city after receiving their degree.

Table 3 compares Lexington's Age Cohorts from 2010 and 2020. One method of analyzing cohort movement in a population involves comparing the same age cohort 10 years later. For this example, the 0-4 Age Cohort in the year 2010 becomes the 2020s 10-14 Age Cohort. This helps reveal trends within a community as they age. The analysis of the childbearing age cohort shows this age cohort decreased slightly from 2010 to 2020 by 2% which was up from a decrease of 4% in 2010. A positive change in the age cohort would suggest that a particular cohort experienced an in-migration. If an age cohort has a decrease, it would suggest out-migration. In- and out-migration can have a major impact on a community's population. In this analysis of Lexington's age cohorts between 2010 and 2020, each age cohort had varying degrees of out-migration, apart from the 30-34 age cohort, which experienced an in-migration. The largest cohorts that lost the most population were the 20-24 and 25-29 cohorts with 222 and 151 respectfully.

Table 3: Cohort Analysis, Lexington, 2010-2020

2010 Age Cohort	2010 Male and Female	2010 % of Total	2020 Age Cohort	2020 Male and Female	2020's % of Total	2010-2020 Cohort Change	% Change
Under 5 years	993	9.7%	Under 5 years	965	9.3%		
5 to 9 years	940	9.2%	5 to 9 years	870	8.4%		
10 to 14 years	870	8.5%	10 to 14 years	948	9.2%	-45	-4.5%
15 to 19 years	866	8.5%	15 to 19 years	885	8.6%	-55	-5.9%
20 to 24 years	742	7.3%	20 to 24 years	648	6.3%	-222	-25.5%
25 to 29 years	785	7.7%	25 to 29 years	715	6.9%	-151	-17.4%
30 to 34 years	603	5.9%	30 to 34 years	777	7.5%	35	4.7%
35 to 39 years	644	6.3%	35 to 39 years	726	7.0%	-59	-7.5
40 to 44 years	663	6.5%	40 to 44 years	568	5.5%	-35	-5.8
45 to 49 years	661	6.5%	45 to 49 years	563	5.4%	-81	-12.6%
50 to 54 years	618	6.0%	50 to 54 years	561	5.4%	-102	-15.4%
55 to 59 years	495	4.8%	55 to 59 years	568	5.5%	-93	-14.1%
60 to 64 years	401	3.9%	60 to 64 years	479	4.6%	-139	-22.5%
65 to 69 years	270	2.6%	65 to 69 years	379	3.7%	-116	-23.4%
70 to 74 years	203	2.0%	70 to 74 years	283	2.7%	-118	-29.4%
75 to 79 years	166	1.6%	75 to 79 years	165	1.6%	-105	-38.9%
80 to 84 years	141	1.4%	80 to 84 years	121	1.2%	-82	-40.4%
85 years +	169	1.7%	85 years +	127	1.2%	-39	-23.5%

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

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 2010, the 0-19 Age Cohorts had a total of 3,669 people and the same corresponding cohort in 2020 slightly decreased to 3,668 people. The combined cohorts of 70+ years of age were 679 people or 6.6% of the 2010 population. In 2020, this age cohort increased in size to 696 people as well as slightly increasing its percentage to 6.7%.

AGE DISTRIBUTION

Table 5 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 1,363 or 13.2% of the 2020 population. Combined with the 0-19 age cohort, Lexington had 48.6% of its population under the age of 30. This helps to create a vibrant community and a steady labor force. Focusing on education costs and providing training can help Lexington grow in the future.

There are several 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 post-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 or if wanted types of housing are not available. In this age distribution table, the 20 to 29 age group lost

Table 4: Age Cohort Comparison, Lexington

Age Cohort	2010 Male and Female	2020 Male and Female	2010-2020 Cohort Change
Under 5 years	993	965	-28
5 to 9 years	940	870	-70
10 to 14 years	870	948	78
15 to 19 years	866	885	19
20 to 24 years	742	648	-94
25 to 29 years	785	715	-70
30 to 34 years	603	777	174
35 to 39 years	644	726	82
40 to 44 years	663	568	-95
45 to 49 years	661	563	-98
50 to 54 years	618	561	-57
55 to 59 years	495	568	73
60 to 64 years	401	479	78
65 to 69 years	270	379	109
70 to 74 years	203	283	80
75 to 79 years	166	165	-1
80 to 84 years	141	121	-20
85 years +	169	127	-42

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Table 5: Age Distribution, Lexington

Age Groups	2010	2020	Change	% Change
Under 19	3,669	3,668	-1	0.0%
20-29 years	1,527	1,363	-164	-10.7%
30-39 years	1,247	1,503	256	20.5%
40-54 years	1,942	1,692	-250	-12.9%
55-64 years	896	1,047	151	16.9%
65+ years	949	1,075	126	13.3%

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

the most relative population in 2020 at 10.7%. However, the 30-39 age group experienced the largest increase with 256 people, a 20.5% increase since 2010.

RACE AND ETHNICITY

Another important factor in Lexington's population is the racial composition of the overall population. The following table (6) shows the changes in Lexington's racial composition from 2000 to 2020. The Hispanic or Latino Origin and Black or African populations experienced the largest increases with 569 and 418 people respectively since 2010. The white population saw a decrease of 890 people in that same time period.

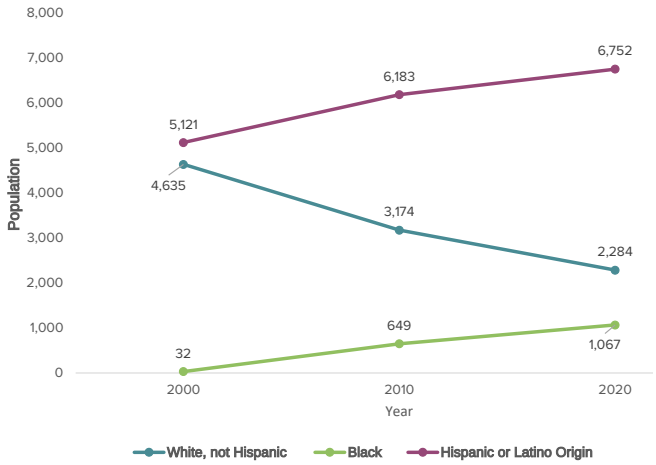
Table 6: Racial Composition Trends, 2000 to 2020

Race	2000		2010		2020		2000-2020
	Number	% of Total	Number	% of Total	Number	% of Total	% Change
White, not Hispanic	4,635	46.3%	3,174	31.03%	2,284	22.07%	-50.72%
Black	32	0.32%	649	6.34%	1,067	10.31%	3,234.38%
American Indian and Alaska Native	76	0.76%	34	0.33%	12	0.12%	-84.21%
Asian and Pacific Islander	103	1.03%	130	1.27%	134	1.29%	30.10%
Other, not Hispanic	5	0.05%	14	0.14%	18	0.17%	260%
Two or More Races	39	0.39%	46	0.45%	81	0.78%	107.69%
Hispanic or Latino Origin	5,121	51.15%	6,183	60.44%	6,752	65.25%	31.85%
Total Population	10,011	100%	10,230	100%	10,348	100%	

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

As shown in Figure 6, the trends of increasing Hispanic or Latino and Black or African populations are likely to continue in the coming decades. Having a majority of the population be Hispanic or Latino is rare within the State of Nebraska. This can provide Lexington with unique opportunities that may not be seen in other nearby areas. As Lexington continues to grow and change, its population and the needs of its citizens will continue to change.

Figure 6: Population Change by Race, Lexington

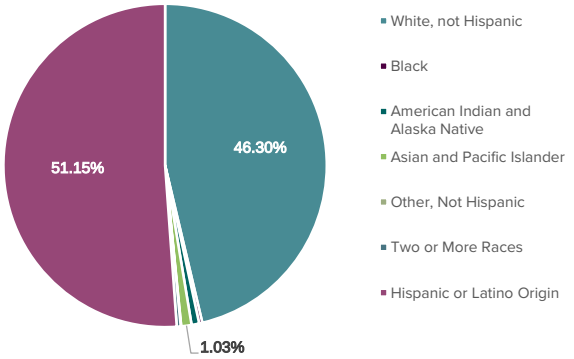


Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

POPULATION PROJECTIONS

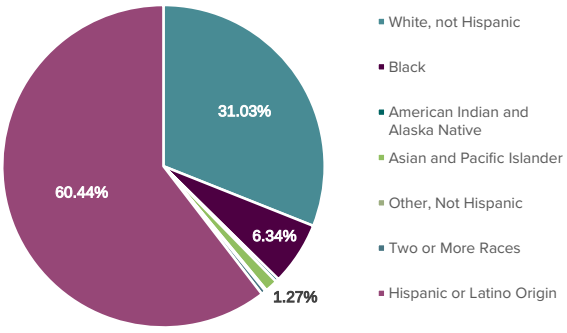
Projecting populations is an important factor in future decisions. The complex process includes many variables and trends within a community. Future populations are projected with the assumption of a stable local economy and that historical social structure trends will continue. Due to the nature of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

Figure 7: 2000 Racial Composition, Lexington



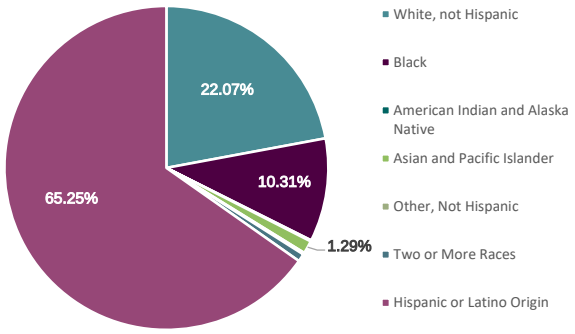
Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Figure 8: 2010 Racial Composition, Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Figure 9: 2020 Racial Composition, Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Figures 7-9 present a breakdown of racial composition data for the city of Lexington from 2000-2020.

AGE COHORT SURVIVAL PROJECTION

The Age Cohort Survival Projection uses birth and mortality rates for each age cohort to project potential population changes. Table 7 shows projected cohort population changes in five-year increments, beginning with the 2020 age cohorts. If birth and mortality rates stay the same, large population growth is expected through 2045. As shown in the 2045 cohort survival projection, all cohorts age 19 and younger have over one thousand residents. With a projected population of 15,596 residents in 2045, that comes out to roughly 15% growth.

Table 7: Age Cohort Survival - No Migration

Age Cohort	2020	2025	Population Change	2030	Population Change	2035	Population Change	2040	Population Change	2045	Population Change
0 to 4	965	1,341	378	1,373	30	1,454	81	1,577	123	1,685	108
5 to 9	870	958	88	1,333	375	1,363	30	1,444	81	1,565	121
10 to 14	948	869	-79	958	89	1,333	375	1,362	29	1,443	81
15 to 19	885	947	62	869	-78	957	88	1,331	374	1,361	30
20 to 24	648	882	234	943	61	865	-78	953	88	1,326	373
25 to 29	715	644	-71	876	232	937	61	860	-77	947	87
30 to 34	777	712	-65	641	-71	872	231	933	61	856	-77
35 to 39	726	772	46	708	-64	637	-71	867	230	927	60
40 to 44	568	721	153	767	46	703	-64	633	-70	861	228
45 to 49	563	562	-1	713	151	759	46	695	-64	626	-69
50 to 54	561	556	-5	554	-2	704	150	749	45	686	-63
55 to 59	568	548	-20	543	-5	542	-1	688	146	732	44
60 to 64	479	551	72	532	-19	528	-4	526	-2	668	142
65 to 69	379	457	78	526	69	508	-18	504	-4	502	-2
70 to 74	283	349	66	420	71	484	64	468	-16	465	-3
75 to 79	165	249	84	307	58	368	61	424	56	410	-14
80 to 84	121	133	12	201	68	248	47	295	47	341	46
85+	127	81	-46	88	7	135	47	167	32	195	28
Totals	10,348	11,334	986	12,352	1,018	13,085	1,045	14,476	1,079	15,596	1,120

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

It should be noted that this survival projection does not consider migration patterns. In the 2010's Dawson County had a negative net migration for every age cohort other than 30-34 and 40-44. While Lexington likely saw less out migration than the rest of the county, unforeseen economic and social changes can change the amount of migration over the next 20 years. Housing preferences and supply can also impact migration and change the population projections. The following table considers age cohort projection with migration.

Table 8: Projection Age Cohort Survival - Migration

Age Cohort	2020	2025	Population Change	2030	Population Change	2035	Population Change	2040	Population Change	2045	Population Change
0 to 4	965	1,341	376	1,349	8	1,403	54	1,500	97	1,590	90
5 to 9	870	957	87	1,329	372	1,337	8	1,390	53	1,487	97
10 to 14	948	863	-85	949	86	1,319	370	1,326	7	1,379	53
15 to 19	885	936	51	852	-84	937	85	1,302	365	1,309	7
20 to 24	648	869	221	919	50	837	-82	920	83	1,279	359
25 to 29	715	626	-89	840	214	887	47	808	-79	889	81
30 to 34	777	703	-74	615	-88	825	210	872	47	794	-78
35 to 39	726	786	60	710	-76	622	-88	834	212	883	49
40 to 44	568	719	151	779	60	704	-75	616	-88	826	210
45 to 49	563	562	-1	712	150	770	58	696	-74	609	-87
50 to 54	561	552	-9	551	-1	697	146	755	58	682	-73
55 to 59	568	543	-25	534	-9	532	-2	674	142	730	56
60 to 64	479	546	67	521	-25	513	-8	512	-1	648	136
65 to 69	379	453	74	517	64	494	-23	486	-8	485	-1
70 to 74	283	346	63	413	67	471	58	450	-21	444	-6
75 to 79	165	247	82	302	55	359	57	410	51	392	-18
80 to 84	121	133	12	200	67	244	44	288	44	330	42
85+	127	81	-46	88	7	134	46	165	31	191	26
Totals	10,348	11,263	915	12,180	917	13,085	905	14,004	919	14,947	943

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

The Lexington water tower near downtown Lexington.

Table 9: Lexington Historical Growth

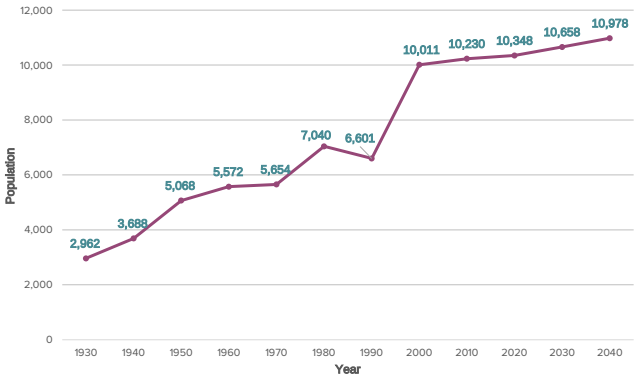
Year	Population	Change	Percentage
1930	2,962	NA	NA
1940	3,688	726	25%
1950	5,068	1,380	37%
1960	5,572	504	10%
1970	5,654	82	1%
1980	7,040	1,386	25%
1990	6,601	-439	-6%
2000	10,011	3,410	52%
2010	10,230	219	2%
2020	10,348	118	1%

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

POPULATION: LINEAR PROJECTIONS

With the exception of the 1980s, Lexington has continued to see growth over the past 80 years. Lexington's population projections at low growth (3%), medium-low growth (7%), medium-high growth (12%), and high growth (15%) will help determine how the community allocates its funds. This also gives the community a population range to prepare for in the next 20 years. The figures (10-13) and tables (10-13) below show what the population will be in the future with the various growth rates.

Figure 10: Population Projection - Low (3% Growth), Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

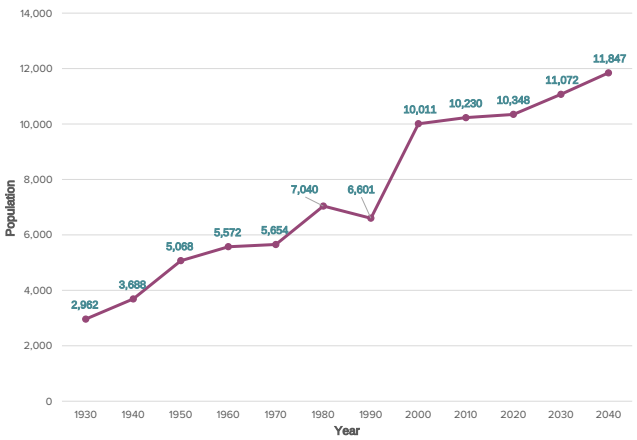
Table 10: Low Population Projection (3% Growth)

Year	Population	Change	Percentage
2020	10,348	118	1%
2030	10,658	310	3%
2040	10,978	320	3%

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

Figure 11: Population Projection - Medium - Low (7% Growth), Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

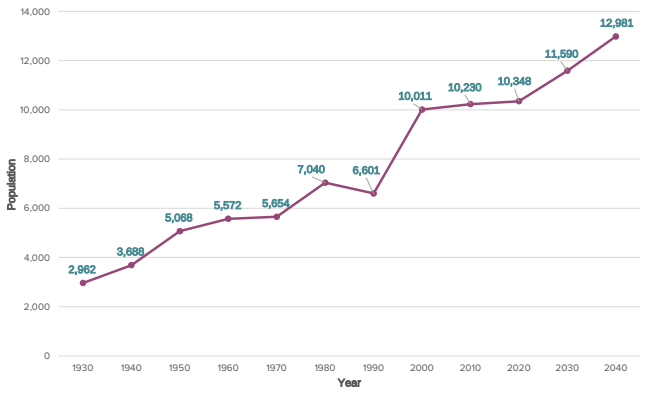
Table 11: Medium-Low Population Projection (7% Growth)

Year	Population	Change	Percentage
2020	10,348	118	1%
2030	11,072	724	7%
2040	11,847	775	7%

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

Figure 12: Population Projection - Medium - High (12% Growth), Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

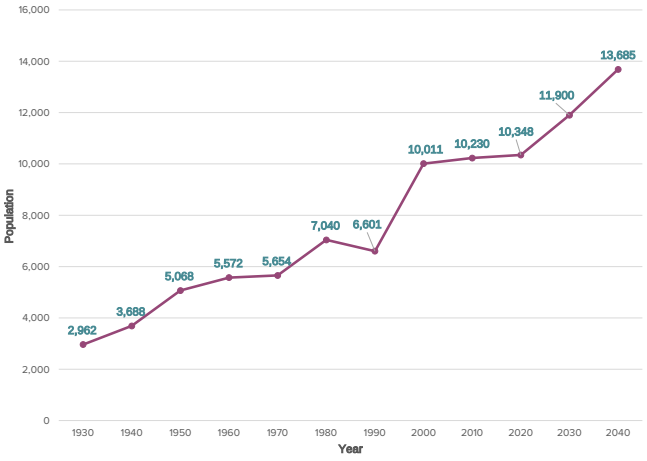
Table 12: Medium-High Population Projection (12% Growth)

Year	Population	Change	Percentage
2020	10,348	118	1%
2030	11,590	1,242	12%
2040	12,981	1,391	12%

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

Figure 13: Population Projection - High (15% Growth), Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

Table 13: High Population Projection (15% Growth)

Year	Population	Change	Percentage
2020	10,348	118	1%
2030	11,900	1,552	15%
2040	13,685	1,785	15%

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Source: JEO Consulting Group, Inc.

Housing

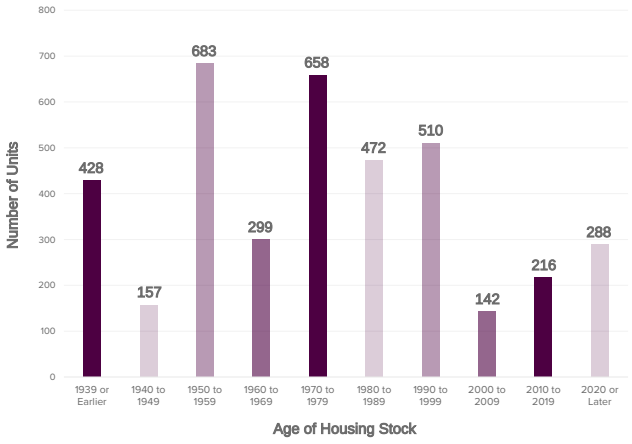
The current housing stock and housing options available play an important role in the lives of its residents. Analyzing the city's housing data will help evaluate the future needs of the community. Examining the current housing will clarify any deficiencies that exist and help determine the necessary supply of future housing types.

Many factors are analyzed when assessing housing stock. Growth within communities creates an ever-changing imbalance of supply and demand in housing options. The following analyzed information will demonstrate Lexington's past trends and future changes. Future projections will be drawn from this analysis and population projection information. Employment also plays 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 residents' choices of housing types. The following tables (14-19) and figures (14-19) 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. The age of the existing housing stock can show how much rehabilitation effort is necessary while determining the need for new construction. Examining the housing stock is important to understand the overall quality of housing and the quality of life in Lexington.

Figure 14: Age of Housing Stock, Lexington

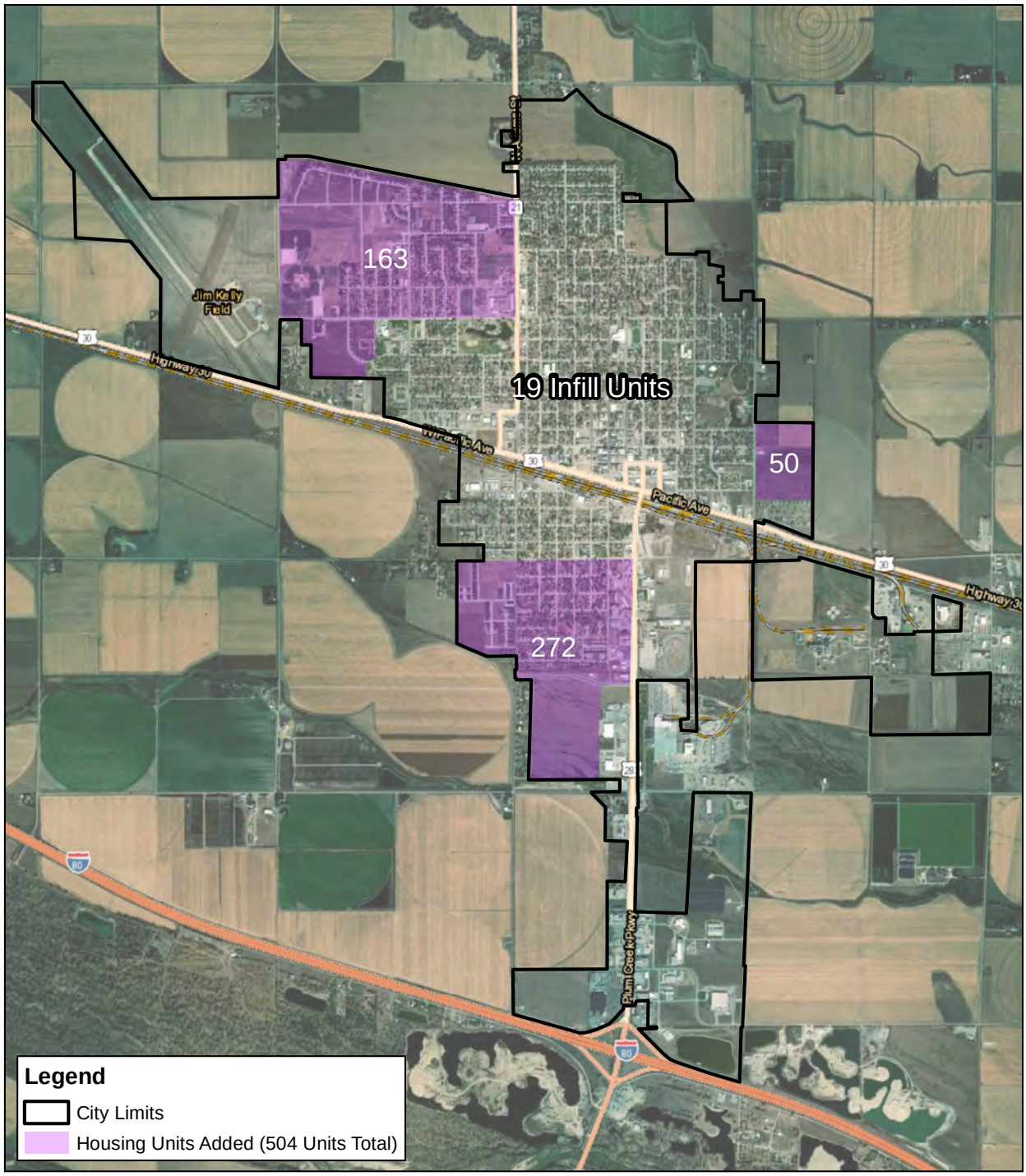


Source: United States Census Bureau. 2021 American Community Survey 5-Year Estimates: DP04 Selected Housing Characteristics. https://data.census.gov/.

The most recent information shows that 428 existing houses or 11.1% of the housing stock were built before 1939. The houses built in 1959 or earlier represent 32.9% of Lexington's existing housing stock. These properties may need to be reevaluated for safety purposes and remodeling needs if improvements have not already been made. Energy efficiency can vastly be improved in many of these older homes.

Figure 14 shows that there are currently 658 buildings built in the 1970s. Combined with the 1980 to 1989 housing stock, it represents 29.3% of Lexington's 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

Figure 15: New Housing Units Added Since Lex-Plan 2013, Lexington



Created By: KD
Date: 2/8/2024
Software: ArcGIS 10.8.1
File: Growth & Projects.mxd

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Housing Units Added

Lexington Comprehensive Plan
2024 Update

0 1,500 3,000 Feet

Lexington's housing stock declined, likely due to modest population growth. However, new construction has been increasing each decade since 2000, and 288 housing units were built in the last 3 years.

After the 2013 comprehensive plan, the City of Lexington had a goal to build approximately 800-900 new housing units by 2024. With 504 housing units built since 2013, the city is well on its way to meeting that goal. Figure 15 shows the general locations of housing units built since 2013.

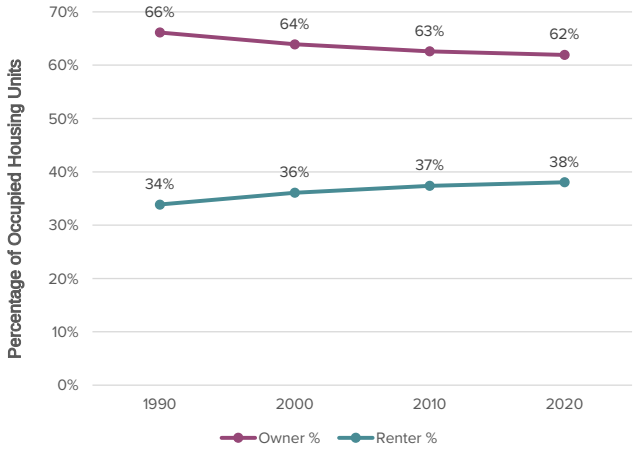
HOUSING TRENDS

Housing trends can reveal a great deal of information about the different population groups within Lexington. Table 14 gives vital information on how Lexington has grown, how housing is currently comprised, and the direction the community may anticipate in the future.

The Housing Trends table shows 212 vacant housing units. The 2020 vacancy rate is determined by the number of units not occupied at the time of the 2020 Census. There are fewer vacant homes in 2020 than there were in 2010 (223 homes). The number of available housing units combined with a 7.8% renter-occupied vacancy rate would suggest that most of the housing available are rental units.

As shown in Figure 17, the average household size is increasing slightly for owner-occupied housing and decreasing slightly for rental properties. This has caused the overall persons per household to decrease slightly since 2010 (3.17 to 3.14).

Figure 16: Percentage of Total Housing Stock, Lexington



Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: DP04 Selected Housing Characteristics". https://data.census.gov/

Table 14: Housing Trends, Lexington 1990-2020

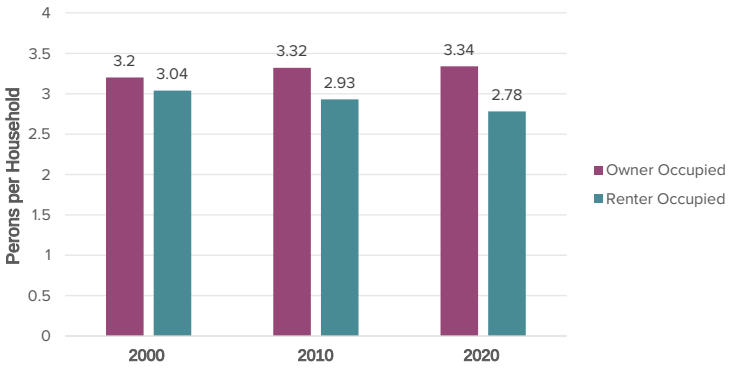
Selected Characteristics	1990	2000	2010	2020
Population	6,601	10,111	10,230	10,348
Persons in Households	6,573	9,733	10,093	10,236
Persons in Group Quarters	28	278	137	112
Persons per Household - Owner	-	3.2	3.32	3.34*
Persons per Household - Renter	-	3.04	2.93	2.78*
Persons per Household	2.52	3.14	3.17	3.14
Total Housing Units	2,838	3,222	3,403	3,470
Occupied Housing Units	2,610	3,095	3,180	3,258
Owner-Occupied Units	1,726	1,978	1,991	2,018
Renter-Occupied Units	884	1,117	1,189	1,240
Vacant Housing Units	228	227	223	212
Owner-Occupied Vacancy Rate	-	1.4	1.6	1.4
Renter-Occupied Vacancy Rate	-	10.8	8.5	7.8
Single-Family Units	1,830	2,237	2,320	2,277*
Duplex/Multiple-Family Units	183	NA	NA	877*
Mobile Homes, Trailer, Other	1,647	NA	NA	276*
Median Contract Rent				
Lexington	$296	$358	$586	$856
Dawson County	$288	$331	$582	$799
Nebraska	$348	$412	$5334	$909
Median Value - Owner-Occupied				
Lexington		$61,900	$84,700	$123,500*
Dawson County		$64,100	$85,400	$123,100*
Nebraska		$88,000	$125,400	$174,100*

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/
**Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: DP04 Selected Housing Characteristics". https://data.census.gov/*

Ownership has declined since 1990 from 66.1% to 61.9%, while the rental population has increased from 33.9% to 38.1%.

Table 15 shows Lexington's current household sizes. Smaller single-person or two-person households make up 47.3% of all households. Larger homes with 4 or more people make up 42.8% of the households. This information is helpful in determining the size of new units to build.

Figure 17: Household Size Change, Lexington



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Table 16 and Table 17 on the next page show housing needs by value for both owner occupied and renter occupied units. There are large deficits for $100,000 to $149,999 and $200,000 to $299,999 owner occupied homes in Lexington. With a projected growing population of first-time home buyers, more moderately priced homes need to be built.

Lexington has a great supply of renter occupied housing, especially in the lower income brackets. This large affordable rental stock is helpful as the city grows and attracts new residents. While there is a deficit as incomes increase, many of those individuals have the opportunity to buy homes if desired and the supply is available.

Dawson County courthouse in downtown Lexington.

Table 15: Persons Per Household, Lexington 2020

Persons per Household	2020 Total
1 - Person Household	680
2 - Person Household	874
3 - Person Household	326
4 - or - More Person Household	1,404
Total	3,284

Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: S2501 Occupancy Characteristrics". https://data.census.gov/

Table 16: Housing Needs By Value, Owner-Occupied

Annual Household Income	# of Housing Units	Lexington Home Value	Housing Supply	Surplus/ Deficit
Less than $25,000	233	Less than $50,000	191	-42
$25,000 to $49,999	295	$50,000 to $99,999	577	282
$50,000 to $74,999	541	$100,000 to $149,999	414	-127
$75,000 to $99,999	290	$150,000 to $199,999	470	180
$100,000 to $149,999	346	$200,000 to $299,999	117	-229
$150,000 or more	94	$300,000 or more	30	-64

Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: DP04

Source: Selected Housing Characteristics". https://data.census.gov Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: S2503 Financial Characteristics". https://data.census.gov/

Table 17: Housing Needs By Value, Renter-Occupied

Annual Household Income	# of Rental Units	Lexington Monthly Rent	Rental Supply	Surplus/ Deficit
Less than $10,000	57	Less than $500	119	62
$10,000 to $24,999	389	$500 to $999	911	522
$25,000 to $49,999	350	$1,000 to $1,499	366	16
$50,000 to $74,999	316	$1,500 to $1,999	0	-316
$75,000 to $99,999	63	$2,000 to $2,499	0	-63
$100,000 to $149,999	224	$2,500 to $2,999	0	-224
$150,000 or more	86	$3,000 or more	10	-76

Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: DP04

Source: Selected Housing Characteristics". https://data.census.gov Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: S2503 Financial Characteristics". https://data.census.gov/

HOUSING PROJECTIONS – 2030

As shown in Table 18, the current housing stock cannot meet future population demand, and additional units will need to be added. However, the demands of the preferred housing type may change as demographics change and preferences shift more toward rental properties. In addition, Lexington may also begin to experience the loss of its older housing stock within the next decade or two. This would increase the amount of new construction and infill projects needed.

Table 18: Lexington Housing Need Projections for 2030

Based on Current Owner: 61.9% and Renter: 38.1% rates

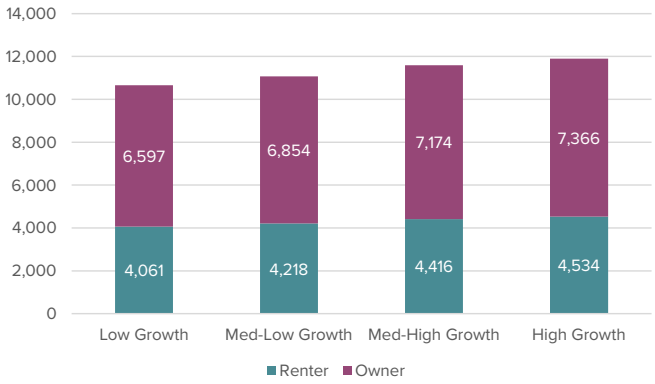
Lexington Housing for 2030	Projections	Low	Med-Low	Med-High	High
Additional population	2020 to 2030	310	724	1,242	1,552
Additional Households Needed	Renter	38	88	151	188
	Owner	61	143	245	306
	Total	99	231	396	494

Source: JEO Consulting Group

The expected housing needs were determined using 2020 and 2021 U.S. Census housing trend changes along with prior population projections. To supply a high growth community, Lexington would be expected to prepare for roughly an additional 500 housing units. To further the housing projections, Table 18 broke the estimated housing units into new owner-occupied and renter-occupied units needed. Additional households needed was also estimated for low, medium-low, and medium-high growth. Housing trends will have to be continually monitored for the demands of renters as well as buyers.

Newly constructed Age In Place housing development.

Figure 18: 2030 Total Population Projection



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

HOUSING PROJECTIONS – 2040

Table 19 and Figure 19 show the owner versus renter composition of the projected population in 2040. Even with medium-low projected growth, nearly 500 additional housing units are needed by 2040. With high projected growth, slightly over 1,000 housing units would be needed.

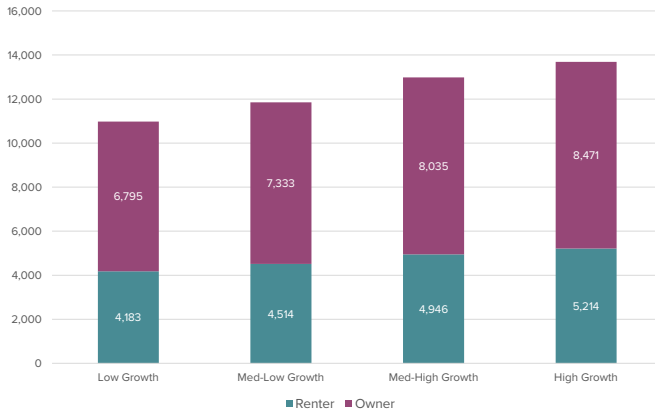
Table 19: Lexington Housing Need Projections for 2040

Based on Current Owner: 61.9% and Renter: 38.1% rates

Lexington Housing for 2040	Projections	Low	Med-Low	Med-High	High
Additional population	2020 to 2040	630	1,499	2,633	3,337
Additional Households Needed	Renter	77	182	320	404
	Owner	124	296	519	658
	Total	201	478	839	1,062

Source: JEO Consulting Group

Figure 19: 2040 Total Population Projection



Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/

Economic Employment

Economic data is collected to understand area markets, activity, and the needs and opportunities of Lexington. The 4 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

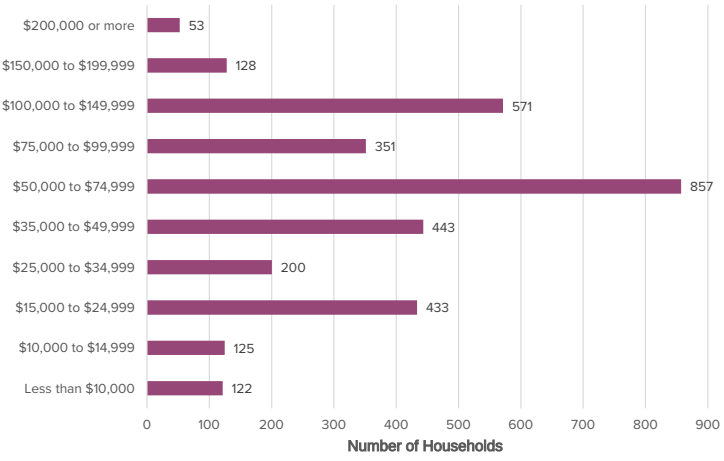
Income statistics for households are important in determining the earning power of households in a community. Later in this economics section, there is more detailed sales tax information that also compares neighboring cities and Dawson County. Table 20 shows Lexington in comparison to median household incomes of the surrounding urban clusters of Gothenburg and Cozad. The most recent statistics available come from estimates generated by the American Community Survey. Table 20 is based on the 2017 - 2021 American Community Survey. Of the 4 locations, Lexington has the second highest median household income at $56,729.

Table 20: Median Household Income, Lexington 2021

Median Household Income	
Location	**2021 Estimate**
Dawson County	$58,402
Cozad	$51,435
Gothenburg	$54,844
Lexington	$56,729

Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: S1901 Income In The Past 12 Months". https://data.census.gov/

Figure 20: Household Incomes, Lexington, 2021



Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: S1901 Income In The Past 12 Months". https://data.census.gov/

Table 21 shows that 39.6% of Lexington's households or 1,300 households received an income between $35,000 and $74,999 in 2021. Despite trailing Nebraska's 2021 estimate of $66,644 median household income, the percentage of $35,000 to $75,000 favors Lexington. The State of Nebraska recaptured this deficiency with a higher percentage of top earners despite having a larger number of households with incomes less than $10,000. Figure 20 breaks down the household income ranges for further review.

Table 22 shows median household income levels for Lexington from American Community Survey estimates 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. Due to

inflation and the inevitable rise in cost, household income is expected to increase over time. When using the inflation formula, the buying power of $22,988 salary in 1990 is equal to $47,200 in 2021. It is a good sign that median household incomes in 2021 were above $47,200 at $56,729.

Table 21: Household Incomes, Lexington and State of Nebraska, 2021

Household Income Range	Lexington		State of Nebraska	
	Households	Percentage	Households	Percentage
Total Households	3,284		$766,887	
Less than $10,000	122	3.7%	35,277	4.6%
$10,000 to $14,999	125	3.8%	27,608	3.6%
$15,000 to $24,999	433	13.2%	58,283	7.6%
$25,000 to $34,999	200	6.1%	66,719	8.7%
$35,000 to $49,999	443	13.5%	95,861	12.5%
$50,000 to $74,999	857	26.1%	143,408	18.7%
$75,000 to $99,999	351	10.7%	108,131	14.1%
$100,000 to $149,999	571	17.4%	130,371	17.0%
$150,000 to $199,999	128	3.9%	52,148	6.8%
$200,000 or more	53	1.6%	47,547	6.2%
Median dollars (income)	$56,729		$66,644	
Mean income (dollars)	$66,526		$87,815	

Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: S1901 Income In The Past 12 Months". https://data.census.gov/

Table 22: Household Income Trends, Lexington and Nebraska, 1990 to 2021

Year	Lexington		State of Nebraska
	Households	Median Household Income	Median Household Income
1990	2,610	$22,998	$26,016
2000	3,101	$38,098	$39,250
2010	3,030	$40,216	$49,342
2021	3,284	$56,729	$66,664
2010 to 2021	8.38%	41.06%	35.11%
2000 to 2010	-2.34%	5.27%	20.45%
1990 to 2010	13.86%	42.84%	47.27%

Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: S1901 Income In The Past 12 Months". https://data.census.gov/

Table 23: Per Capita Income Comparison, Lexington

Location	2020 PCPI	2021 PCPI	2021 Increase
Dawson County	$48,074	$49,653	3.3%
Nebraska	$57,420	$61,205	6.6%
U.S.	$59,765	$64,143	7.3%

Source: Bureau of Economic Analysis. "Per Capita Personal Income, by County, 2019-2021". https://www.bea.gov/

Per Capita Personal Income

Table 23 shows that per capita income has increased from 2020 to 2021 for Dawson County, Nebraska, and the U.S. However, Dawson County had the smallest percentage increase (3.3%), with the U.S. seeing the largest percentage increase (7.3%). During that time period, Nebraska had a 6.6% increase in per capital income.

INDUSTRY EMPLOYMENT

Breaking down the employment by industry determines the key components of the labor force. This section indicates the type of industry comprising the local economy, as well as identifies particular occupations that employ Lexington's residents. Table 24 shows employment sectors and the size of each industry for Lexington.

Table 24: Employment by Industry, Lexington, 2010 and 2021

Industry	Lexington				Dawson County		Nebraska	
	People (2010)	%	People (2021)	%	People	%	People	%
Civilian employed population 16 years and over	4,835		5,233		12,241		1,011,989	
Agriculture, forestry, fishing and hunting, and mining:	211	4.4%	170	3.2%	919	7.5%	42,802	4.2%
Construction	287	5.9%	418	8.0%	900	7.4%	70,923	7.0%
Manufacturing	2,052	42.4%	2,111	40.3%	3,059	25.0%	104,336	10.3%
Wholesale trade	215	4.4%	63	1.2%	398	3.3%	25,654	2.5%
Retail trade	473	9.8%	490	9.4%	1,263	10.3%	109,991	10.9%
Transportation and warehousing, and utilities:	99	2.0%	294	5.6%	1,009	8.2%	60,307	6.0%
Information	43	0.9%	78	1.5%	187	1.5%	17,051	1.7%
Finance and insurance, and real estate and rental and leasing:	164	3.4%	54	1.0%	233	1.9%	79,145	7.8%
Professional, scientific, and management, and administrative and waste management services:	161	3.3%	94	1.8%	466	3.8%	90,878	9.0%
Educational services, and health care and social assistance:	400	8.3%	848	16.2%	2,345	19.2%	248,046	24.5%
Arts, entertainment, and recreation, and accommodation and food services:	403	8.3%	242	4.6%	595	4.9%	73,782	7.3%
Other services, except public administration	279	5.8%	112	2.1%	440	3.6%	45,877	4.5%
Public administration	48	1.0%	259	4.9	427	3.5%	43,197	4.3%

Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: S2403 Industry By Sex For the Civilian Employed Population 16 Years And Over". https://data.census.gov/

Of the 5,233 people over the age of 16, the largest industry was manufacturing with 2,111 people, and the next largest work force is found in the Educational Services, and Health Care and Social Assistance industry, with 848 people. Industries that grew in both the number of people and percentage since 2010 include: construction; transportation and warehousing, and utilities; information; educational services, and health care and social assistance; and public administration.

Top Employment Comparison

For comparison, Table 24 lists by industry type and compares Lexington's 2021 employment per industry to that of Dawson County and the State of Nebraska in the 5-year American Community Survey taken between 2017 to 2021.

COMMUTER TRENDS

Travel time to work is a factor determining where the people of Lexington are employed. Travel time can be affected by congestion in traffic and families with school children. The majority of Lexington's labor force has a travel time to work that is less than 14 minutes. With 3,714 people or 72.5% of the population with a short drive to work, congestion does not seem to be an issue.

Longer travel times would suggest people working in other cities. The busiest time of departure is between Noon and 4:00 pm, with a total of 1,202 people (23.4% of workers) traveling during that time. This trend would suggest a high number of these travelers work in the retail industry and/or at an afternoon manufacturing shift. The second busiest travel time is in the morning between 5:00 and 6:00 am with 621 people or 12.1% of the population.

Table 25: Travel Time to Work, Lexington

Travel Time to Work	2021	%
Less than 5 minutes	280	5.5%
5 to 9 minutes	2,183	42.6%
10 to 14 minutes	1,251	24.4%
15 to 19 minutes	223	4.3%
20 to 24 minutes	238	4.6%
25 to 29 minutes	80	1.6%
30 to 34 minutes	66	1.3%
35 to 39 minutes	30	0.6%
40 to 44 minutes	110	2.1%
45 to 59 minutes	279	5.4%
60 to 89 minutes	244	4.8%
90 or more minutes	144	2.8%
TOTAL	**5,128**	

Residential development in Lexington, NE.

Table 26: Time of Departure to Travel to Work, Lexington

Time of Departure	2021	%
12:00 am to 4:59 am	588	11.5%
5:00 am to 5:29 am	621	12.1%
5:30 am to 5:59 am	358	7.0%
6:00 am to 6:29 am	259	5.1%
6:30 am to 6:59 am	436	8.5%
7:00 am to 7:29 am	372	7.3%
7:30 am to 7:59 am	468	9.1%
8:00 am to 8:29 am	224	4.4%
8:30 am to 8:59 am	11	0.2%
9:00 am to 9:59 am	107	2.1%
10 am to 10:59 am	43	0.8%
11 am to 11:59 am	18	0.4%
12 pm to 3:59 pm	1,202	23.4%
4 pm to 11:59 pm	421	8.2%
TOTAL	**5,128**	

The means of transportation will continue to be an important factor as Lexington continues to grow and expand its ETJ. The vast majority of residents drive a car, truck, or van either alone (68.7%) or in a carpool (26.9%). Use of public transportation, biking, or walking was very low at just 1.4%. Improving public transportation and other alternative modes of transportation will help residents of Lexington save money, reduce emissions, and help the overall health of the community.

Table 27: Means of Travel Trend, Lexington, 2011. 2021

Means of Transportation	2011	%	2021	%
Car, truck, or van:	4,038	86.8%	4,988	95.5%
Drove alone	2,977	64.0%	3,586	68.7%
Carpooled:	1,065	22.9%	1,402	26.9%
In 2-person carpool	730	15.7%	675	12.9%
In 3-person carpool	172	3.7%	473	9.1%
In 4-or-more-person carpool	158	3.4%	254	4.9%
Public transportation (excluding taxicab):	NA		63	1.2%
Bus	NA		63	1.2%
Bicycle	70	1.5%	0	0.0%
Walked	247	5.3%	8	0.2%
Taxicab, motorcycle, or other means	NA		69	1.3%
Worked from home	96	2.1%	93	1.8%
TOTAL	**4,652**		**5,221**	

Source: United States Census Bureau. "2021 American Community Survey 5-Year Estimates: B08006 Sex Of Workers By Means Of Transportation To Work". https://data.census.gov/

SALES AND FISCAL PROFILE

Retail trade is an important part of the 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 28 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 a city is attracting additional outside money. For smaller and medium-sized communities, having a pull factor over 1.0 can be difficult. Larger communities tend to create a pull factor greater than 1.0 due to offering different goods and services that may not be sustainable in smaller communities.

Table 28: Sales Tax Collected and Pull Factor, Dawson County Communities

Year	Gothenburg				Cozad				Lexington			
	Sales Tax Collected	Population Estimates	Sales Tax Per Capita	Pull Factor	Sales Tax Collected	Population Estimates	Sales Tax Per Capita	Pull Factor	Sales Tax Collected	Population Estimates	Sales Tax Per Capita	Pull Factor
2019	$2,121,596	3,489	$608.08	0.63	$2,831,326	3,787	$747.64	0.78	$7,816,890	10,097	$774.18	0.80
2020	$2,102,816	3,478	$604.60	0.61	$2,791,197	3,988	$699.90	0.71	$8,067,337	10,348	$779.60	0.79
2021	$2,390,882	3,476	$687.83	0.61	$3,029,740	3,960	$765.09	0.68	$8,778,161	10,325	$850.19	0.75

Source: Nebraska Department of Revenue. "Non-motor Vehicle Sales Tax Collections (1999-2022)". https://revenue.nebraska.gov/research/statistics/sales-tax-data
Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/
Source: United States Census Bureau. "2021-2017 American community Survey 5-Year Estimates: S0101 Age And Sex". https://data.census.gov/
Source: JEO Consulting Group

When Lexington is compared to Cozad and Gothenburg, it shows that Lexington has a greater pull factor for sales than its contemporaries. However, all 3 have pull factors less than 1.0 and have seen decreasing factors since 2019. This decrease could be due to the COVID-19 pandemic, which negatively impacted the retail industry. The rise of online shopping can also negatively impact pull factors. In 2021 Lexington collected $8,778,161 in sales tax. Per Capita Sales tax has increased since 2019 but at a slower rate than the State of Nebraska.

Downtown storefronts in Lexington.

Table 29: Comparison of Sales Tax Trend and Pull Factor, Lexington, Dawson County, State of Nebraska

Year	Lexington				Dawson County				State of Nebraska		
	Sales Tax Collected	Population Estimates	Sales Tax Per Capita	Pull Factor	Sales Tax Collected	Population Estimates	Sales Tax Per Capita	Pull Factor	Sales Tax Collected	Population Estimates	Sales Tax Per Capita
2017	$8,172,833	10,097	$809.43	0.93	$13,354,665	23,925	$558.19	0.64	$1,642,948,152	1,893,921	$867.49
2018	$8,567,847	10,067	$851.08	0.95	$13,955,097	23,804	$586.25	0.65	$1,708,981,358	1,904,760	$897.22
2019	$7,816,890	10,097	$774.18	0.80	$13,181,668	23,733	$555.42	0.58	$1,843,068,790	1,914,571	$962.65
2020	$8,067,337	10,348	$779.60	0.79	$13,392,874	24,111	$555.47	0.56	$1,941,202,418	1,961,504	$989.65
2021	$8,778,161	10,325	$850.19	0.75	$14,747,528	24,031	$613.69	0.54	$2,199,254,253	1,951,480	$1,126.97

Source: Nebraska Department of Revenue. "Non-motor Vehicle Sales Tax Collections (1999-2022)". https://revenue.nebraska.gov/research/statistics/sales-tax-data

Source: United States Census Bureau. "Decennial Census: DP1 General Population and Housing Characteristics". https://data.census.gov/
Source: United States Census Bureau. "2021-2017 American community Survey 5-Year Estimates: S0101 Age And Sex". https://data.census.gov/
Source: JEO Consulting Group

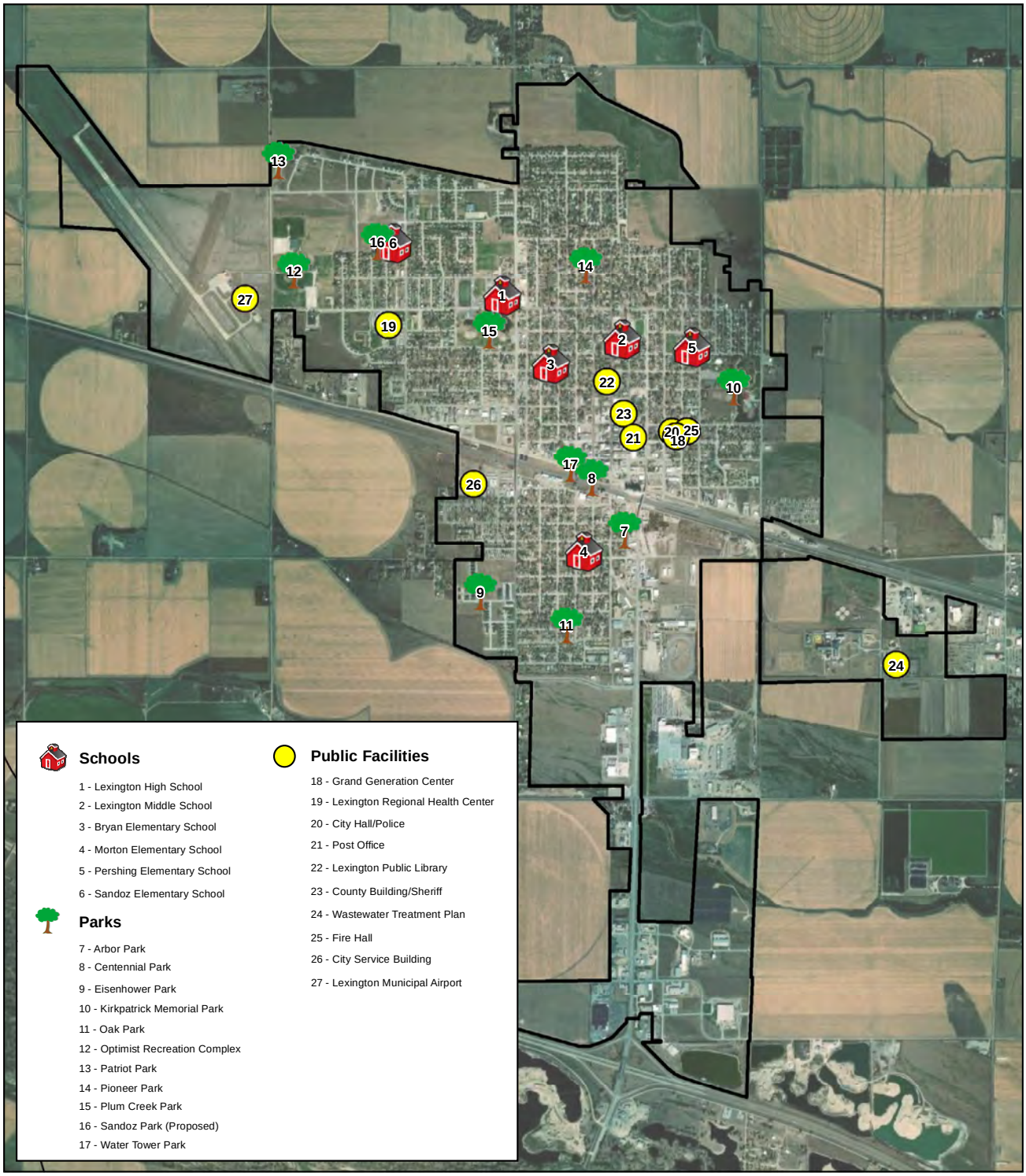
Public Facilities and Utilities

State and local governments provide many 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. Facilities and services provide city residents with social, cultural, educational, and recreational opportunities, as well as law enforcement and fire protection services. 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. Alternatively, there are some 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.

Figure 21: Public Facilities, Lexington



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Public Facilities

Lexington Comprehensive Plan
2024 Update

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PARKS AND RECREATIONAL FACILITIES

The Parks and Recreational Facilities portion of The Lex-Plan 2024 Update lists a short inventory of existing park and recreation facilities within Lexington. The Achieve Section of this plan contains a Parks and Recreation component that will serve as Lexington's Park and Recreation Master Plan for future parks, recreation, and open space. This portion of the plan will evaluate the existing facilities.

Parks within Lexington

There are 9 parks and recreational areas in or adjacent to the City of Lexington, with 2 more planned parks to be constructed. These facilities are maintained by the city. The following table (30) lists the parks and the amenities they contain.

In 2015 improvements at Plum Creek Park Lake were completed and in 2019 improvements to Kirkpatrick Park Lake were completed. Both lakes at the parks were dredged, reshaped, and ADA fishing piers were added. In 2016 the Lexington Fieldhouse and a driving range at the Optimist Recreation Complex were completed. The Lexington Fieldhouse is a 27,000 square foot multi-purpose, turf-surfaced indoor recreational facility where activities such as soccer, baseball, football, and marching band can occur year-round.

Three projects are currently under construction at 3 of the city's existing parks. A veteran's pavilion has been added to Kirkpatrick Memorial Park. An indoor racquet center is being built at Plum Creek Park. This 29,000 square foot facility will house 4 tennis courts that can also be used for pickleball. It is also slated to be completed by mid-2024. An outdoor splash pad has been completed at Oak Park.

Table 30: Parks Information, City of Lexington

Name	Location	Acres	Amenities
Arbor Park	Hwy 283 and Maple	4	Skate park, picnic tables, playground
Centennial Park	US 30 and Washington	1.5	Walking trail, benches, memorial wall
Eisenhower Park	TBD - Eisenhower and Cedar Street	1	TBD
Kirkpatrick Memorial Park	11th and Taft Street	34	Aquatic Center (water slide, zero-depth, olympic pool, splash pad), park shelter building, one ball field, tennis, playground, sand volleyball, picnic areas, lake/ fishing pond, trails, veteran's and amphitheatre pavilion
Oak Park	Oak and Madison Street	3.2	Ball field, splash pad, basketball court, playground, picnic tables
Optimist Recreation Complex	13th and Airport Road	57.2	Soccer, softball, baseball, indoor hitting complex, concessions, driving range, Lexington Fieldhouse
Patriot Park	20th and Airport Road	6	Pond fishing, ADA piers, nature park, pollinator garden, hike and bike trail
Pioneer Park	15th and Lincoln Street	2.1	Playground, picnic shelter
Plum Creek Park	13th and Adams Street	23	Picnic shelter, tennis, playground, sand volleyball, ball field, disc golf, fishing, walking trail, indoor racquet center
Sandoz Park	TBD - 19th and Erie Street	TBD	TBD
Water Tower Park	US 30 and Madison Street	0.3	Picnic tables, flower garden

Source: City of Lexington

Golf Courses

Lexington has 4 golf courses within 20 miles of the city. The Wild Horse Golf Club in Gothenburg is 30 miles west and rated as a top course in the United States.

Table 31: Golf Courses

Golf Course	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: City of Lexington

Playground equipment at Kirkpatrick Memorial Park.

Lexington Family Aquatic Center

Kirkpatrick Park basketball/soccer courts

EDUCATIONAL FACILITIES

Public Schools

The Lexington School District currently has one pre-school, 4 elementary schools, one middle school, and one high school. The district uses a campus schools model where certain grades are in different schools. Morton Elementary has students Grades K-1, Sandoz Elementary has students Grades 2-3, and Pershing Elementary has students Grades 4-5. Bryan Elementary has students K-5 and serves as the dual language academy instructing students in English and Spanish. Table 31 shows the current enrollment and capacity at each school.

Pershing Elementary School, 1 of 4 elementary schools in Lexington, NE.

Table 32: 2021-2022 School Year Enrollment, Lexington

Schools	Location	Enrollment	Capacity*
Lexington High School	1400 Minuteman Dr	940	220 Students Per Grade Level, 20 Students (Alternative Education Program)
Lexington Middle School	1100 N Washington	646	220 Students Per Grade Level
Bryan Elementary School	1003 N Harrison St	382	22 Students Per Classroom
Morton Elementary School	505 S Lincoln	323	22 Students Per Classroom
Pershing Elementary School	1104 N Tyler	334	25 Students Per Classroom (Grades 3-5), 22 Students Per Classroom (Grades K-2)
Sandoz Elementary School	1711 N Erie	304	25 Students Per Classroom
Early Learning Academy	1501 Plum Creek Prkwy	261	NA
TOTAL		**3,190**	

**15 Students Per Classroom for English Learner Newcomer and Tiered Programs*

Source: Nebraska Department of Education. 2022."Nebraska Eduation Profile". https://nep.education.ne.gov/

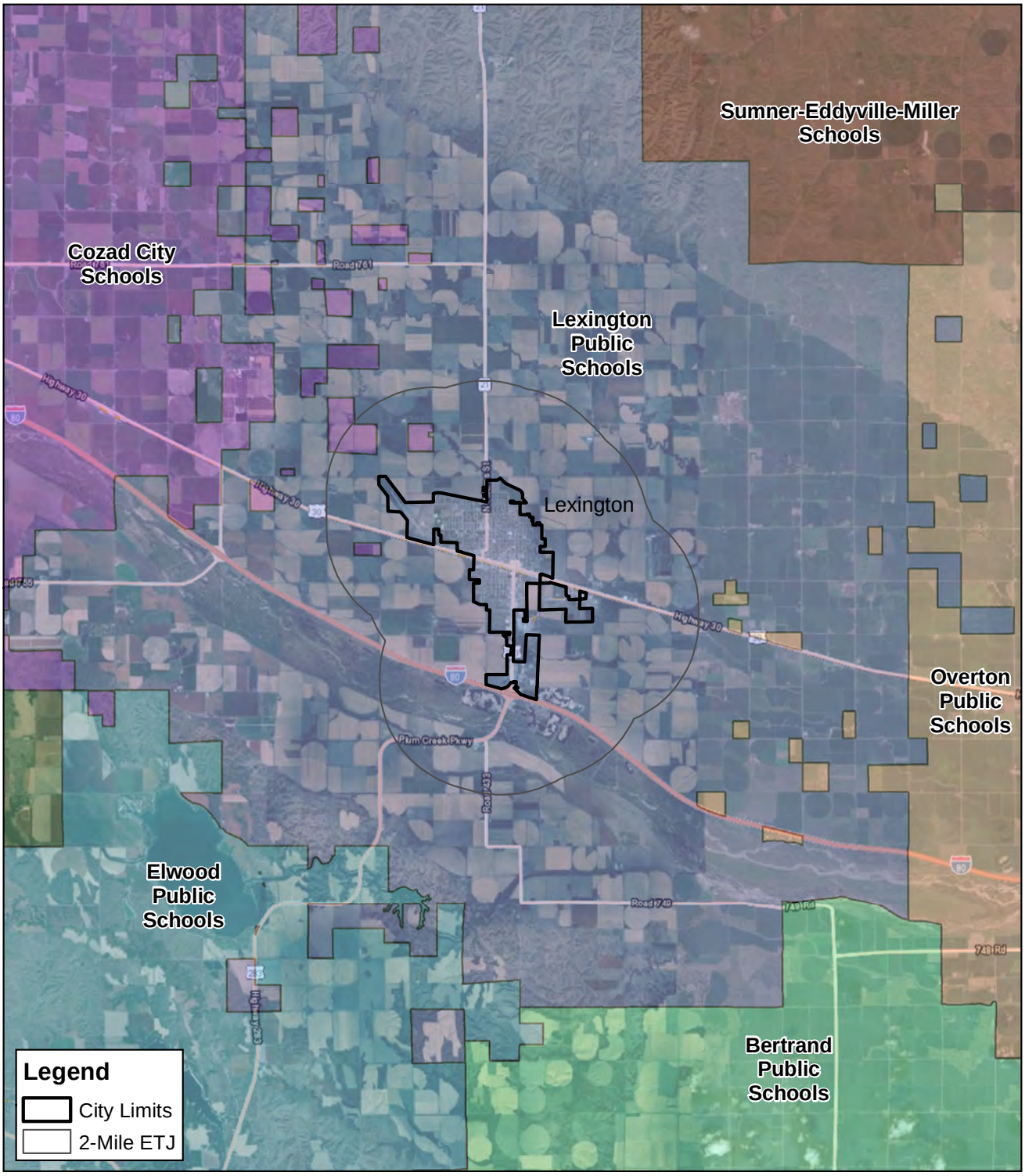
Table 33: College/Universities near Lexington (60 miles)

Facility	Location	Miles from Lexington
Central Community College (Learning Center)	Lexington	0
Central Community College (Learning Center)	Kearney	38
University of Nebraska - Kearney	Kearney	38
Mid-Plains Community College	Broken Bow	50
Mid-Plains Community College	North Platte	60

Post Secondary Education

There are numerous educational opportunities in Nebraska for post-secondary education in just about any field of study. Table 33 lists institutions near Lexington offering a wide variety of disciplines for their students.

Figure 22: School Districts, Lexington



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School Districts

Lexington Comprehensive Plan
2024 Update

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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 (LVFD). The LVFD currently has 40 volunteers and operates 14 fire and rescue vehicles. The services offered include fire suppression and medical rescue operations to both the city and nearby rural areas. The service area currently is 455 square miles.

Law Enforcement

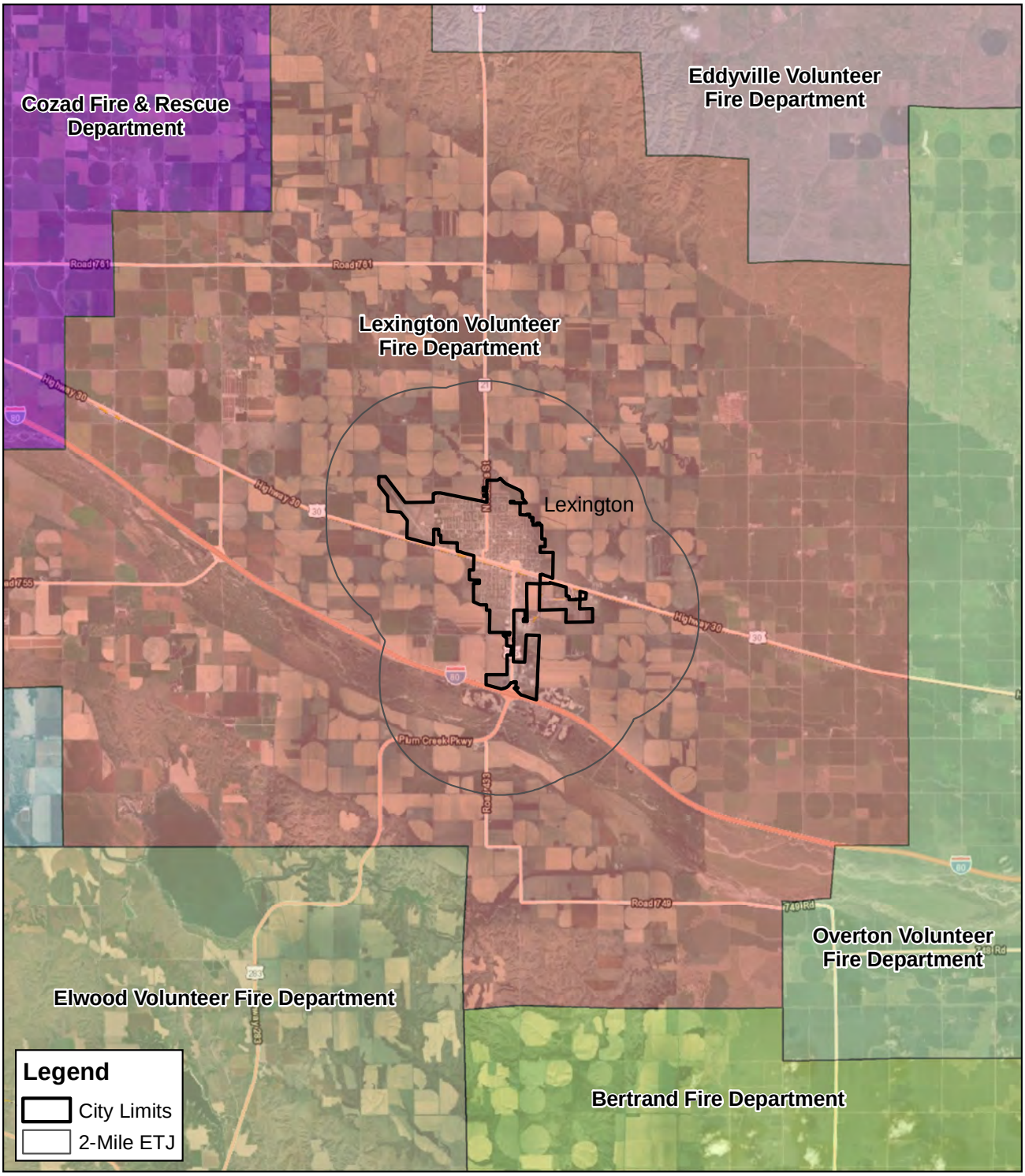
The Lexington Police Department is located at City Hall at 406 East 7th Street. Office hours are Monday through Friday, 8:00 a.m. to 5:00 p.m., and officers are on call 24 hours a day, 7 days a week. The Lexington Police Department is currently budgeted to fund 20 sworn officers and 2 dispatchers.

Officers are actively deployed throughout the city to ensure citizens are aware of their presence. Officers often drop by the 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 manpower 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 of Lexington Fire Hall

Figure 23: Fire Districts



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Fire Districts

Lexington Comprehensive Plan
2024 Update

0 1 2 Miles

CITY BUILDINGS

Public Library

City of Lexington 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 2 large conference rooms. The library is open Monday-Thursday from 9am-8pm and Friday-Saturday from 9am-5pm. The library provides services to the residents of Lexington and rural Dawson County. The library staff includes 9 full-time and part-time employees.

In the 2022 statistical report, the library's collections included 40,000+ books, 48 print serials, and many media items. The library has 18 public access computers for public use. Digital services include on-line catalog access, free Wi-Fi, eBooks, audiobooks, Mango Languages, general application software such as word processing, online newspapers, and NebraskaAccess.

The Lexington Public Library provides a number of services directed toward special populations and interests. Examples include a Young Women's Book Club, Literary Guild, Lapsit, Preschool Storytime, Lego Club, Novel Stitchers, and many others. One unique offering is its collection of cake pans. These variously shaped cake pans are made available for patrons to check out and return when finished. Other services include printing and copying, genealogy resources, notary, inter-library loan, job seeking assistance, and public computers.

The Lexington Public Library is operated and supported by tax funds as well as private contributions, with the mission statement of "YOUR Lexington Public Library: A place to belong, connect, explore, learn, and grow". There is a six-member Library Board of Trustees that provides oversight of the operations of the library. The library works with the "Friends of the Library" group, which helps to provide additional funding for special projects and needs of the library. The "Mommies Club" meets every other month to discuss library programming.

City Hall

Lexington City Hall is located at 406 E 7th Street and was originally constructed in 1969, with an addition to the building completed in 2010. In addition to the Police Department, offices located at City Hall include the City Administration, 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 streets, water and sewer systems, parks, and cemeteries.

Lexington City Hall.

HEALTH FACILITIES

Hospital

Lexington Regional Health Center

This facility, serving the community since 1976, has continued to expand and grow since its beginnings. Lexington Regional Health Center is a 25-bed access hospital offering inpatient, outpatient, surgical, emergency, and obstetric services. The hospital is operated by a five-member board who are elected by the hospital district. In 2011, services were expanded with the opening of the Urgent Care Clinic. In 2013, the hospital started offering onsite emergency room coverage 24/7. In 2014, a new Outpatient Services Center was constructed, and Family Medicine Specialists was opened. 28 different services are offered by the health center.

Clinics


Lexington Regional Health Center.

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, infections, and physicals.

Plum Creek Medical Group

This family clinic is located near the Lexington Regional Health Center at 1103 Buffalo Bend. Services include preventative care, illness, injury, orthopedic back surgery, cardiology, and disease management.

Independent and Assisted Living Centers

Since 2013, Lexington has lost most of its senior care/living units. Both Park Avenue Estates and Plum Creek Care Center have closed without new options opening up. These 2 locations had 90% of the city's

senior care options with a combined 82 assisted living units, 23 independent living units, and 66 skilled nursing rooms. There is currently only one retirement center in the city, and it only has 18 units. While the city has built some age-in-place units, there is still a large gap in need. This gap in senior care/living will need to be addressed in order to keep seniors from moving to other communities or staying in homes they can no longer properly care for.

Shackley Retirement Village

Operated by the Lexington Regional Health Center, this is a 55+ independent living community featuring 18 apartments. This retirement village is located directly next to the hospital.

City Owned Center

During the COVID-19 pandemic Lexington had an assisted and independent living facility go out of business. The facility had 59 licensed rooms for assisted living and 23 independent living apartments. This facility was purchased by the City of Lexington and at the time of purchase, only the assisted living section was being used. The independent living apartments are aged and in need of renovation. Options are currently being discussed on what to do with the facility. The City of Lexington is considering keeping 8 apartments for various uses and renovating the remaining area for childcare. This dual use would be able to share resources like food services, administration, building maintenance, and personnel.

CHILDCARE

In Nebraska, anyone who provides childcare to 4 or more children from different families must be licensed as a childcare provider. There are 5 license types: Family Child Care Home I, Family Child Care Home II, Child Care Center, Preschool, and School-Age-Only Center. Table 34 shows the number of licensed childcare facilities in the city and the total capacity at those facilities. With 965 children under the age of 5 and that number likely to grow in the coming decades, Lexington likely has a childcare gap that needs to be addressed. Providing enough childcare will allow more parents to go back to work, helping the local economy.

Table 34: Licensed Childcare Facilities in Lexington

Licensed Types	Family Child Care Home 1	Family Child Care Home II	Child Care Center*	Preschool	School-Age-Only Center	Total
Number of Facilities	8	4	1	2	0	15
Total Capacity	80	48	85	41	0	254

Source: Nebraska Department of Health and Human Services, https://dhhs.ne.gov/licensure/Documents/ChildCareRoster.pdf

PUBLIC UTILITIES

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

Water System

The City of Lexington's water system consists of more than 50 miles of 2" to 12" diameter water mains, 2 elevated water storage tanks (400,000 gallon and 1,000,000 gallon), and 12 municipal wells. The combined production from the 12 wells is 9,000 gpm. The water distribution system is comprised primarily of cast iron and ductile iron mains, with a small quantity of PVC mains. 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 4,000 customers both inside and outside the corporate limits.

Wastewater Collection and Treatment

The City of Lexington's sanitary sewer collection consists of 6" diameter pipe all the way up to 42" diameter sewer pipes. There are presently 5 sewage pumping stations within the collection system that lead to an activated sludge system.

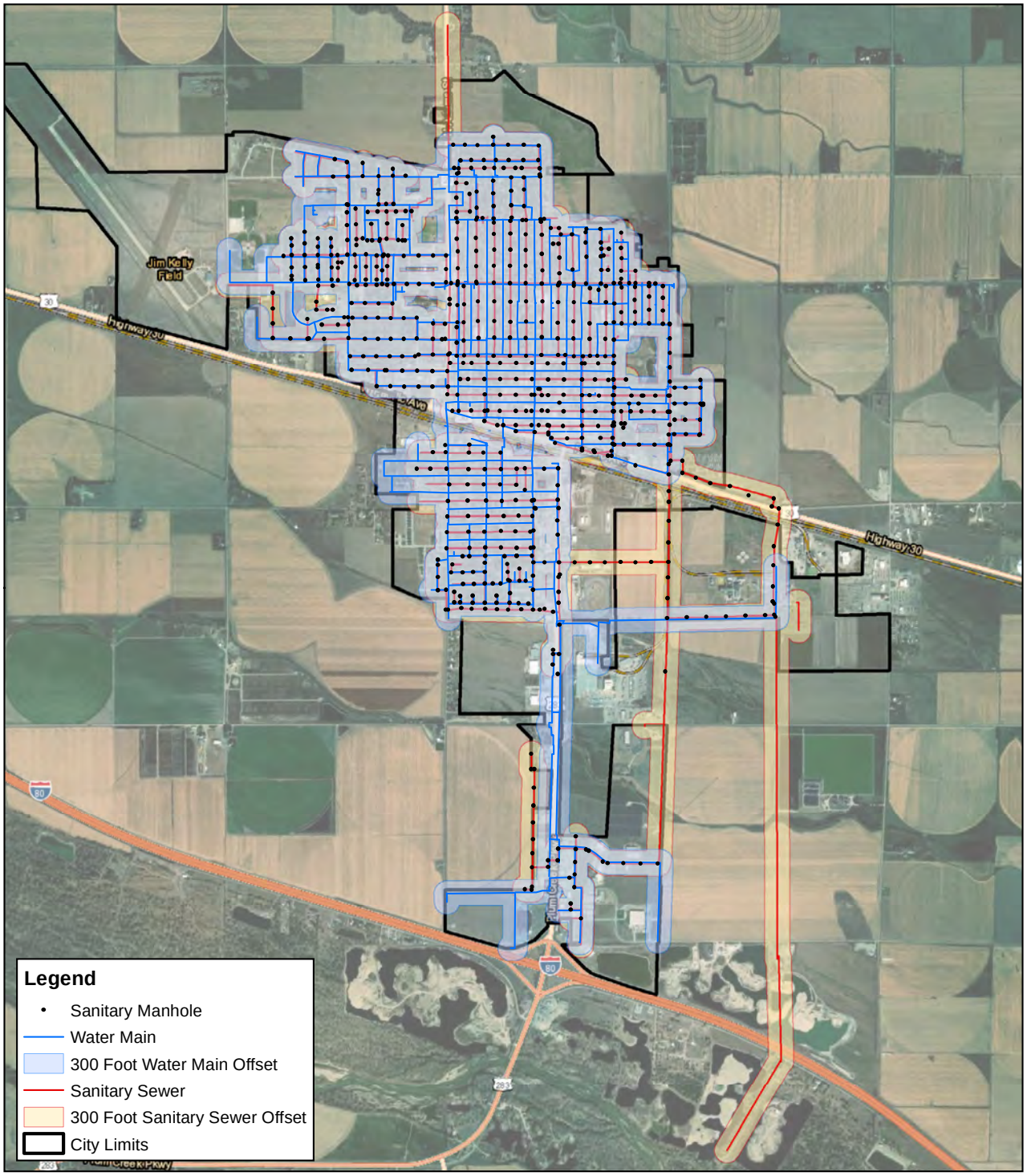
Solid Waste Collection

Trash service is coordinated by the city and is billed to customers. The city then outsources this service to Dan's Sanitation, a private sector contractor.

Electric Power

The City of Lexington operates its distribution system, sells electricity at retail, and purchases wholesale from Nebraska Public Power District.

Figure 24: Utility Service Area



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Utility Service Area

Lexington Comprehensive Plan
2024 Update

0 1,500 3,000 Feet

ENERGY COMPONENT

The energy component within this Comprehensive Plan allows Lexington the opportunity to prepare for future energy needs. 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 Comprehensive Plan to fulfill the requirements of Nebraska Legislation LB997.

Legislation

Nebraska Legislation LB997

According to LB997, energy elements of comprehensive plans must address 3 main components. These 3 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 under the Energy Usage Statistics subsection.

2. Utilization of renewable energy sources.

   The consumption by source for Lexington is difficult to determine. Typically, this information is not available at the city scale but on system-wide scales. The City of Lexington purchases wholesale energy from Nebraska Public Power District (NPPD). Consumption by source for NPPD is provided in the Renewable Energy Sources subsection.

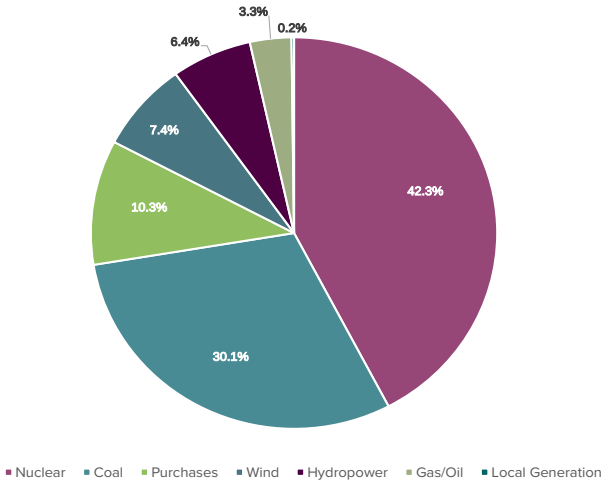
3. Energy conservation measures that benefit the community.

   Conservation measures that benefit the community can be found throughout the Energy Component section.

Energy Usage Statistics

The City of Lexington serves its citizens affordable utilities by purchasing wholesale energy from (NPPD). The following figure represents the electricity used per year and is measured in kilowatt hours. Lexington owns over 29 miles of 34,500-volt sub-transmission line, nearly 72 miles of 13,800Y/7,967 volt distribution line, and over 4 miles of 4,160Y/2,400 volt distribution line. Approximately 22% of lines are buried in the city. The distribution system incorporates 7 substation transformers located at 4 substations throughout the city, which have a combined capacity of 137,237 kVA.

Figure 25: NPPD Energy Generation



In fiscal year 2021-2022, the maximum peak demand was 44,784 kW.

In an effort to reduce energy use consumption, the Electric Rebate Incentive program is available for Lexington residents and commercial customers. Residential incentives include high efficiency heat pumps, new water heaters, cooling system tune-up, electric yard tools, induction cooktops, electric vehicle home pre-wiring, and smart thermostats. Commercial incentives include energy efficient air conditioners, energy efficient heat pumps, and new water heaters. Both Lexington and NPPD contribute to the rebate incentives. For more information and the various incentives, visit the City of Lexington's or NPPD's websites or contact the utilities department.

Renewable Energy Sources

According to the U.S Energy Information Administration (EIA), Nebraska ranks 7th in the nation in per capita total energy consumption. The agricultural economy, cheap prices, and extreme summer and winter temperatures has contributed to the high energy consumption per person as well as less urgency to conserve resources. It has become a way of life and hard to change course with citizens who have low and affordable public prices.

Community solar farm located in southeast Lexington.

According to the EIA, in 2021, 12% of the energy consumption in the United States was from renewable sources. That year the sources of energy for the nation were petroleum (36%), natural gas (32%), coal (11%), nuclear electric power (8%), and renewable energy (12%). The sources that made up renewable energy were solar (12%), geothermal (2%), wind (27%), hydropower (19%), and biomass (40%).

Comparatively, NPPD has a slightly higher renewable resource generation at 14%. NPPD also has much higher nuclear power resources, which are carbon-free. In 2021-2022, the sources of energy for NPPD were nuclear (42.3%), coal (30.1%), purchases (10.3%), wind (7.4%), hydropower (6.4%), gas/oil (3.3%), and qualifying local generation (0.2%).

Most renewable energy systems are used as a supplemental energy source but have been growing as a percentage over time. 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 EIA's 2022 Profile for the State of Nebraska, wind energy potential is excellent across the entire state, however, almost all of the state's wind farms are in eastern Nebraska. Wind power in the state is growing with 4 new wind projects accounting for a third of Nebraska's total wind capacity since 2020. Downsides to wind power include the effectiveness of systems during daytime peak hours since higher winds are recorded at nighttime, noise generation, and shadow flicker. The largest wind generating facility near Lexington is Laredo Ridge in Petersburg which contributes 61 megawatts to NPPD.

Biofuels

Types of bio fuels include biomass, waste-to-energy, and biogas. Each of these are summarized below.

Biomass is made from plants or animals and can be converted into biofuels for energy production. Examples of this fuel include algae, fly ash (a byproduct of coal and concrete products), manure, crop residue on the surface of fields, and the burning of woody mass in pellet form.

Waste-to-energy, also known as energy from 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 for communities. The Lincoln Electric System completed a gas-generated facility for the City of Lincoln landfill that has a 5-megawatt capacity. The advantage is that Biogas is usually part of the system that is already in place.

Solar Power

There should be a concerted effort to increase interest in what solar systems can do for residential homes and businesses. The up-front cost is typically high, but the rate of return can offset those costs over many years. There are ways to help finance the initial amount of investment, and incentives may be available. Homeowners and businesses should consider their options when purchasing new units.

On a much larger scale, Concentrated Solar Power could be helpful to support or supplement the local utility grid for communities. The City of Lexington has taken advantage of this by assisting in the development of a 26,000-panel solar array northeast of Plum Creek Parkway and Commerce Road. Lifetime production from the solar array is currently at 39.83 Gigawatt hours. As of 2021, a second, smaller solar array is also in operation near the airport. These two solar farms produce 4% of the community energy needs.

Hydro Power

There are a number of hydro plants throughout Nebraska. NPPD owns and operates 2 hydroelectric facilities at North Platte and Kearney on the Platte River. It also purchases hydroelectric power from 3 facilities owned by other Nebraska power districts. While hydro power is an effective source of renewable energy, building new facilities can be difficult due to various regulations on waterways.

Energy Saving Tips

Lexington Utilities System has a Home Energy Calculator that includes information on ways to save money on energy bills for your home. The Home Energy Calculator can be found on the Lexington Utilities System webpage at: https://cityoflex.com/utilities-2/. Lexington residents are encouraged to learn more and take advantage of this conservation information.

On their homepage, www.nppd.com, Nebraska Public Power District has a Save Money section which has more informational tips and incentives for homes and businesses. There is also information on electric vehicle incentives and the community solar program.

Natural and Environmental Conditions

This portion of the Profile Lexington section is intended to provide the City of Lexington with underlying environmental data and any potential concerns for future planning and decision making. The information contained in this section is important because it develops key concepts and policies with The Lex-Plan 2024 Update and especially the Achieve Lexington section.

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

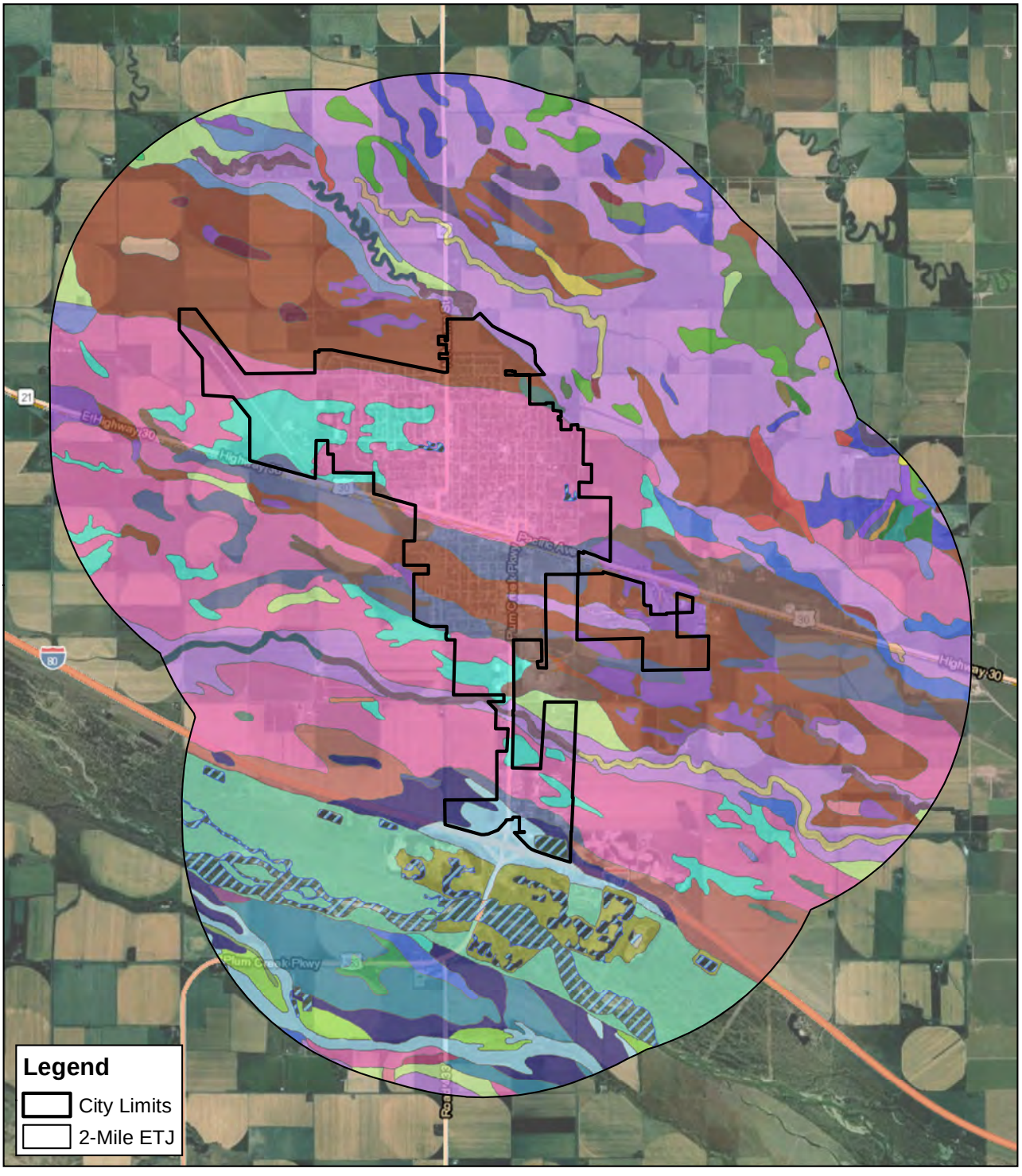
- Soil Associations
- Floodplain
- Wellhead Protection Program
- Hazard Mitigation

Each of these has some impact on potential future development for Lexington. These conditions, 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 5 soil groups, or associations, each with a broad range of characteristics. 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 26. The 5 generalized 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. A report on these 5 generalized soil associations can be found below. The report that describes and explains soil limitations was published by the United States Department of Agriculture, Soil Conservation Service, in cooperation with the University of Nebraska Conservation Survey Division.

Figure 26: Individual Soils Unit



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Individual Soils Unit

Lexington Comprehensive Plan
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0 0.5 1 Miles

Figure 27: Individual Soils Unit Legend

For more detailed information on individual parcels of land, contacting an expert to test the soil is highly recommended. As shown in Figure 26 very different soil types may be located near one another. For more details about how soils can impact land uses and construction, contact the United States Department of Agriculture's National Resources Conservation Service. The decisions made on behalf of Lexington should be made with the most current and accurate information available.

Cozad-Hord Association

The northernmost 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 7%. Bearing capacity for foundations has moderate limitations when slopes are less than 15%. 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

The soils of Wood River-Rusco-Cozad intermingle with Cozad-Hord Association on the northern third of the extraterritorial jurisdiction of Lexington. Therefore, Figure 26 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.”

Gosper-Cozad-Silver Creek Association

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 4 to 5 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%. 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 2 to 5 feet.

Sewage lagoons are impacted by severe limitations for seasonal high-water table at 2 to 5 feet depths in Silver Creek soil. Gosper soil also has severe limitations for sewage lagoons due to seepage below 4 feet depths and water table depths of 4 to 5 feet. Cozad soil is rated severe due to moderate permeability and water table depths of 3 to 4 feet on seasonal basis.

Lex-Lawet-Gibbon Association

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, absorption fields, and sewage lagoons.

Gothenburg-Platte Association

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 6 inches to 5 feet below the surface. River bottom soils such as these understandably have severe limitations for development.

Sewer lagoons, septic tanks, absorption fields, and foundations of buildings are severely impacted by soils conditions in this association.

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 southeasterly, carrying stormwater runoff to Spring Creek and other drainage ways prior to converging with the Platte River.

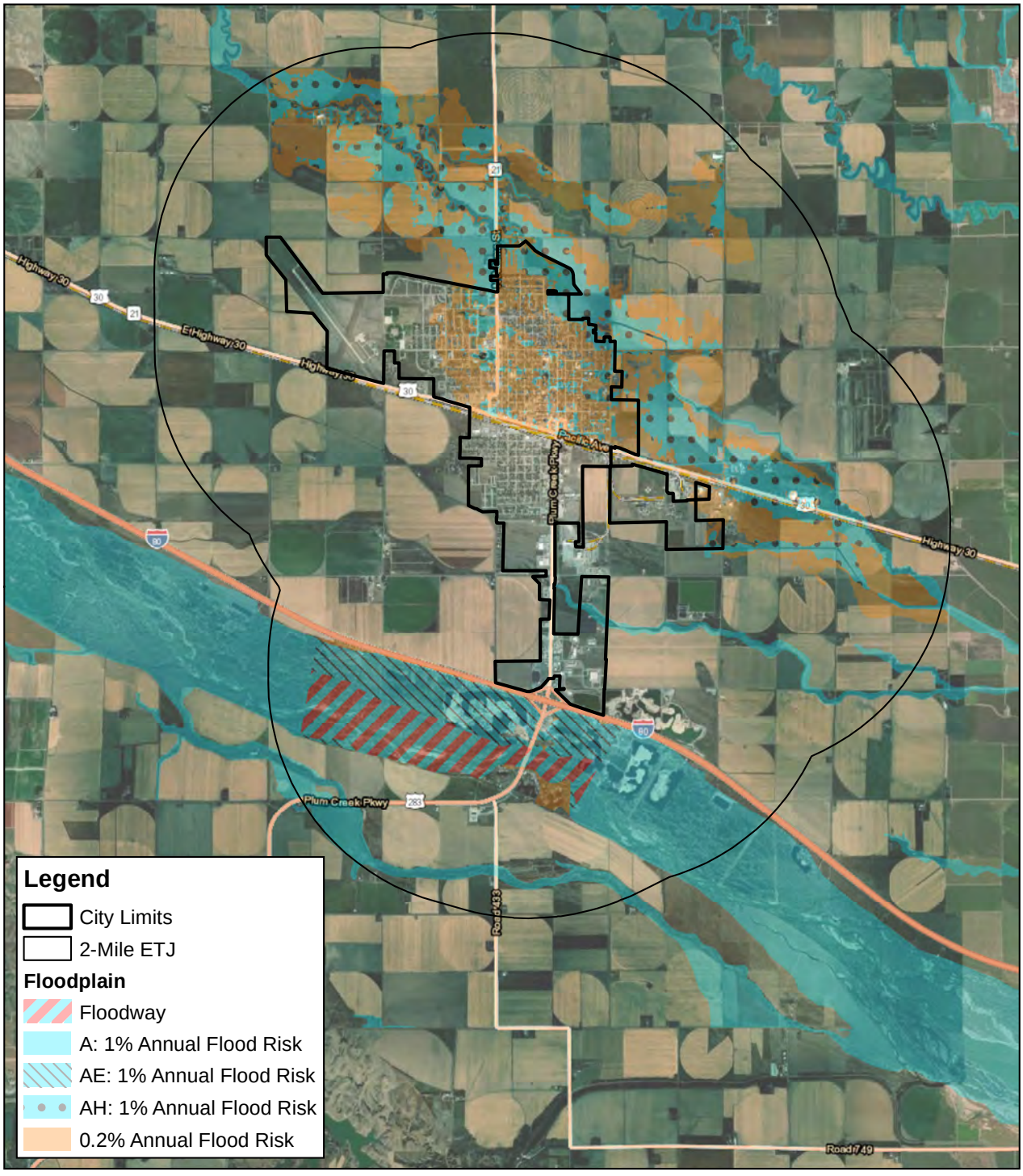
In May of 1984, the U.S. Department of Housing and Urban Development, Federal Insurance Administration commissioned the "Flood Insurance Study" for the City of Lexington "to investigate the existence and severity of flood hazards." The study consists of detailed engineering graphics, tables, and text. An updated study was completed in May 2011. The City of Lexington should refer to this study for official hydraulic analysis.

The study outlined floodplain management applications to guide future land uses and floodplain ordinance, which regulates building in areas declared as the 100-Year Flood Hazard Zone, also known as the 1% Annual Flood Risk Area. The floodway, 1% Annual Flood Risk, and 0.2% Annual Flood Risk areas are shown in Figure 28. The 1% Annual Flood Risk area is further broken down into A, AE, and AH zones.

- **Zone A:** Areas with a 1% annual chance of flooding where no flood depths or base flood elevations are shown.
- **Zone AE:** The base floodplain where base flood elevations are provided.
- **Zone AH:** Areas with a 1% annual chance of shallow flooding, usually in the form of a pond, with an average depth ranging from 1 to 3 feet.

As Lexington continues to grow, future development within the floodway and flood risk areas should be discouraged and only allowed through strict adherence to the local flood plain regulations. The effects of flooding can be lessened by planning open space within the designated flood risk areas, continued maintenance of the floodway, and through the application of design standards to reduce stormwater runoff.

Figure 28: Flood Risk Areas



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Flood Risk Areas

Lexington Comprehensive Plan
2024 Update

WELLHEAD PROTECTION

The Nebraska Department of Environment and Energy (NDEE) regulates groundwater quality and quantity. To assist local municipalities with protecting their drinking water supply, NDEE developed the Nebraska Wellhead Protection Program. Wellhead protection areas are shown in Figure 29.

The Wellhead Protection Program provides the following in accordance with federal laws.

1. Duties of the governmental entities.
2. Determines protection area.
3. Identifies contamination sources.
4. Develop a contaminant source management program.
5. Develop an 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.
- Provide early warning of existing contamination through ground water monitoring.

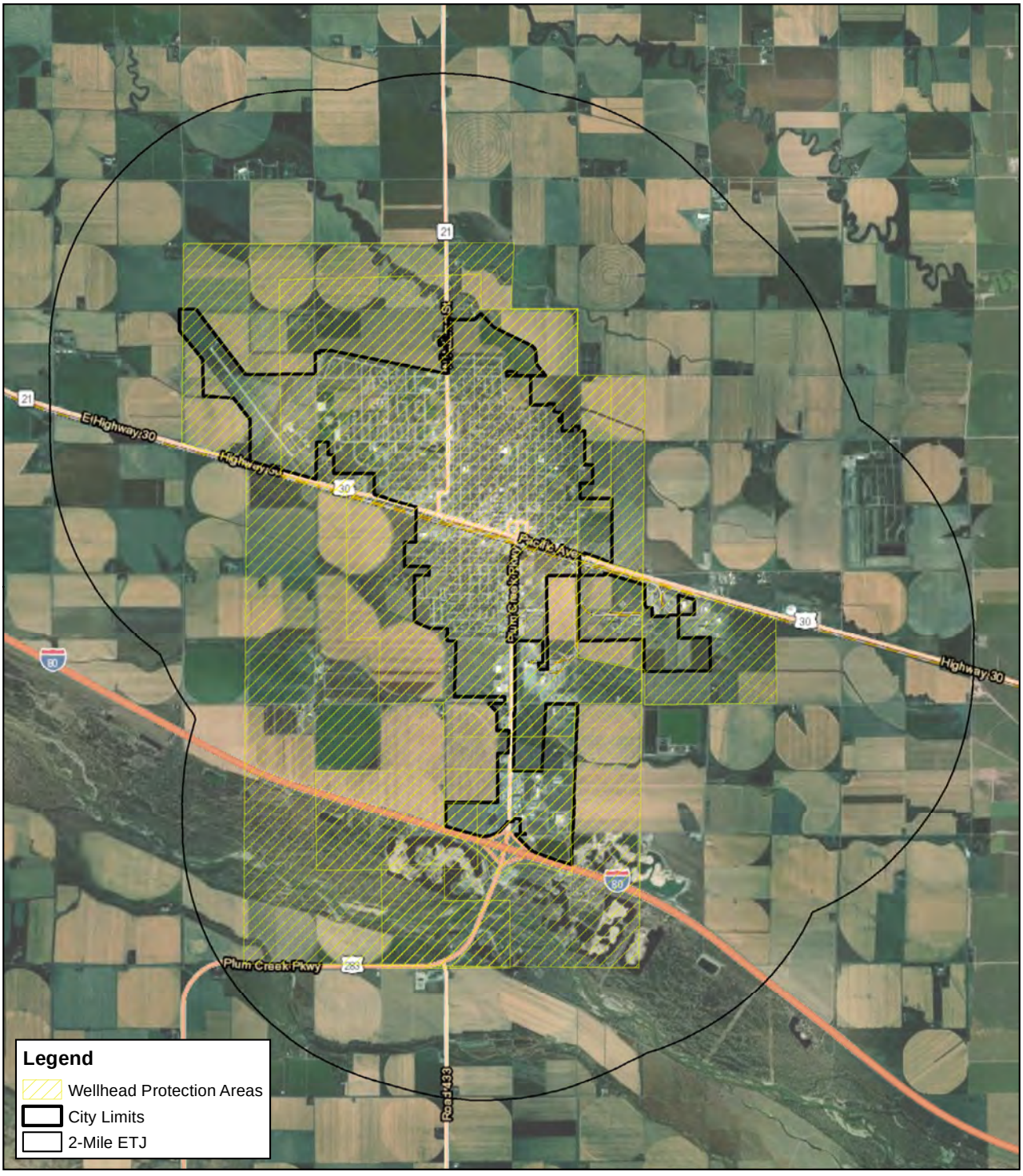
The Wellhead Protection Area is a region with restrictive land use regulations to prevent potential contaminants from locating in the sensitive area. The boundaries are delineated by a time of travel cylindrical displacement calculation. The boundary is mapped by NDEE so communities can apply zoning regulations to the district. The City of Lexington plans to regulate the wellhead districts with a specific wellhead protection zone.

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 3 acres is recommended for residences in agriculturally zoned areas. This standard generally ensures that adjacent households do not contaminate each other's drinking water. Rural dwellings typically have septic tanks and possibly leach fields. If located too close to each other, contamination might occur.

HAZARD MITIGATION

In 2022 the City of Lexington participated in the Central Platte NRD Hazard Mitigation Plan. The purpose of the hazard mitigation plan was to identify the city's risks and vulnerabilities to both natural and manmade hazards and to examine possible mitigation strategies to reduce that risk and vulnerability. Hazards of top concern that were identified by the city were: extreme heat, flooding, severe

Figure 29: Wellhead Protection Areas



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Wellhead Protection Areas

Lexington Comprehensive Plan
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0 0.5 1 Miles

thunderstorms, severe winter storms, and tornadoes/high winds. Projects identified in the plan included the list below. A full version of the plan can be found at: https://www.jeo.com/central-platte-nrd-hazard-mitigation-plan-update.

- Drainage Study
- Backup and Emergency Generators
- Updating Emergency Snow/Evacuation Routes
- Revising Snow/Ice Removal Program
- Improving Stormwater Drainage
- Improving Electrical Service
- Improving Warning Systems
- Public Education
- Bank Stabilization
- Updating Tree Ordinance

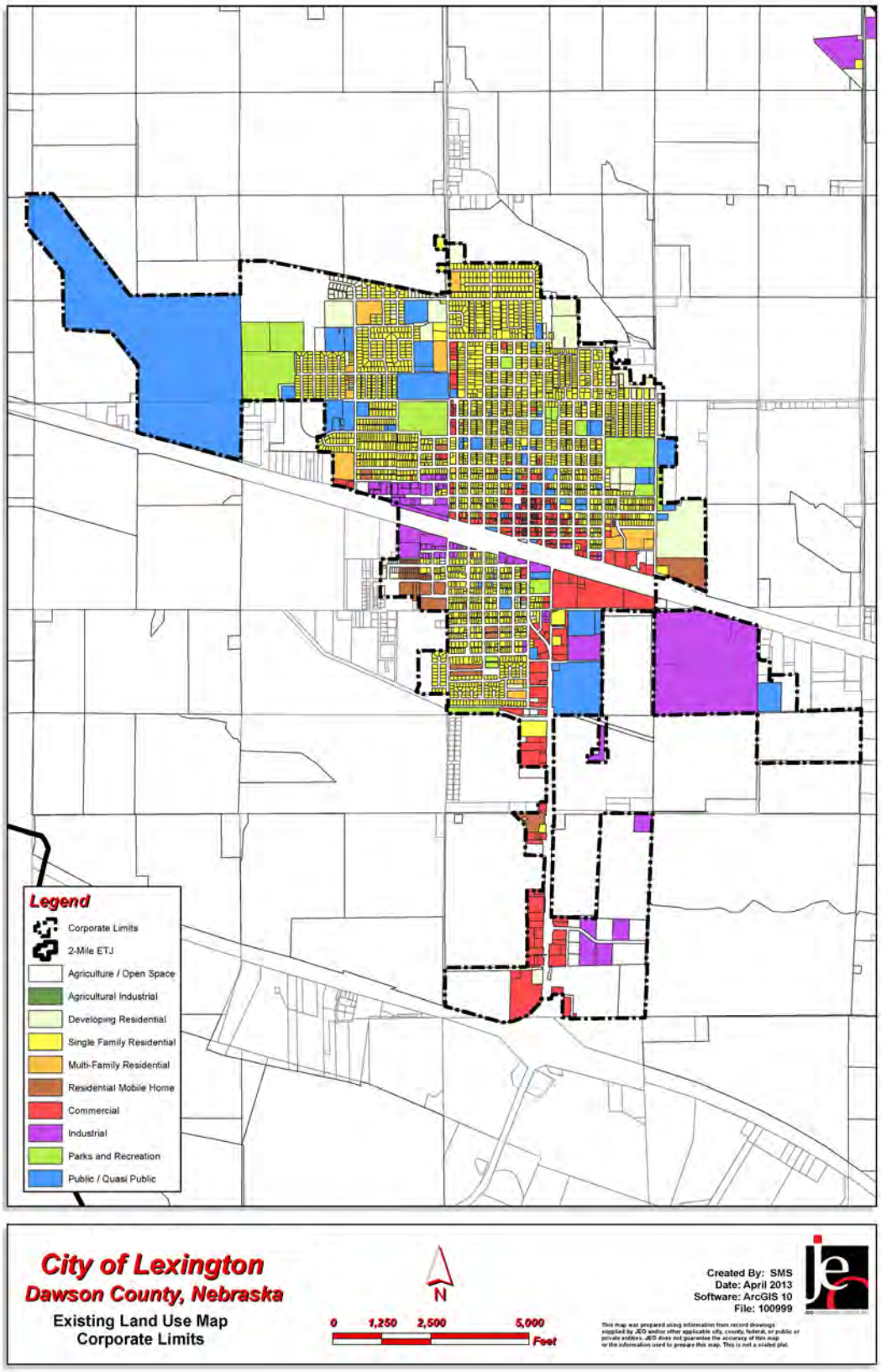
Existing Land Use

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. This does not take into account future land use or land ownership.

Land use categories that will be used to plan for future development areas are general statements about how the underlying property is being used. These are generally described with 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 non-developed land. In order to fully explain the variety of uses currently found, the description used in this section will include more detailed statements.

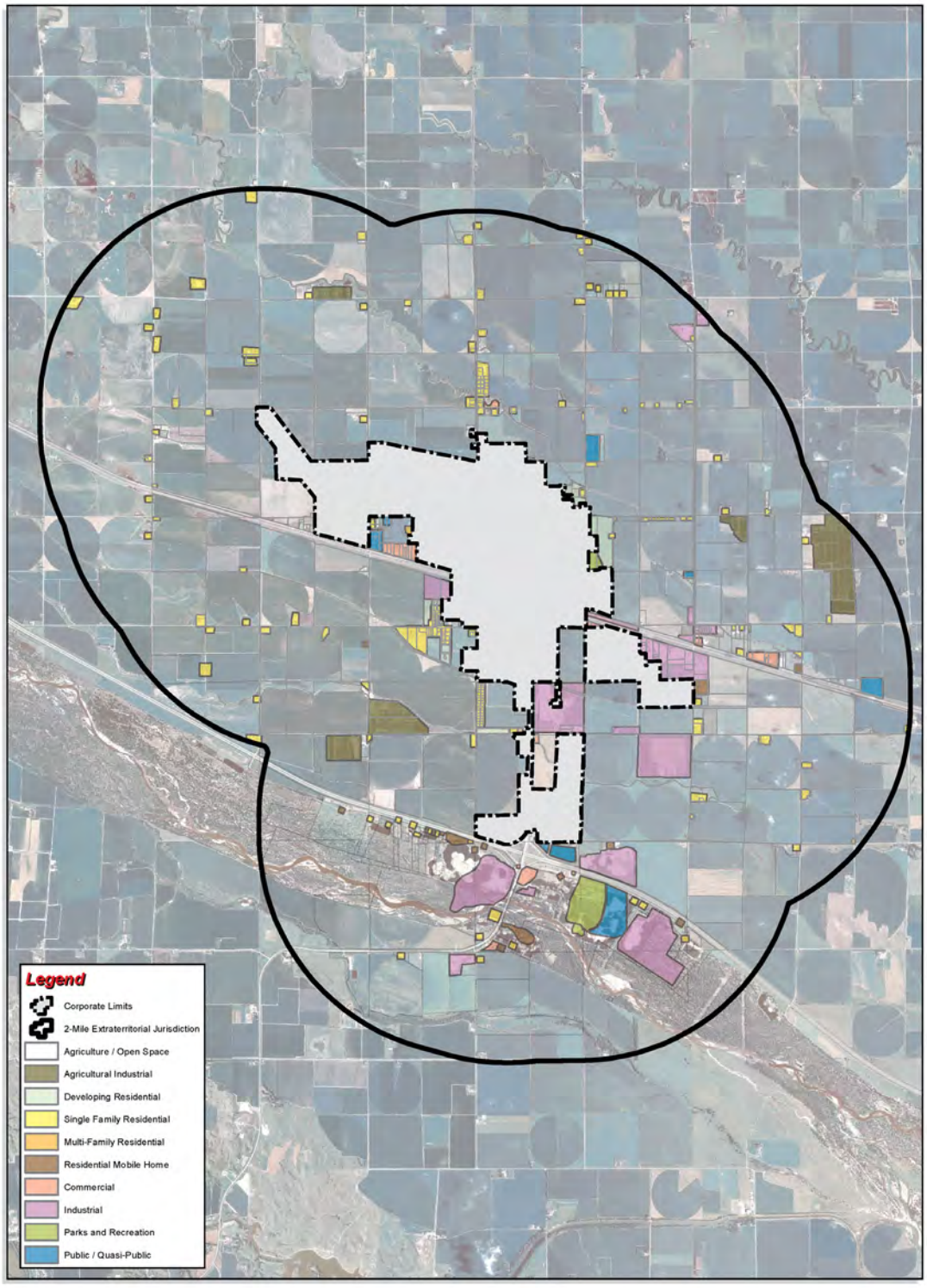
Land uses and properties do not have to be arranged in a 1:1 ratio with one land use per parcel. Uses are often mingled within a development, and can be stacked on each other, such as in a downtown building that is used for residential uses on upper floors and commercial uses on the ground floor. The 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.

Figure 30: Existing Land Use Map, Lexington Corporate Limits



Note: *Updating the existing land use map was not part of the 2024 update to the comprehensive plan. The existing land use maps and information were carried over from the Lex-Plan 2013. Future land use maps and information should be updated when the comprehensive plan gets a full update.*

Figure 31: Existing Land Use Map, Lexington ETJ



Typically, older Midwest communities exhibit a fixed pattern of land use with little change or slow growth over time. 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, provides 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 2024 Update, 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 floodplain.

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 where each residential structure is 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 2 or more families within the 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 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 type of land use, displayed in Table 35.

Not surprisingly, the majority of developed land within Lexington is used for single-family residential purposes. In 2013, nearly one-half of all developed property in Lexington was used for single-family dwellings. In terms of total acres, single-family uses in 2013 accounted for 598.87 acres. The remaining components of residential uses represented much smaller portions of the land use picture. Residential uses with 2 or more units accounted for 2.6 percent of all developed land within Lexington in 2013. 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 2013 covered just over 195.86 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 approximately 10 percent of all developed land in 2012.

Public and quasi-public land uses accounted for nearly 30 percent of all developed land in 2013, second only to single-family residential. Parks and recreation acres accounted for the third smallest acreage, covering just over 99 acres in 2013.

Table 35: Land Use within Corporate Limits, 2013

Types of Land Use	Land Use Counts	Acres
Agriculture / Open Space	48	537.82
Commercial	318	195.86
Developing Residential	147	143.88
Industrial	101	171.04
Multi-Family Residential	42	46.41
Parks and Recreation	18	99.08
Public / Quasi Public	73	532.65
Residential Mobile Home	52	50.65
Single Family Residential	2563	598.87
TOTAL		**2,376.25**
Streets/Railroads		**540.75**
Corporate Limits Acres		**2,917**

Source: JEO Consulting Group

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 2013. Undeveloped land, including transportation, agricultural uses, open space, and developing residential property accounted for 30 percent of all land within Lexington, compared to 70 percent for developed land.

Lexington currently exercises its statutory authority to enforce planning jurisdiction within 2 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 (Table 36).

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.

Table 36: Extraterritorial Jurisdiction Land Use, 2013

Types of Land Use	Land Use Counts	Acres
Agriculture / Open Space	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
Single Family Residential	112	438.04
Multifamily Residential	1	3.25
Mobile Home	14	58.97
Total		**24,180.72**

Source: JEO Consulting Group

Airport Overlay

Lexington's Jim Kelly Field Airport (KLXN) is a regional airport that began in 1946 and currently covers 275 acres 2 miles northwest of Lexington. The facility is open to the public and services Lexington residents and the surrounding area. 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 4,000 Air Taxi Operations, 2,100 Itinerant Operations, 8,100 Local Operations and 40 Military Operations. That averages to more than 38 operations per day.

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 steady at about 3,800 yearly. These Itinerant Operations then declined to a yearly average of 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 is of the utmost importance to the city. Construction height limits would be most restrictive in the Inner Area. This affects the western edge of Lexington.

NEBRASKA AIRPORT ACT

The Nebraska Airport Act is a combination of 3 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

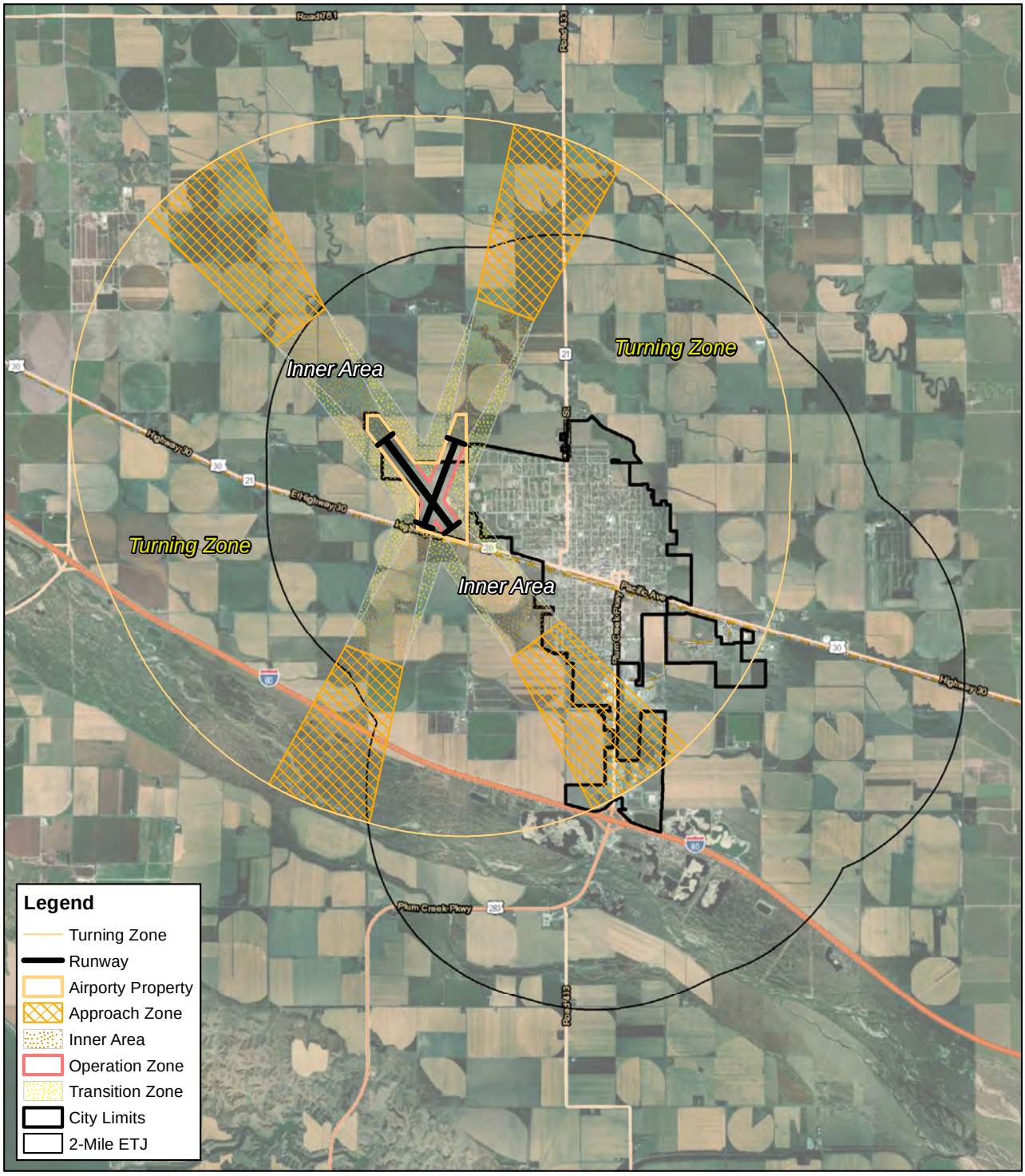
If Lexington would like to expand its airport, the Nebraska Airport Act states property needed for an airport or restricted landing area may be purchased if all parties involved agree on the terms of the acquisition. The act further states that municipalities have eminent domain options to ensure the safety and well-being of local residents.

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 32) illustrates Lexington and the surrounding region. The largest areas on the Airport Zoning Map are the Approach Zone and Turning Zone. These zones illustrate a critical distance to the airport and the angle of approach. The Lexington Airport has increased its local operations which include low passes at the airport. An 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 impacted. The Approach Zone may restrict the height for construction of communication towers or wind turbines.

The Jim Kelly Airport Field in Lexington.

Figure 32: Airport Zoning Map, Lexington



Created By: KD
Date: 2/8/2024
Software: ArcGIS 10.8.1
File: Soils.mxd

This map was prepared using information from record drawings supplied by JEO and/or other applicable city, county, federal, or public or private entities. JEO does not guarantee the accuracy of this map or the information used to prepare this map. This is not a scaled plat.

Airport Zoning

Lexington Comprehensive Plan
2024 Update

0 0.5 1 Miles

Chapter Three:
Envision

Introduction

The City of Lexington committed to a process to update its Comprehensive Plan into the Lex-Plan 2024 Update that will describe and guide the future development of the city and identify land uses in the designated growth areas within Lexington's extraterritorial jurisdiction (ETJ). Preparing this comprehensive plan update and land use designations for the future of a community is an on-going process. The planning process focuses on ways of solving existing problems within the community and providing a management tool, enabling citizens to achieve their vision for the future.

The Envision section of the Comprehensive Plan update describes how Lexington sees itself in the future. It provides both a graphic and textual forecast of changes and improvements that community leaders and residents desire to see. As part of the Lex-Plan 2013 planning process, community leaders, stakeholders, and residents took part in town hall meetings, focus group meetings, online input, and a design charrette. The visioning process resulted in meaningful public dialogue and the creation of preferred images of Lexington's future. The feedback and vision established from these conversations is included in this update and was referenced during the development of the plan's new goals and objectives.

A street view of downtown Lexington.

Public Participation

Public participation for the Lex-Plan 2013 engaged participants in exercises to develop visions for the community. This public input included several elements designed to create a partnership between community leaders, stakeholders, citizens, and the consultant. Public participation, input, and review are critical to the success of this project and are included in the planning process for this plan update.

Key components of the Lex-Plan 2013 public participation program include:

- Design Charrette
- MindMixer Results
- Focus Group Meetings
- Town Hall Meetings

DESIGN CHARRETTE

In 2012, a two-day design charrette was held in which several planners, architects, and landscape architects met with the Planning Commission, toured the community, asked questions, worked with the public, took pictures, and created sketches that represent what Lexington could look like in the future depending on how development is carried out. At the end of the charrette, the group came together and presented the resulting ideas and concepts to the general public at the second Town Hall Meeting, and asked for their feedback both in person and via MindMixer site, www.ThinkBigLex.com. The team then modified sketches to reflect the public input and integrated the results into the goals and objectives for the community.

MINDMIXER RESULTS

The MindMixer site, www.ThinkBigLex.Com, was an online public forum used to supplement the traditional planning process. The web platform operates as a safe, easy-to-use area where citizens can participate in community projects from the comfort of their home in the language of their choice. The site served as a virtual town hall, whereby users could generate ideas, help others evolve their ideas, and ultimately vote and prioritize the best ideas in the community. The results of the website proved to be a huge success with over 770 unique visitors participating with their comments and a total of 12,317 views, or people that looked at the site but did not register or comment.

FOCUS GROUP MEETINGS

Focus group meetings were used in 2012 to gather input from specifically invited city staff, stakeholders, and residents. There were 6 focus group meetings held with selected residents or stakeholder groups. Participants were identified because of their ability to provide specific information on relevant topics. These meetings were held on September 20, 2012, and October 24-25, 2012. The meetings generally started with a set of questions tailored for each group but were allowed to progress in a more conversational manner. Participants were encouraged to speak freely and answer questions completely in the hope of identifying major issues facing Lexington. Since each group had specific areas of knowledge, the information gathered varied between them. The following is a summary of the strengths and issues raised by the participants in the focus group meetings.

Greatest Strengths:

- Proximity to Interstate 80
- The Railroad
- Pro-business policies of the City
- The Opportunity Center
- Quality of Life
- Quality and quantity of the water supply
- Diverse workforce with strong work ethics
- Available land for development
- Caring and generous citizenry
- Public School System
- Regional Hospital

Most Pressing Issues:

- Housing
- More skilled laborers
- Image of Lexington
  - Entryway aesthetics
  - Odors
  - Immigrant populations
- Over 17 different languages spoken in Lexington
- Shortage of Downtown Shopping
- Need for Residential Parking Downtown
- Public Transportation and/or Taxi Service

Historic downtown Lexington.

TOWN HALL MEETINGS

Two town hall meetings were held in the evening hours on September 20 and October 25, 2012, at the Opportunity Center. The purpose of the meetings was to gather residential input on issues (both positive and negative) facing Lexington. At the meetings, the attendees were asked to identify various issues and come up with strategies to address those issues. Once all responses were recorded, participants were invited to identify the issues on aerial photography/maps, if applicable.

Input was gathered using modified opportunities analysis. Participants were asked 11 questions about their perceptions of Lexington. The questions were presented in an open-ended style, designed to encourage multiple answers and group discussion. All responses were recorded. It should be noted that individual residents will vary as to their views about Lexington as it exists today and how it should exist in the future. By asking questions in a public format such as this, participants work to form a consensus-based list that identifies and prioritizes the most commonly held views. This process allows all views to be shared with the community, so that no view is left out.

Visioning

The Lex-Plan 2013 visioning process took what was learned in the public participation component and combined it with the city demographics and existing conditions found in the Profile chapter of this update. This combination led to the development of a vision, goals, objectives, and policies that will aid decision makers as development occurs within Lexington's ETJ. The findings of this process were used in the development of this final 2024 plan update.

Visioning is a process of evaluating present conditions, identifying problem areas, and bringing about consensus on how to overcome the concerns and existing problems to manage the growth and change of the City of Lexington. By determining the strengths and weaknesses, Lexington can decide its desires of the future and how to achieve those aspirations. By developing a realistic path for decision making, Lexington can fulfill its vision for the future.

Changes in demographics and population have shaped Lexington over the past 10 years. The community has embraced its future and determined its goals through the public input of its residents. This shared vision of Lexington includes everyone, and decisions will be made with its residents in mind for a vibrant future. Key components to "The Lex Plan 2024 Update" are the forward-thinking model of how Lexington will develop in the next 20 years.

VISION STATEMENT

A vision statement for Lexington was created based upon various meetings, charrette process, and interactions throughout the planning process of updating the comprehensive plan. This vision statement and a series of guiding principles create the foundation of developing the goals, objectives, and polices. In turn, these elements also define the Future Land Use Plan.

City of Lexington Vision Statement

"Lexington is a diverse and family-oriented community bound together by shared values and a commitment to excellence where citizens, businesses and civic leaders are partners in building a quality environment to live, learn, and work."

Goals, Objectives, and Policies

The vision of Lexington can be translated into broad based goals and objectives used to guide, direct, and base future decisions on growth and development in Lexington and its ETJ. The goals will help show the broader view for the decision makers to evaluate and consider issues based on the growth of the entire city. The objectives in this update will create consistency in decision making to help make smooth transitions as Lexington grows and redevelops. Goals, objectives, and policies also reiterate the input collected from residents during the Lex-Plan 2013 planning process.

The goals and objectives are further developed into policies with action plans. This chapter aims to provide the kind of "day-to-day" direction and monitoring that will be useful in implementing the vision from "The Lex Plan 2024 Update." They fuel consensus on "what is good land use?" and "how to manage change in order to provide the greatest benefit to the city and its residents?" Lexington's goals, objectives and policies attempt to address various issues, regarding the question of "how" to plan for Lexington's future.

CATEGORIES OF GOALS, OBJECTIVES AND POLICIES

"A Broad-Stroke Comment or Aspiration"

Goals are the desires and projected state of affairs the community intends to achieve. Goals are the most general statement of future preferences and outcomes and set a broad framework for objectives and policies. Goals should be established in a clearly understood manner that allows them to be

accomplished. The goals may need to be modified or changed from time to time to continue to reflect community preferences.

"What is the Desired Outcome?"

Objectives provide the intermediate steps that guide the community in its future decisions. Objectives provide direction and benchmarks that can be used to monitor progress. Objectives also help maintain support and interest in plan implementation by providing tangible actions that provide perceptible results.

"How to make it happen or what needs to be done."

Policies give more detail and describe the actions needed to achieve the desired goal of the community. Policies are part of the value system linking goals with action. Policies represent plans of action that guide decisions in order to achieve rational outcomes and are concerned with defining and implementing the goals and objectives of "The Lex Plan 2024 Update." The adopted policies synthesize the information from the existing growth condition and responses from the public input process in order to develop solutions or actions that will achieve the various goals. Policies are a means to achieving the goals established by the community. They imply a clear commitment to the city's future development.

The Lex Plan 2013 topics to be addressed for 2024 and beyond:

- Community Image
- Land Use and Development
- Housing
- Public Facilities, Infrastructure, and Transportation
- Community and Economic Development
- Plan Maintenance and Implementation

The following represent general Community Goals for Lexington:

1. Strive to improve the quality of life and sense of community for all residents of Lexington.
2. Foster the value of family in Lexington. Encourage the development of local action to preserve and strengthen families, while emphasizing Lexington's cultural diversity.
3. Implement appropriate community and economic developments to achieve an increase in the population of Lexington by an estimated 12% percent, or 1,242 people, requiring up to 396 net additional housing units, by 2030.
4. Provide all residents with access to a variety of safe, decent, sanitary housing types, including elderly households and persons with disabilities.
5. Stabilize and diversify the economic base in Lexington to create and expand employment

opportunities and better the job situation for existing and incoming households.

6. Preserve and improve the aesthetic appearance and character of Lexington, including Downtown and the Highway 283, 21, and 30 corridors.
7. Update and maintain the future land use plan and zoning and subdivision regulations.
8. Maintain a community and economic development program with a process capable of providing both job stability and growth. Improved jobs for youth and young adults should be given top priority. Community development activities should include both development and redevelopment initiatives.
9. Maintain a modern utility system. Future public facilities, services, and transportation systems will need to be both updated and expanded during the planning period.
10. Encourage an ongoing forum for citizen participation to build consensus for local action associated with improved economic and social conditions in Lexington.
11. Include citizens in the ongoing update of the Lexington Comprehensive Plan.

The following tables outline the goals established in the “Lex-Plan” for both the 2013 and 2024 Update versions. Goals that have been completed or efforts to complete them have been started since 2013 are indicated with a green check mark.

COMMUNITY IMAGE

Goal 1: Establish Community Initiatives supportive of population growth and improved economic conditions for the Lexington citizenry.		
Objective 1.1.- Increase the population in Lexington by 12% percent by 2030.		
Policy 1.1.1	Create housing, facilities, and services to maintain the older adult population of Lexington. Attempt to attract seniors living in rural Dawson County to retire in Lexington.	☑
Policy 1.1.2	Plan and implement programs for higher density infill redevelopment.	
Policy 1.1.3	Maintain and improve both public and private services, business, and industry in Lexington in an effort to increase and diversify employment opportunities.	☑
Policy 1.1.4	Housing initiatives should be coupled with job creation activities.	☑
Policy 1.1.5	Promote Lexington as a great place to live, work, raise a family, and retire.	☑
Objective 1.2.- Improve and beautify Lexington.		
Policy 1.2.1	Remove dilapidated buildings.	☑
Policy 1.2.2	Promote infill developments on vacant land areas.	☑
Policy 1.2.3	Encourage the planting of landscapes and the maintenance and preservation of trees.	☑
Policy 1.2.4	Continue to improve streetscapes in Lexington, by fully implementing the Community Tree Program and enhancing Plum Creek Parkway and Highway 30.	☑
Policy 1.2.5	Implement the downtown revitalization plan, including greenery, landscape, and façade restoration.	☑
Policy 1.2.6	Build upon recent efforts to enhance the overall physical appearance of the City.	☑

Goal 2: Secure resources for the future betterment of Lexington.

Objective 2.1.- Create and implement a program of securing both public and private funding to finance improved living conditions and job creation in Lexington.

Policy 2.1.1	Create public / private partnerships for the development and redevelopment of residential, commercial, and industrial areas in Lexington.	
Policy 2.1.2	Maintain a program of actively pursuing federal, state and local funds, to preserve and improve the community.	

LAND USE DEVELOPMENT

Goal 1: Consider land use development that fulfills residential, recreational, social, shopping, and employment needs of the Lexington community through the year 2033.

Objective 1.1.- Maximize the existing land areas presently served by municipal infrastructure.

Policy 1.1.1	Designate between 100 to 200 acres of land area for future residential development.	
Policy 1.1.2	Increase residential land use density in established neighborhoods having redevelopment potential. Focus efforts on residential neighborhoods included in the 5 designated redevelopment areas within the City of Lexington.	
Policy 1.1.3	Conduct infill residential development activities.	
Policy 1.1.4	Locate future higher density residential developments to buffer commercial and industrial areas from lower density single family and duplex developments.	

Objective 1.2.- Designate future commercial land areas that provide greatest access for both locals and highway travelers.

Policy 1.2.1	Maintain existing and expand all general commercial and service land uses in the Downtown and existing Highway 283, 21, and 30 corridors.	
Policy 1.2.2	Future highway commercial land areas should be concentrated along the existing Highway 283 and 30 corridors, with neighborhood commercial uses along portions of north and south Adams Street.	
Policy 1.2.3	Construct the proposed long-term truck and heavy vehicle route that will alleviate traffic congestion in Downtown Lexington by redirecting north/south traffic to County Road 435.	
Policy 1.2.4	Continue development of large-scale commercial development, big box retailers, motel / hotel and fast-food outlets along the Plum Creek Parkway (Highway 283) commercial corridor.	

Objective 1.3.- Designate up to 1,200 acres for industrial land use. Developments should be compatible with neighboring land uses, while optimizing the ability to attract new and appropriate industrial types to Lexington through 2030.		
Policy 1.3.1	Future industrial areas should be located along the Union Pacific Railroad corridor where railway spurs exist, in the southeast portion of the community, and in areas along the east truck by-pass.	
Objective 1.4.- Increase open spaces and trails in Lexington. Focus should be on maintaining and rehabilitating existing park facilities, adding linear trails connecting individual parks, schools and other public facilities, and constructing new park space.		
Policy 1.4.1	Continue efforts to fully develop the new park facilities in conjunction with future development of residential growth areas.	
Policy 1.4.2	Rehabilitate existing parks and recreational facilities, including playground equipment updates to accommodate the needs of persons with disabilities.	
Policy 1.4.3	Encourage the development of a trails system in Lexington that serves the residents of the community and provides connections to planned regional trail systems.	
Policy 1.4.4	Explore opportunities with Dawson County and the Natural Resources District to develop a trail connecting Johnson Lake to the community.	
Objective 1.5.- Maintain proper land use development ordinances and regulations in Lexington.		
Policy 1.5.1	Continue to review adopted zoning and subdivision regulations, while maintaining appropriate building codes	
Policy 1.5.2	Utilize both voluntary and involuntary annexation policies in conformance with Nebraska State Statutes and this plan. These policies should serve as a guide to integrate residential, commercial, and industrial growth areas.	
Policy 1.5.3	Work with Dawson County to reduce areas of the City of Lexington's ETJ	

Goal 2: Consider land use efforts that address areas of Lexington with the greatest redevelopment needs.		
Objective 2.1.- Prioritize redevelopment efforts to address areas of greatest needs for renovation and restoration.		
Policy 2.1.1	Areas of greatest redevelopment need in Lexington include the Downtown and adjacent residential neighborhoods, the existing industrial and residential areas along the Railway corridor, Adams Street, and redevelopment areas abutting the Plum Creek Parkway (Highway 283 corridor).	
Policy 2.1.2	Continue to conduct blight / substandard determination studies and redevelopment plans in areas of greatest redevelopment need and opportunity.	
Objective 2.2.- Create programs of redevelopment that combine selected residential uses with neighborhood (local) commercial land uses.		
Policy 2.2.1	Emphasize mixed land uses in the Downtown which promote general commercial, service, public, and residential activities.	
Objective 2.3.- Utilize both public and private resources to finance redevelopment efforts in Lexington. This would include the use of local, state, and federal funding sources to aid in financing redevelopment programs.		
Policy 2.3.1	Utilize all available public programs of financing to aid in funding redevelopment programs.	
Policy 2.3.2	Continue to support the redevelopment budget to assist in financing both redevelopment planning and implementation programs.	

Goal 3: Implement land use strategies that encourage the preservation and protection of environmental resources.

Objective 3.1.- Future development should be encouraged to locate in areas free of environmental issues related to groundwater, surface water, soil conditions, and topographic slope.

Policy 3.1.1	Preserve unique or critical natural areas within the ETJ of Lexington from adverse development. These areas include bodies of water, unique scenic vistas, and unique natural habitats associated with the Platte River environs.	
Policy 3.1.2	Restrict intensive agricultural developments, such as large-scale feedlot operations, to develop or expand within the ETJ.	
Policy 3.1.3	Future development and redevelopment activities should be supported by a modern infrastructure system of public and private utilities.	
Policy 3.1.4	All future, major developments in Lexington should be accompanied with a stormwater drainage plan. Usage fees should provide the necessary funding to develop the City-wide stormwater drainage system.	
Policy 3.1.5	All new development / redevelopment activities should include a safe and sanitary environment, free of air, water, and noise pollution.	

HOUSING

Goal 1: Provide all Lexington residents with access to a variety of safe, affordable and sanitary housing types.

Objective 1.1.- Establish a plan of action for the development of residential unit options for residents of all ages and income levels.

Policy 1.1.1	Develop up to 396 units of housing in Lexington before 2033	☑
Policy 1.1.2	Plan for both rental and owner housing units for all income levels, age sectors, and family sizes in the community.	☑
Policy 1.1.3	Develop housing programs and projects to alleviate any housing vacancy deficiency that might occur in Lexington	☑
Policy 1.1.4	Plan for a continuum of residential options for retirees and other older adults in Lexington and Dawson County.	☑
Policy 1.1.5	Produce housing for special populations, including both owner and rental options for persons with a disability.	☑
Policy 1.1.6	Actively pursue affordable housing programs available from local, state and federal agencies / departments.	☑
Policy 1.1.7	Maintain a minimum community housing vacancy rate of 7 percent for modern, marketable housing stock.	
Policy 1.1.8	Encourage future residential development which is compatible with and complements existing neighborhoods.	☑

Objective 1.2.- Protect and preserve both existing and future neighborhoods through programs that support best building practices.		
Policy 1.2.1	Enforce existing building, plumbing, electrical, and fire codes for all residential developments to ensure Lexington residents live in sound, decent, affordable housing.	
Policy 1.2.2	Promote maximum energy efficient housing standards and provide incentives for implementation.	
Policy 1.2.3	All new residential development should be served by a modern municipal utility system.	
Goal 2: Coordinate housing programs with economic development efforts and available public and private funding sources.		
Objective 2.1.- Maximize local public and private resources and organizations to assist in the promotion and development of housing opportunities.		
Policy 2.1.1	Secure grants and other financial assistance to develop owner and renter housing rehabilitation / repair programs for low- and moderate-income households to upgrade their homes to minimum housing quality standards.	
Policy 2.1.2	Coordinate the development of affordable housing needs of Lexington with related educational, health, and social services programs, both public and private.	
Policy 2.1.3	Support and utilize the State of Nebraska Consolidated Housing Plan to create affordable housing opportunities in Lexington.	
Policy 2.1.4	Promote housing opportunities in and around the Downtown, by either replacing the substantially deteriorated structures or converting the upper floors of commercial buildings to residential use.	
Policy 2.1.5	Continue enforcing adopted regulations which encourage development of affordable housing subdivisions.	

PUBLIC FACILITIES, INFRASTRUCTURE, AND TRANSPORTATION

Goal 1: Maintain and improve the existing public facilities and utilities in Lexington and develop, as needed, new facilities and services to reflect the community's needs and demands.

Objective 1.1.- Provide public services and education in an efficient and economic manner in order to protect and enhance the safety and welfare of Lexington residents.

Policy 1.1.1	Ensure public services are expanded to keep pace with population growth.	
Policy 1.1.2	Continue to maintain and improve school facilities to encourage and support excellence in education.	
Policy 1.1.3	Provide adequate law enforcement and fire protection services, with increased emphasis on community relations as well as adequate civil defense and emergency service.	
Policy 1.1.4	Ensure fire, medical, and police facilities have the necessary means to support and provide services throughout the community and promote the coordination of these services among the various governmental and quasi-governmental entities.	

Objective 1.2.- Maintain the provision of facilities and services necessary to prevent pollution of the environment. Provide sewage treatment, refuse collection and disposal, street cleaning, flood control, and similar environmental control processes.

Policy 1.2.1	Provide adequate, efficient, and appropriate utilities and services throughout the community of Lexington to existing and future residential, recreational, commercial, and industrial areas.	
Policy 1.2.2	Maintain an adequate supply of potable water and expanded distribution system suitable for present and future consumption and fire protection within Lexington.	
Policy 1.2.3	Educate developers and the general public on solid waste management and the recycling of materials.	
Policy 1.2.4	Coordinate developments with the future land use plan efforts to target the portions of the community ideally suited for development, where all appropriate infrastructures can be extended in a cost-effective manner.	

Goal 2: Provide an efficient transportation system throughout Lexington for the safe and efficient movement of people, goods, and services.

Objective 2.1.- Maintain and adopt a coordinated plan for maintenance, improvement, and future location of all streets, roads, and highways in the community, including paving, curbs, gutters, and street lighting.

Policy 2.1.1	Maintain design standards and policies for various classifications of streets, roads, and highways to enhance the function and safety of the street system in Lexington.	☑
Policy 2.1.2	Coordinate the future land use plan and the 1 and 6 Year Street Improvements Plans, to prepare the City of Lexington for future growth and development.	☑
Policy 2.1.3	New residential developments in Lexington should have appropriate and adequate streets, curbs, gutters, and sidewalks.	☑
Policy 2.1.4	Ensure fire, medical, and police facilities have the necessary means to support and provide services throughout the community and promote the coordination of these services among the various governmental and quasi-governmental entities.	☑

Objective 2.2.- A renewed emphasis on landscaping and pedestrian movement is recommended in the Downtown area.

Policy 2.2.1	Reinforce recent Downtown revitalization efforts by implementing redevelopment techniques such as tax increment financing, historic preservation tax credits and Community Development Block Grant projects in Downtown Lexington.	
Policy 2.2.2	Concentrate efforts within the Downtown to alleviate conflicts between pedestrians and motorized vehicles, particularly along Jackson Street.	☑
Policy 2.2.3	Partially screen parking areas with shrubbery and flowering plants to enhance the appearance of the Downtown.	
Policy 2.2.4	Focus on the redevelopment of the open space located at the southwest corners of 5th Street and Madison Street and 5th Street and Grant Street.	

Objective 2.3.- Improve public transportation options to better serve residents, workers, and commuters to the Lexington area.		
Policy 2.3.1	Work with private and public partners to increase ride-share options within the city.	
Policy 2.3.2	Provide multiple safe and reliable modes of transportation throughout the community.	
Policy 2.3.3	Expand hours of service for public transportation services.	

COMMUNITY AND ECONOMIC DEVELOPMENT

Goal 1: Utilize the Lexington Comprehensive Plan as a community and economic development resource and guide.		
Objective 1.1.- Maximize economic opportunities for all residents by fostering increased employment and business types in Lexington.		
Policy 1.1.1	Focus efforts of business and industrial development to attract new companies that diversify Lexington's employment opportunities.	
Policy 1.1.2	Create a business stewardship program to ensure the continuation of well-established businesses in Lexington.	
Policy 1.1.3	Provide incentives to encourage small business growth.	
Policy 1.1.4	Utilize local, technical, and financial resources to assist existing and future businesses and industries to exist, develop and grow.	
Policy 1.1.5	Continue and improve working relationships with regional and state organizations / agencies to promote economic development in Lexington.	
Policy 1.1.6	Encourage the development of industries that will utilize local resources.	
Policy 1.1.7	Promote the development and continuation of industrial businesses that are "light and heavy manufacturing" in nature, and / or do not produce products and pollutants detrimental to the health, safety, and welfare of the community.	

Policy 1.1.8	Provide infrastructure and needed amenities to support future growth of commercial, industrial, and residential tracts.	
Policy 1.1.9	Utilize federal, state, and local governmental incentives to recruit and retain job opportunities.	
Policy 1.1.10	Work with the school district on retaining area youth by engaging students with local businesses and job opportunities.	

Goal 2: Community and economic development practices should strive to both stabilize and improve the Lexington economy.

Objective 2.1.- Promote proper renovation, adaptive reuse, additions, and new construction.

Policy 2.1.1	Encourage local reinvestment in Lexington by both the private sector and the City.	
Policy 2.1.2	Encourage the revitalization or removal of vacant and substantially deteriorated commercial / industrial buildings in Lexington.	
Policy 2.1.3	Enhance the attractiveness of the business and industrial areas in Lexington through revitalization and beautification efforts.	
Policy 2.1.4	Expand shopping facilities and opportunities to attract non-local businesses.	
Policy 2.1.5	Promote the existence and development of commercial / business types that will maximize the opportunity for job creation and future job quantity and quality.	
Policy 2.1.6	Utilize the potential of local and regional agencies for technical and financial assistance for securing new economic development activities.	

Objective 2.2 - Facilitate conversation around the development of a community convention center that serves Lexington and its surrounding area.	
Policy 2.2.1	Identify a potential location for a community convention center.
Policy 2.2.2	Organize necessary partners and funding sources to implement the project.

PLAN MAINTENANCE AND IMPLEMENTATION

Goal 1: Maintain a current and modern comprehensive plan and regulatory ordinances.		
Objective 1.1.- Review the Lexington Comprehensive Plan annually.		
Policy 1.1.1	Establish an annual review process of the Comprehensive Plan and associated zoning and subdivision regulations. Elected officials and local governmental volunteers and community and economic development groups should be involved in this review.	

Chapter Four: Achieve

Introduction

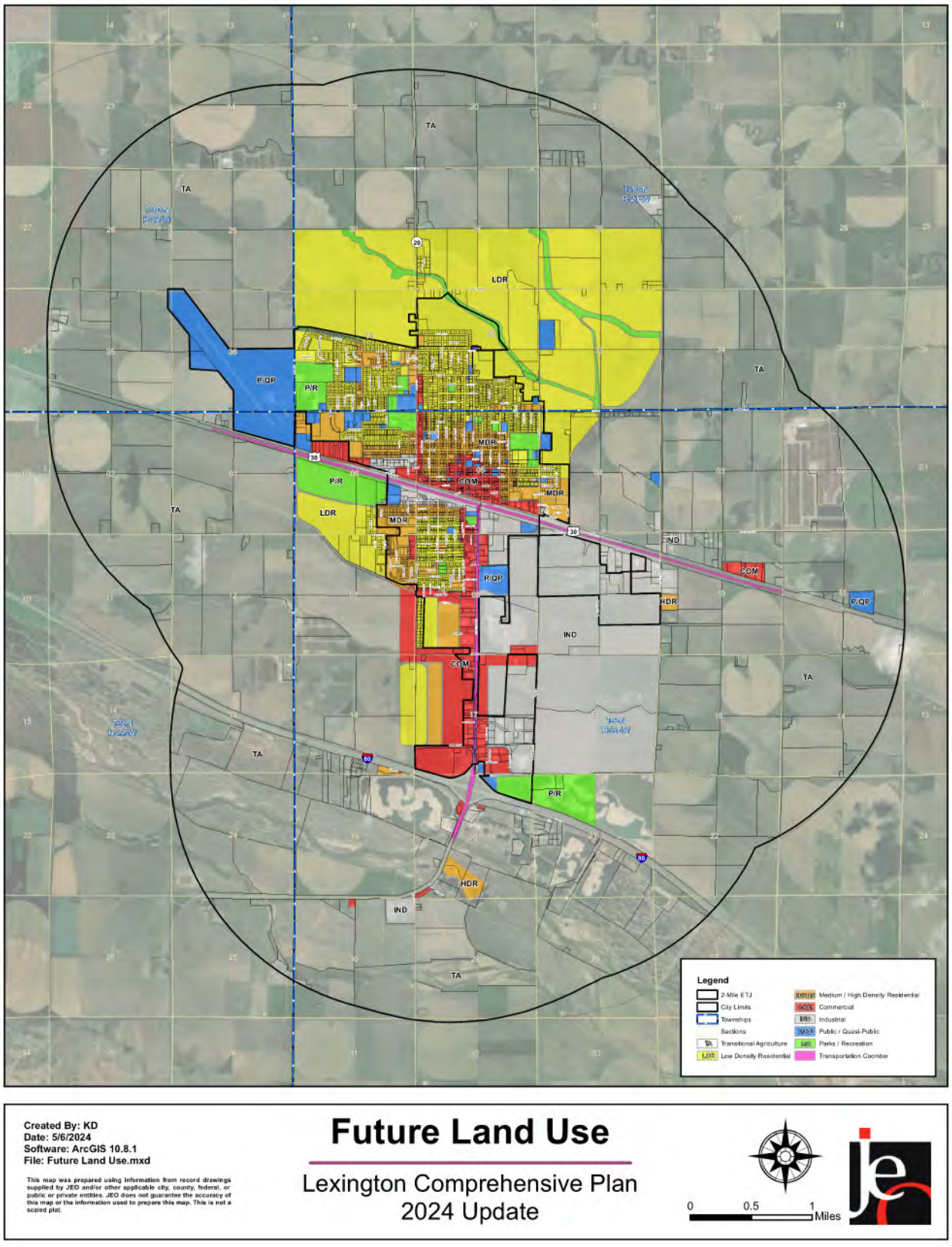
The Achieve Section of the Lex-Plan 2024 Update builds upon the previous chapters by describing the various plan elements that will be used to manage future growth and development. Using the vision, goals, objectives, and policies previously established, this section will help readers understand how and where 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 section aims to develop an understanding that provides appropriate public guidance that encourages and facilitates intelligent and sustainable growth patterns with 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 and identifies improvements or changes that will differentiate Lexington in 20 years. The various components can be separated based upon the following ideas:

Future Land Use

This component focuses on the future 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 2024 Update.

Figure 33: Future Land Use Map, Lexington



LAND USE DESIGNATION

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 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 types, and is located throughout the city and in the one-mile zoning jurisdiction. Characteristics of the LDR category include:

- Locations throughout the city 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 1 to 4 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 the city 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 3 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 (HRD)

The High Density Residential land use area is intended to accommodate denser residential development. This area would support apartment complex 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:

- Locations where uses can serve as a transition between lower density residential areas and commercial uses.
- Locations 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 9 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, and 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. Commercial land use includes the Central Business District, General Commercial, and Highway Commercial. Characteristics of the COM category include:

Central Business District:

- Located in the original downtown, the intensity of uses is suited to the character of the surrounding area.
- The 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 the city, the intensity of uses is 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 the city along major corridors, the intensity of uses is 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 includes both light and heavy industrial designations. 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 new corridors. The light land use area is intended to accommodate smaller, less intensive industrial uses, compared to those that are larger and have more intensive industrial activity. Characteristics of the IND category include:

Light 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.

- Significant landscaping and buffering should be used to screen Light Industrial uses from the 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 on-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 conducting 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 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 the city, near activity centers and major streets.
- Locations that provide an opportunity to share facilities between users, such as a 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. Transportation Corridor

The Transportation Corridor use area is an overlay intended to follow Highway 30 and Highway 283 through Lexington's corporate limits and ETJ. 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.

I. 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 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. Also included are drainage and flood control structures such as detention or retention facilities, drainage swales, and floodplain areas.

Urban Design

The urban design elements discussed in this subsection were carried over from the Lex-Plan 2013. Each proposed project will include a status update on what has been completed as of the Lex-Plan 2024 Update.

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 the community, or encourage them to continue on their way. Usually utilitarian in appearance, these access routes are an opportunity for cities and can be significantly improved by modest aesthetic improvements such as trees and shrub plantings, attractive lighting, trails, and sidewalks. Interstate 80 is

lined with communities 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 I-80 and further into the community.

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 toward the heart of the community. The first crucial step in this process will be enhancing the initial view from Interstate 80. Landscaping along the I-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, NDOT, 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 join 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.

2024 Update

Project is currently ongoing. Flow lines have been installed in the ditches and improvements have been made to some of the green spaces. Other elements have not been started.

Figure 34: Plum Creek Parkway Entrance Streetscaping

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

Potential Corridor Enhancements

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

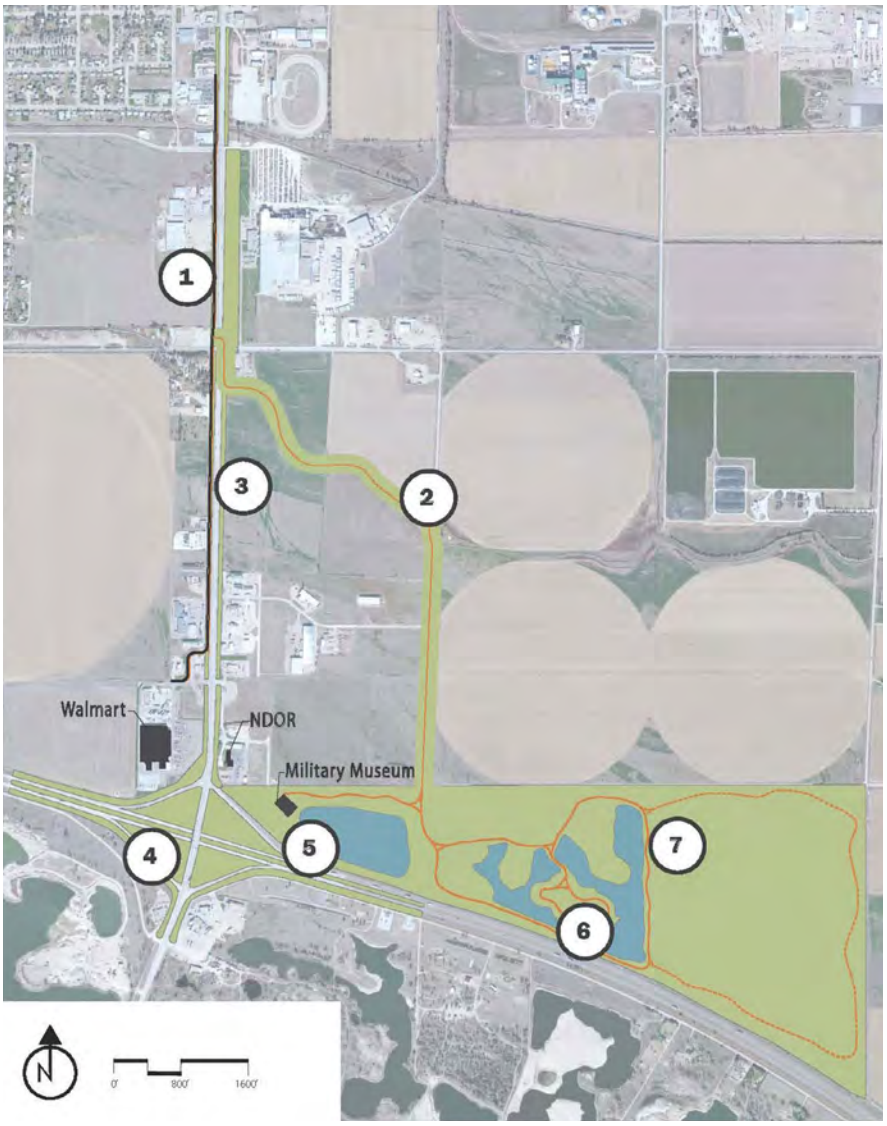


Figure 35: Plum Creek Parkway Corridor Improvement Map

Highway 30 Road Diet

The Highway 30 Corridor is another ideal gateway to implement streetscape enhancements 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, allowing for enhanced landscaping, sidewalks, and lighting along the highway - the corridor can become appealing to pedestrians and bicyclists, as well as vehicular traffic.

2024 Update

The City of Lexington is currently working with the Nebraska Department of Transportation (NDOT) on the road diet. NDOT has recently said that a road diet for Highway 30 is planned to occur.

Figure 36: Highway 30 Proposed Improvements

Potential Hwy 30 Improvements

Reducing Highway 30 to 3 lanes provides more space for landscaping, creating a safer and more beautiful front door into downtown Lexington

2024 Update

This project has not been started.

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.

Figure 37: Downtown Gateway Proposed Improvements

Downtown Gateway Enhancements

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

2024 Update

This project has not been started.

GREENFIELD DEVELOPMENT

Lexington has 2 areas that are ideal for new development. These developments will fit in with the existing urban fabric of the community, 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 quarter mile across, making everything in the neighborhood within a comfortable five-minute walk.

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 hospital facilities nearby 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.

2024 Update

This area has been annexed by the city. A total of 20 new units have been built and a deal is in place for 35 more to be built. Figures 38 and 39 shows an aerial of the development

"Aging in Place" Neighborhood Design Concept

1. Medical Office Buildings
2. Townhomes
3. Cottages
4. Apartments
5. Independent Living
6. Assisted Living

Figure 38: "Age in Place" Proposed Concept Development

Figure 39: Age in Place Development Map

Created By: KD
Date: 2/8/2024
Software: ArcGIS 10.8.1
File: New Aerials.mxd

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Aging In Place Development

Lexington Comprehensive Plan
2024 Update

0 100 200 Feet

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 drainage ditch runs adjacent to the southern border of the site, best suited for walking trails and open space for the neighborhood.

2024 Update

This area has been annexed by the city. 200 new units have been built thus far, including a new apartment complex, several duplexes, and single-family housing. The figures below show the progress that has been made for this neighborhood.

Southwest Neighborhood Design Concept

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

Completed apartment complex as part of the Southwest Neighborhood Development.

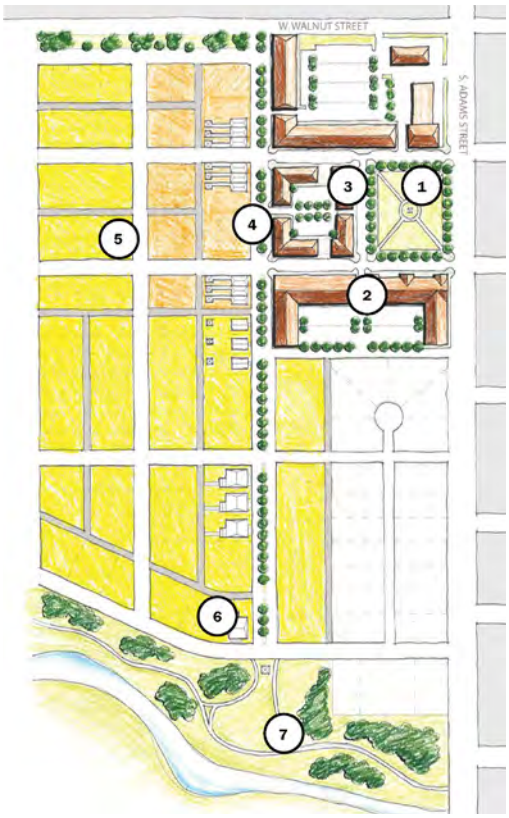

Figure 40: Southwest Neighborhood Design Concept

Figure 41: Southwest Neighborhood Development Map

Created By: KD
Date: 2/8/2024
Software: ArcGIS 10.8.1
File: New Aerials.mxd

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Southwest Neighborhood Development

Lexington Comprehensive Plan
2024 Update

0 100 200 Feet

INFILL DEVELOPMENT

Lexington contains many opportunities to develop within the existing boundaries of the city. 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

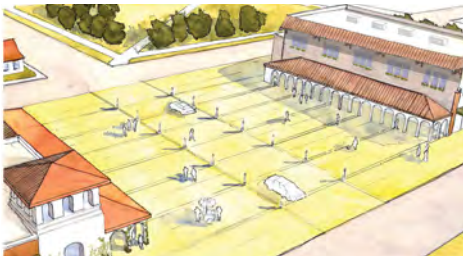
One area of opportunity is the Adams Street Redevelopment Area, which is bounded by 13th Street on the north, 10th Street on the south, Adams Street on the west, and Harrison Street on the east. The redevelopment area includes an expansion of Bryan Elementary School, a new joint use park, and a new plaza 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 pedestrians 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, farmers market, 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.

Adams Street Redevelopment

1. Proposed Market Plaza
2. New Park/Playground
3. School Additions

2024 Update

This project has not been started.



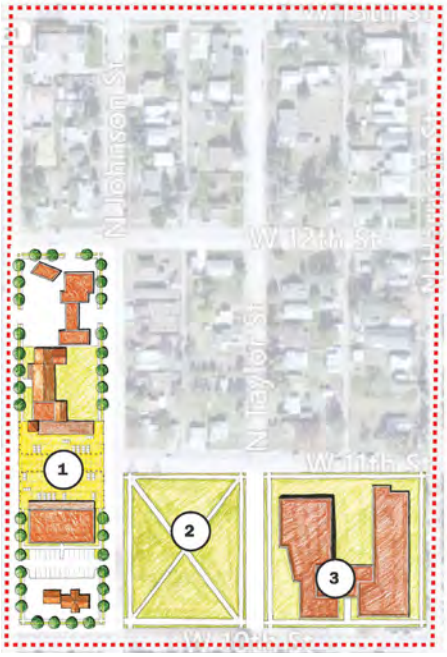


Figure 42: Adams Street Redevelopment Concept

Flex House Concept

A Flex House is a single-family housing typology that provides a manageable introduction to home ownership. 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 2,000 square feet. The first stage is a typical single-family dwelling consisting of 2 bedrooms and one bathroom. An unfinished basement and attic with plumbing, electrical, heating, and air conditioning systems routed 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 2 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.

Figure 43: Flex House Concepts

2024 Update

No flex housing has been built in the city thus far.

Typical City Block Redevelopment Concept

The two-block area directly north of City Hall provides an example opportunity for denser family housing. 2 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.

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. Existing Church
6. Townhomes

2024 Update

This project has not been started and relies on public-private partnerships to begin.

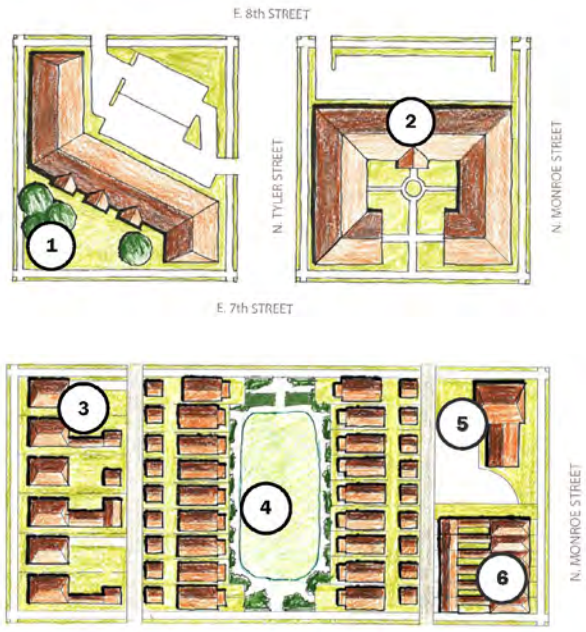


Figure 44: City Block Development Concept

Park and Recreation Plan

The Parks and Recreation Plan portion of the Lex-Plan 2024 Update 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 125 acres of land in the City of Lexington are currently used for parks and recreational complexes. This acreage does not include school parks but represents only 1.2 acres of park land per 100 people in the community currently. Based on the 2020 census population of 10,348, the current park land is about 40 percent less than the planning standard of 2 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 10–20-year planning period.

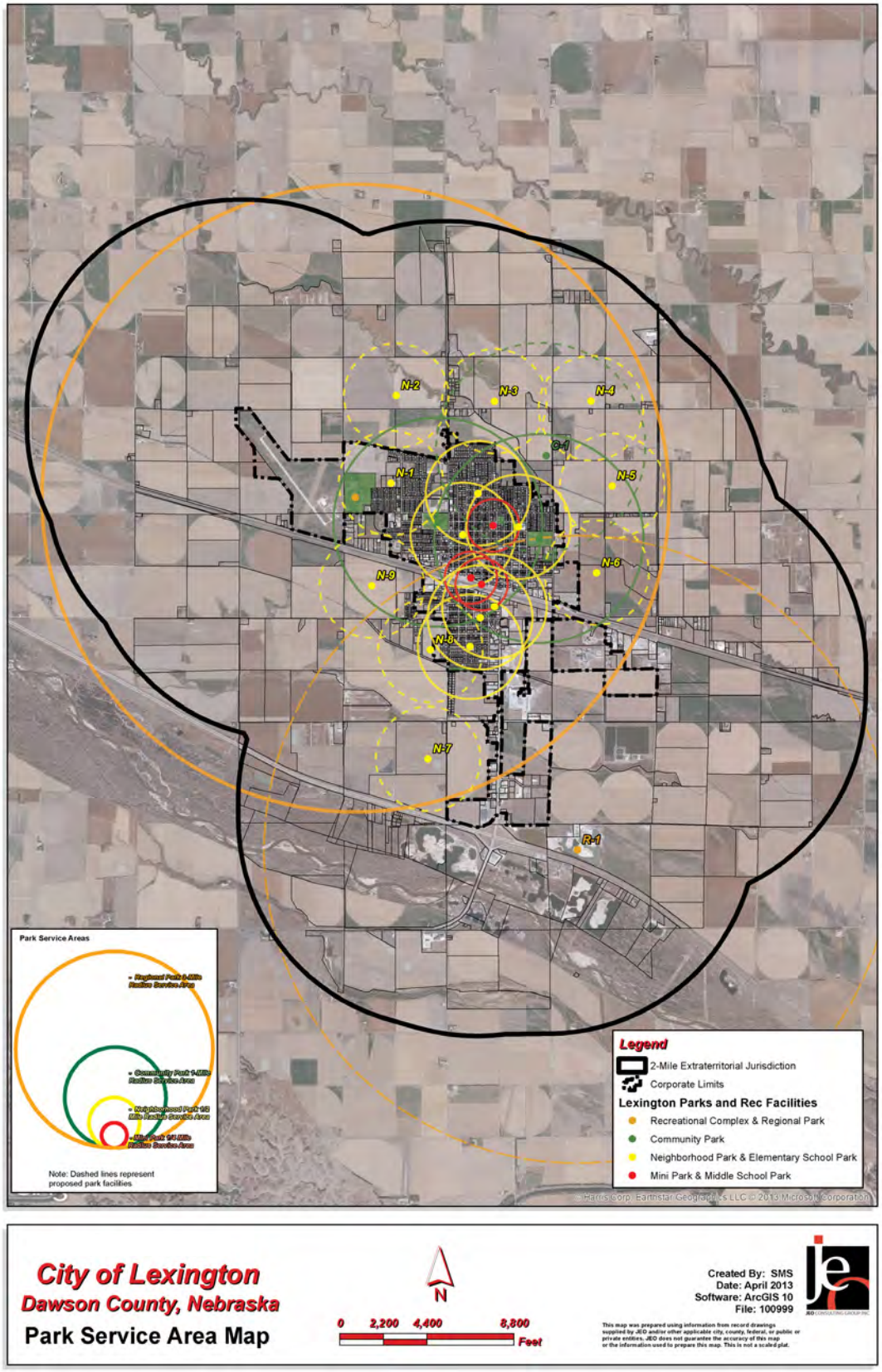
Oak Park splashpad in Lexington.

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 107 more acres of park and recreational land by 2030 when using the medium-high population projection. 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 when putting together the Lex-Plan 2013, a desire was expressed to go into greater detail regarding the park and recreation system and the City's Parks and Trails Plan. Based upon public input, current conditions, notable deficiencies, and future growth projections of Lexington, a Park Service Area Map (Figure 45) and Trails Concept Map (Figure 62) have been created, along with a list of recommendations for each existing and proposed park and recreational facility.

The parks and recreation elements and projects discussed in this subsection were carried over from the Lex-Plan 2013. Each proposed project will include a status update on what has been completed as of the Lex-Plan 2024 Update.

Figure 45: Park Service Area Map 2013



EXISTING PARKSS AND FACILITIES

Neighborhood Parks

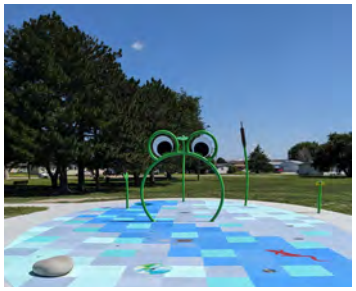


Figure 46: Oak Park

Oak Park
Oak St & Madison St
3.2 acres

Figure 47: Pioneer Park

Pioneer Park
15th St & Lincoln St
2.1 acres

Figure 48: Arbor Park

Arbor Park
Maple St & Washington St
4.0 acres

Figure 49: Patriot Park

Patriot Park
W 20th St & N Airport Rd
6.0 acres

Mini Parks

Figure 50: Centennial Park

Centennial Park
Washington St & Hwy 30
1.5 acres

Figure 51: Water Tower Park

Water Tower Park
Madison St & Hwy 30
0.25 acres

Community Parks

Figure 52: Kirkpatrick Memorial Park

Kirkpatrick Memorial Park
11th St & Taft St
29.1 acres

Figure 53: Plum Creek Park

Plum Creek Park
13th St & Adams St
23 acres

Table 37: Existing Parks Inventory, Lexington

Park Components	Centennial Park	Water Tower Park	Arbor Park	Oak Park	Pioneer Park	Kirkpatrick Memorial Park	Plum Creek Park	Patriot Park
Sports Fields				X		X	X	
Sports Courts			X	X	X	X	X	
Trails/Sidewalks	X			X		X	X	X
Play Equipment			X	X	X	X	X	
Shelters		X	X	X	X	X	X	
Picnic Facilities		X	X	X	X	X	X	
Drinking Water								
Restrooms			X	X	X	X	X	
Parking			X			X	X	
Lighting	X		X			X	X	
Benches	X	X	X	X	X	X	X	
Signage	X		X	X	X	X	X	X
Fishing					X	X	X	X

The City of Lexington manages 9 park facilities, including the skate park and family aquatic center, which are located within 2 of the city parks. This subsection has a listing of the condition and capacity of all these facilities along with photos of the facilities. In addition to the park facilities, the city maintains a trail system, currently in a relatively early stage of development.

Figure 54: Sandoz Elementary School
Sandoz Elementary
1711 Erie Street

Figure 55: Bryan Elementary School
Bryan Elementary
11th Street and Harrison Street

Figure 56: Pershing Elementary School

Pershing Elementary

1104 North Tyler Street

Figure 57: Morton Elementary School

Morton Elementary

506 Morton Street

Figure 58: Lexington Middle School

Lexington Middle School

1100 North Washington Street

Figure 59: Lexington Senior High School

Lexington Senior High School

13th Street and Adams Street

Special Use Facilities

Figure 60: Aquatic Center

Aquatic Center

10th Street and Monroe Street

Figure 61: Optimist Recreation Complex

Optimist Recreation Complex

13th Street and Airport Road

35.9 acres

School Facilities

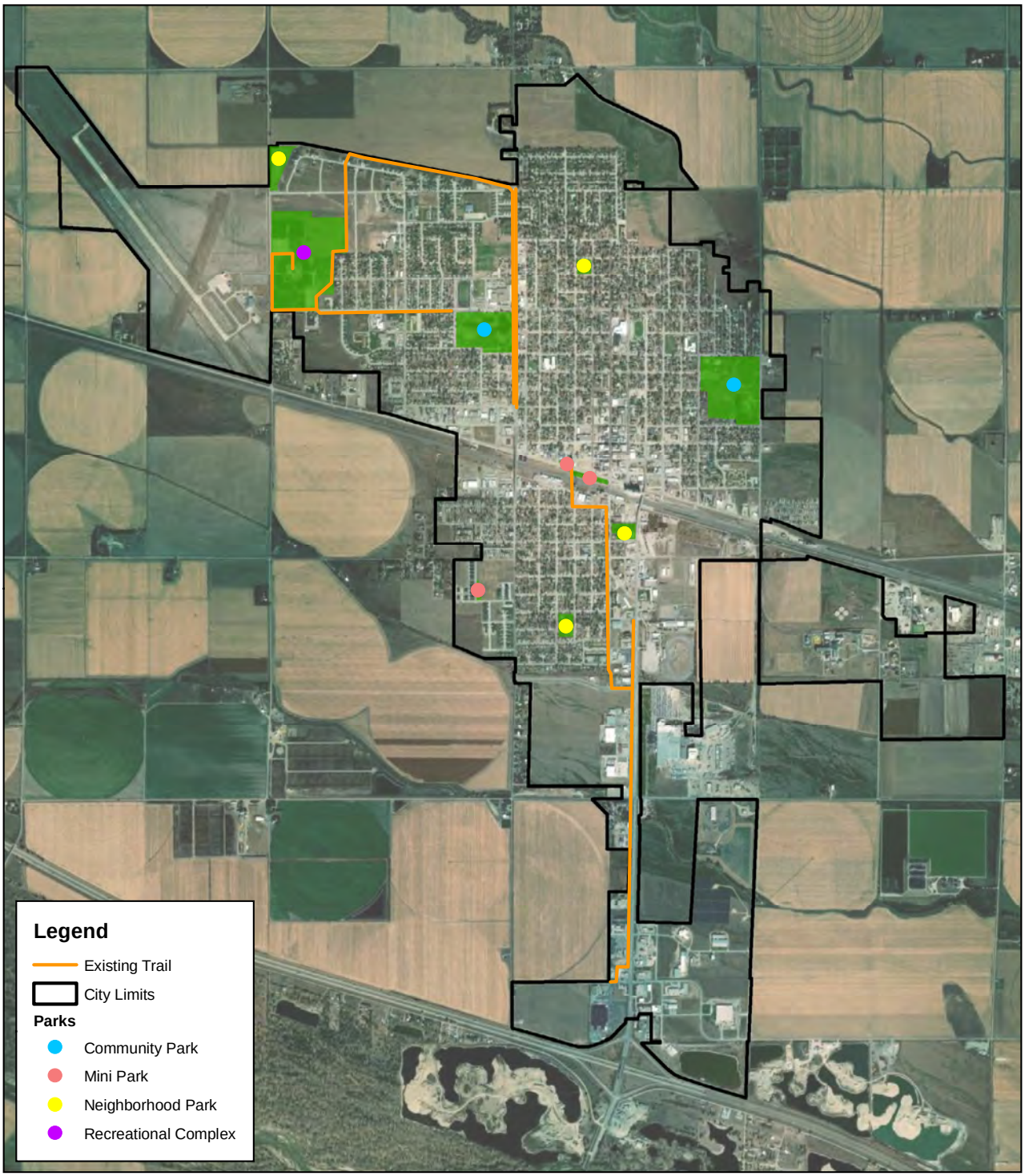
Elementary school grounds are considered neighborhood parks. The middle school has a track field the and high school has a football field. For purposes of this plan, the middle and high school will be given a condition and capacity report, however, only the middle school park will be considered an existing mini park.

2024 EXISTING 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. Figure 62 shows existing bicycle and pedestrian facilities in the City of Lexington. Additional information on trails in Lexington is found in the Transportation Plan.

Plum Creek Park in Lexington.

Figure 62: Existing Bike & Pedestrian Trails



Created By: KD
Date: 2/8/2024
Software: ArcGIS 10.8.1
File: Existing Bike & Pedestrain Facilities.mxd

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Existing Bike & Pedestrian Trails

Lexington Comprehensive Plan
2024 Update

0 0.25 0.5 Miles

PARKS AND TRAIL RECOMMENDATIONS

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

- National Standards
- Recreational Opportunities and Plans
- Identified Needs and Desires of the City of Lexington

Community input has shown that Lexington residents who attended the 2013 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.

The Park Service Area Map (Figure 45) 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. The locations of the proposed parks as shown on the map 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.

Plum Creek Park lake restoration project construction.

Required and Optional Facilities, Amenities, and Services

When a 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 table and are divided into 3 categories, including:

- Park and Recreation Facilities, such as play structures and basketball courts.
- Park and Recreation Amenities, such as security lighting and drinking fountains.
- 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 the 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.

Mini Parks

It is the goal of Lexington to provide the required facilities and services where possible in existing and proposed parks. There are 2 small parks within Lexington's jurisdiction and the Lexington Middle School that are classified as mini parks. The following recommendations pertain to the existing mini parks.

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

- a site between 2,500 square feet to 1 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 Park Recommendations

Centennial Park	
1	Maintain agreement with the railroad to allow parking on right-of-way.
2	Develop a park master plan/layout through public input.
3	Provide additional aesthetic and identification amenities where feasible.
4	Provide ADA accessibility and ADA facilities where feasible.
5	Connect the park to adjacent commercial businesses and downtown with trails. *(Completed)*
6	Provide basic requirements that are feasible and optional additions that are desired.

Water Tower Park	
1	Develop a park master plan/layout and/or planting plan through public input.
2	Provide additional aesthetic and identification amenities where feasible.
3	Provide ADA accessibility and ADA facilities where feasible.
4	Continue to provide basic requirements that are feasible and optional additions that are desired.

Proposed Mini Parks

Eisenhower Park

While not located on the 2013 future parks map, the city anticipates constructing a park at approximately Eisenhower and Cedar Streets. This mini park will likely be one acre in size and amenities are still to be determined.

2024 Update

This park has not been constructed yet.

Downtown/Open Space

On the southwest corner of 5th Street and N. Washington Street, a demolished building created an open space in downtown Lexington. Currently owned by the city, this space could be further redeveloped as a parklet and serve as a small community meeting space. Since the removal of the building, the city has done some initial landscaping and added stone benches for people to sit. The following amenities could also be added to the space:

- Ensure the structural integrity of the south building wall
- Add a mural to the south building wall
- Perform additional landscaping to the space
- Pave areas that will not be landscaped and are currently gravel/grass
- Include more seating and tables where possible
- Add shade from awnings or trees

2024 Update

Downtown park space located on the corner of W 5th Street and N Washington Street.

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 10 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 5 to 10 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 Recommendations

Arbor Park	
1	Develop a park master plan/layout through public input.
2	Provide aesthetic and identification amenities.
3	Provide ADA accessibility and ADA facilities where feasible.
4	Connect the park to adjacent commercial businesses and residential neighborhoods with trails. *(Completed)*
5	Provide basic feasible requirements and desired optional additions.

Oak Park	
1	Develop a park master plan/layout through public input.
2	Construct restrooms.
3	Provide aesthetic and identification amenities.
4	Provide ADA accessibility and ADA facilities where feasible.
5	Connect the park to adjacent residential neighborhoods with trails.
6	Provide basic feasible requirements and desired optional additions.
7	Construct an outdoor splash pad *(Completed)*

Pioneer Park	
1	Develop a park master plan/layout through public input.
2	Construct restrooms.
3	Provide aesthetic and identification amenities.
4	Provide ADA accessibility and ADA facilities where feasible.
5	Connect the park to adjacent residential neighborhoods with trails.
6	Provide basic feasible requirements and desired optional additions.

New Neighborhood Parks

Patriot Park

While not located on the 2013 future parks map, the city has constructed Patriot Park at approximately 20th and Airport Road. This neighborhood park is 6 acres in size and will have the amenities listed below.

- Pond Fishing
- ADA Piers
- Nature Park
- Pollinator Garden

Proposed Neighborhood Parks

The following proposed Neighborhood Parks will be labeled starting with "N". None of these parks have been built as of the "Lexington Comprehensive Plan".

N-1 (Sandoz Park)

The park is to be located next to Sandoz Elementary School. Proposed master plan includes the following amenities:

2024 Update

This park has not been constructed yet.

- Construct an outdoor classroom.
- Incorporate trails throughout the 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 the park with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired.

Parks N-2, N-3, N-4, N-5, N-5, N-6, N-7, N-8, N-9

The proposed neighborhood parks are labeled on the Park Service Area Map and have dashed yellow boundaries (See Figure 45). These parks should include the following amenities:

- Develop park master plans/layouts through public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect parks with adjacent residential development with trails.
- Provide basic requirements that are feasible and optional additions that are desired.

2024 Update

These parks have not been constructed yet.

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 3-mile radius, typically a 1 to 2 mile radius
- surrounding land uses are primarily residential
- located adjacent to arterial or collector street(s)

Existing Community Park Recommendations

Kirkpatrick Memorial Park

The proposed master plan includes the following amenities and changes:

Kirkpatrick Memorial Park	
1	Increase the size of the main parking lot, locate a second parking lot off East 7th Street, and provide on-street parking.
2	Eliminate vehicular access from the street *(Completed)*. Change loop road to a wide trail for walking and function deliveries.
3	Eliminate east/west service road and access relocated maintenance facility through parking lot.
4	Provide access to the adjacent lake with pier and dock amenities. *(Piers are Completed)*
5	Locate a basketball court east of the large parking lot. *(Completed)*
6	Remove the ball field. *(Completed)*
7	Provide areas for native grass and plant interpretation or arboretum.
8	Provide area for a disc golf course (relocate from Plum Creek Park).
9	Construct trails throughout the park to connect amenities. *(Walking Trails Added Around the Lake)*
10	Provide a play structure for children 2-5 years old and complement the existing play equipment and those found at the neighboring elementary school.
11	Locate additional picnic shelters and more shade trees throughout park.
12	Develop a planting/tree plan for the park.
13	Provide additional aesthetic and identification amenities where feasible.
14	Provide ADA accessibility and ADA facilities where feasible. *(Fishing Piers are ADA Accessible)*
15	Connect the park to adjacent residential neighborhoods with trails.
16	Make improvements to the tennis courts as needed. *(Completed)*
17	Consider utilizing water reuse from pool to irrigate park ground and supplement water to lake.
18	Develop joint use agreements between the County Historical Society and city that would establish rules and criteria for the use of the lake.
19	Provide basic requirements that are feasible and optional additions that are desired.
20	Construct a veteran's pavilion. *(Completed)*

Plum Creek Park

The proposed master plan includes the following amenities and changes:

Plum Creek Park	
1	Eliminate RV parking.
2	Increase the size of the main parking area.
3	Remove disc golf *(relocated to Kirkpatrick Memorial Park).*
4	Increase the size of the play structure and include a separate structure for children 2-5 years of age with poured rubber for surfacing.
5	Make improvements to the lake, including bank stabilization, angler access pads, opening 2 north areas up through use of a bridge or culvert, beach, and ADA access. Also look at a small dock for paddle boat use. *(Completed)*
6	Locate an outdoor classroom on the peninsula to be utilized by the school district and residents. *(Completed)*
7	Construct an interactive water feature in the park.
8	Remove the 2 ball fields and locate multi-play areas for baseball, softball, soccer, football, and other activities or functions. *(Under Construction)*
9	Locate an indoor multi-use recreational structure for activities and events. *(Under Construction)*
10	Provide 10-foot trails throughout the park that are marked. *(Trails Added Around the Lake)*
11	Utilize existing buildings in the park for maintenance structures where possible.
12	Locate on-street parking along Park Street.
13	Locate additional picnic shelters and more shade trees throughout park.
14	Develop a planting/tree plan for the park.
15	Replace or make improvements to the existing restrooms at the west end of the park.
16	Provide additional aesthetic and identification amenities where feasible. Park identification signs should be located in the northeast and southwest corners of the park.
17	Provide ADA accessibility and ADA facilities where feasible. *(Fishing Piers are ADA Accessible)*
18	Connect Park to adjacent residential neighborhoods, commercial businesses and schools with trails. *(Completed)*
19	Replace fencing on the west tennis courts.
20	Provide basic requirements that are feasible and optional additions that are desired.

The proposed Lexington Racquet Center.

Proposed Community Park

C-1

The proposed community park is larger than proposed neighborhood parks and labeled on the Park Service Area Map with a dashed green boundary (See Figure 45). The proposed community park should include the following amenities:

2024 Update

This park has not been constructed yet.

- Develop a park master plan/layout with public input and locate a community park northeast of Lexington in the floodplain area west to southwest of the Greenwood 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 the park.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect the park to adjacent developments with trails.
- Provide basic requirements that are feasible and optional additions that are desired.

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

- The size of the site is variable.
- A service area that is community wide.
- Surrounding land uses are variable.

Existing Special Use Facilities Recommendations

Family Aquatic Center

The existing aquatic center should have the following updates:

- 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.

Proposed Existing Special Use Facilities

Indoor Multi-Purpose Facility

The proposed indoor multi-purpose facility should include the following recommendations:

- 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.

2024 Update

In 2016 The Lexington Fieldhouse was completed at the Optimist Recreation Complex. The Lexington Fieldhouse is a 27,000 square foot multi-purpose, turf-surfaced indoor recreational facility where activities such as soccer, baseball, football, and marching band can occur year-round.

The proposed large urban/regional park southeast of Lexington.

Source: Google Maps, 2024.

Large Urban/Regional Parks

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

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. The proposed park should have the following recommendations:

- Develop the park master plan/layout with public input.
- Provide aesthetic and identification amenities.
- Provide ADA accessibility and ADA facilities where feasible.
- Connect the park to adjacent developments with trails.
- Provide basic requirements that are feasible and optional additions that are desired.

2024 Update

This park has not been constructed yet.

Sports Complexes

Lexington has one existing sports complex, and no other sports complexes are currently proposed.

Existing Sports Complex Recommendations

Optimist Sports Complex

The following recommendations are for the existing Optimist Sports 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 the park with adjacent residential development with trails. *(Under Construction)*
- Provide basic requirements that are feasible and optional additions that are desired.

2024 Update

Optimist Recreation Complex.

The recently completed Lexington Fieldhouse facility.

In 2016 The Lexington Fieldhouse was completed at the Optimist Recreation Complex along with a driving range. The Lexington Fieldhouse is a 27,000 square foot multi-purpose, turf-surfaced indoor recreational facility.

School Parks

The guidelines for school parks are listed in Table 38. 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 5 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.

Existing School Park Recommendations

Table 38: Lexington Elementary and Middle School School Park Recommendations

	Lexington Elementary & Middle School School Park Recommendations
1	Develop joint use agreements between the school district and city that would establish rules and criteria.
2	Work with the school district to develop park master plan/layout with public input.
3	Provide aesthetic and identification amenities and rules of play.
4	Provide ADA accessibility and ADA facilities where feasible.
5	Provide basic requirements that are feasible and optional additions that are desired.

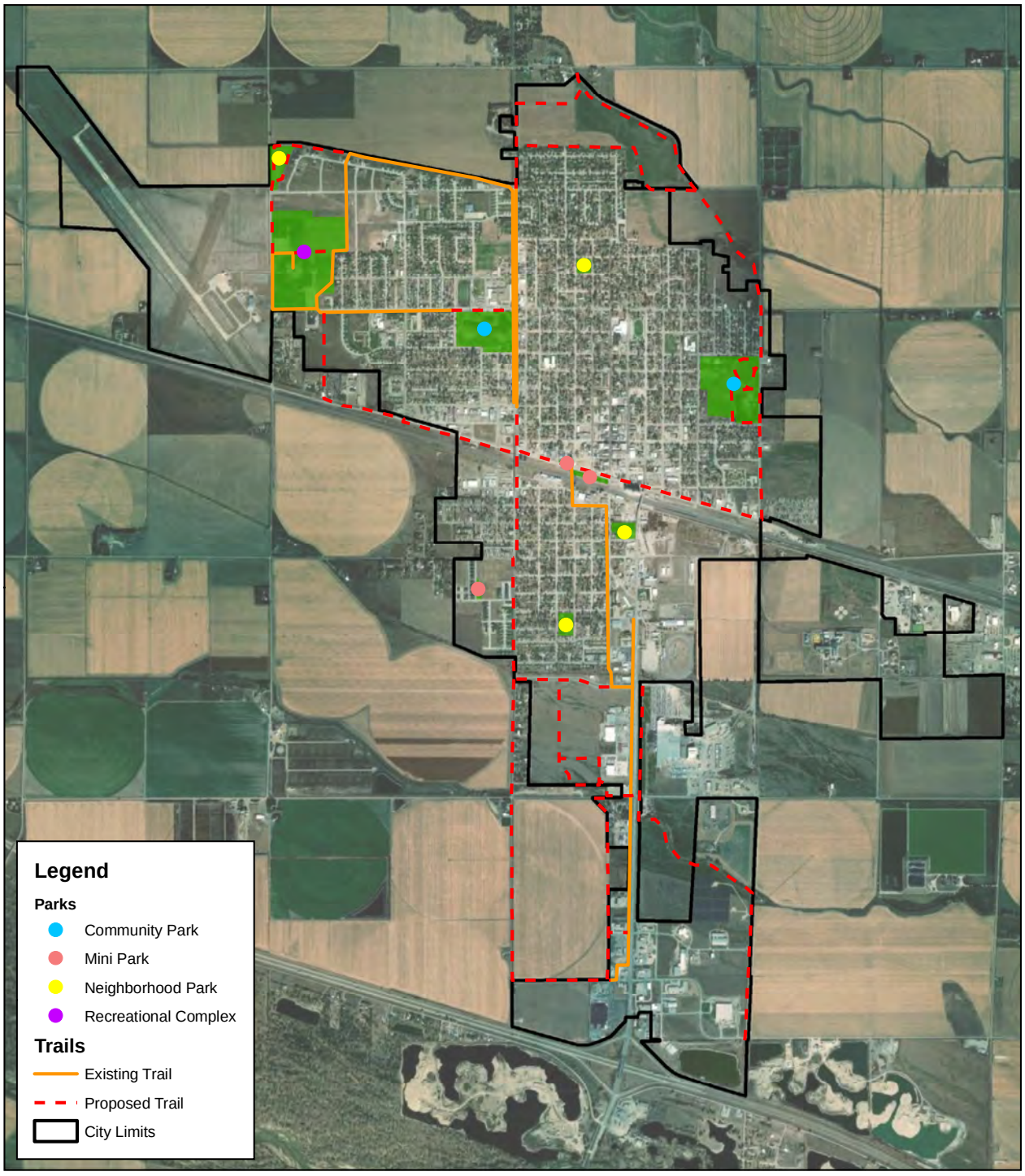
Trails

Lexington should 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 63 identifies the updated Future Bike and Pedestrian Trails Map for the City of Lexington. This map illustrates both the existing and proposed trails within the city. 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 should be made to incorporate and construct the trails system as proposed on Lexington's Future Bike and Pedestrian Trails Map. In addition, as the city grows and subdivisions are platted, such developments should incorporate trails that will benefit their development and connect to other community facilities as identified in the 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, sidewalks, and pedestrian ways are provided in the Transportation Plan.

Figure 63: Future Bike and Pedestrian Trails Map, Lexington



Created By: KD
Date: 2/8/2024
Software: ArcGIS 10.8.1
File: Future Bike & Pedestrain Facilities.mxd

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Future Bike & Pedestrian Trails

Lexington Comprehensive Plan
2024 Update

0 0.25 0.5 Miles

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).
- 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 64, 65, and 66 show typical cross-sections of the 3 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 66 shows an alternative cross-section with plant material in the center of the street.

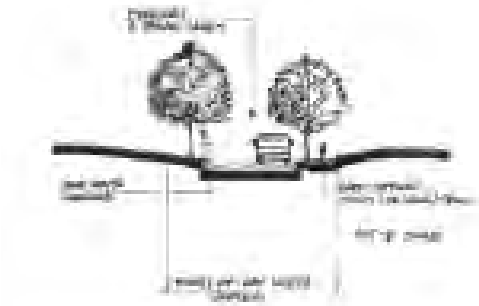


Figure 64: Neighborhood Green Street Section

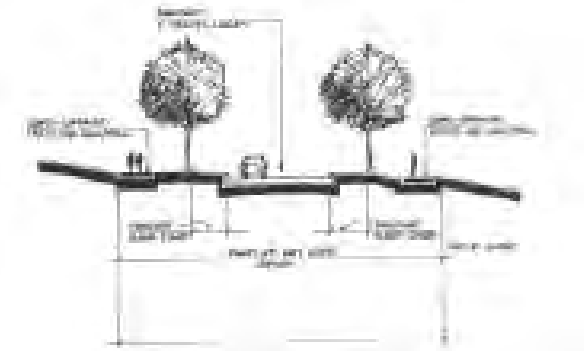


Figure 66: Secondary Green Street Section

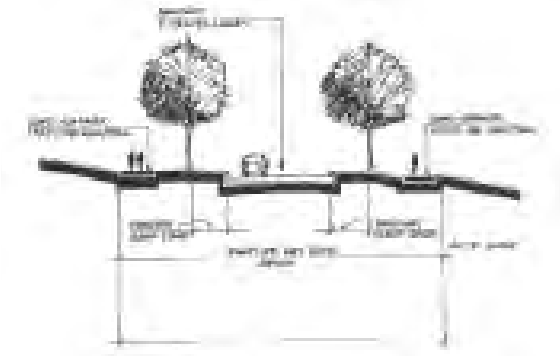


Figure 65: Primary Green Street Section

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 8 feet, extending it toward the street. If there is less than 2 feet remaining between the widened walk and the curb, it is recommended this strip also be paved, since an area less than 2 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 3 feet from the edge of the walk, spaced at approximately forty-foot intervals. Allowances should be made for existing items in the right-of-way, 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 2 feet between curb and walk (if less than 2 feet from street to walk, strip should be paved).
- Eight-foot-wide walk.
- Five-foot easement, in which street trees are planted 3 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 the implementation of such green streets where feasible.

NEW DEVELOPMENT PARK LAND DEDICATION/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 may 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. The 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 the time of preliminary plat, 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 the developer should dedicate land, pay the fee, or both, the city and developer shall consult the Park Service Area Map and the Future Bike and Pedestrian Trails 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 have 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 Recreation 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 fees 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 of individually zoned land. If land in the subdivision is utilized for 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 3 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. Lexington may not only create levels within the system but may also 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 within 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

EXISTING TRANSPORTATION PROFILE

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 4 major highways around the Lexington area. These 4 primary highways allow for higher traffic volumes, and aim to increase mobility in and around the city.

Interstate 80: I-80 is the only interstate highway in the area. It runs east-west and abuts Lexington on its southern border. I-80 connects to the local roadway network via its interchange with north-south route U.S. 283.

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 2 main access points connecting the north and south portions of the community with an above-grade crossing over U.S 30 and the Union Pacific Railroad.

U.S. 30: Locally known as Pacific Street, U.S. 30 runs east-west through Lexington, bisecting the area into 2 smaller regions, north and south. The Union Pacific Railroad runs parallel to the highway and limits access from U.S. 30 to the southern part of Lexington, with the exception of 2 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 city.

NE-21: NE-21 allows highway access into the 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 5 north-south routes and 3 east-west routes in the Lexington area that are considered major intercity routes:

North-South Routes	
Adams Street	Adams Street is one of 2 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 that 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, Airport Road 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.

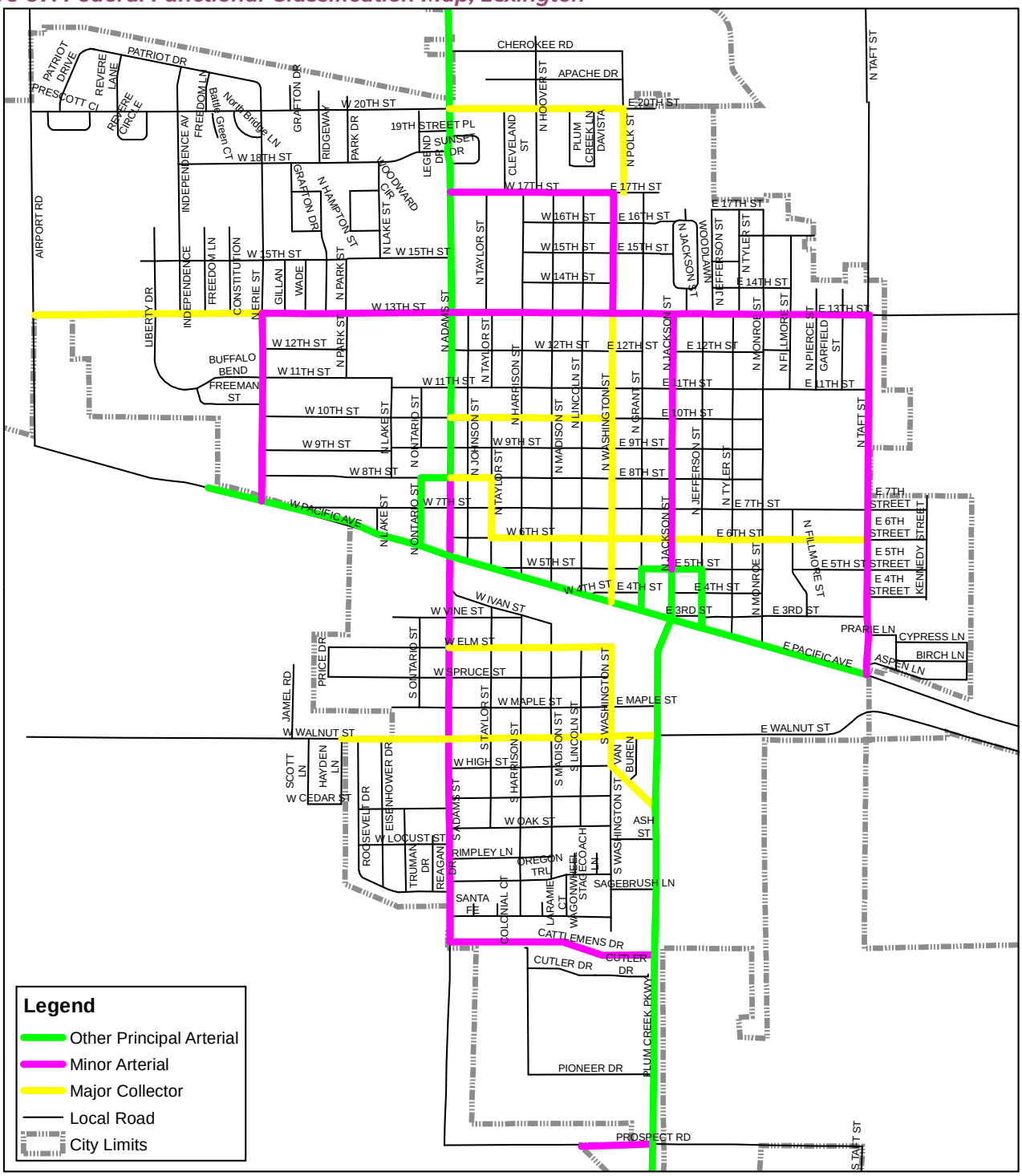
East-West Routes	
Prospect Road	Prospect Road sits approximately halfway between I-80 and U.S. 30. It serves Adams Street which allows access across U.S. 30 into the center of Lexington.
Cattlemens Drive	Cattlemens Drive collects traffic from U.S. 283 (and subsequently I-80), and primarily serves Adams Street which 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 area. The airport, hospital, and several schools and parks abut 13th Street, or are within a block.

Federal Functional Classifications

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 67, which pertain to Lexington's current classifications:

Interstate (e.g., 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.

Figure 67: Federal Functional Classification Map, Lexington



Created By: KD
Date: 2/8/2024
Software: ArcGIS 10.8.1
File: Types of Roads.mxd

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Federal Functional Classification

Lexington Comprehensive Plan
2024 Update

0 1,000 2,000 Feet

Traffic Volumes

Average daily traffic (ADT) volumes in the study area collected for existing conditions in 2009 by the Nebraska Department of Transportation are shown in Figure 68.

Major Bridges

There are 2 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. 283 on 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.

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 62 shows existing trails in the Lexington Area.

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.

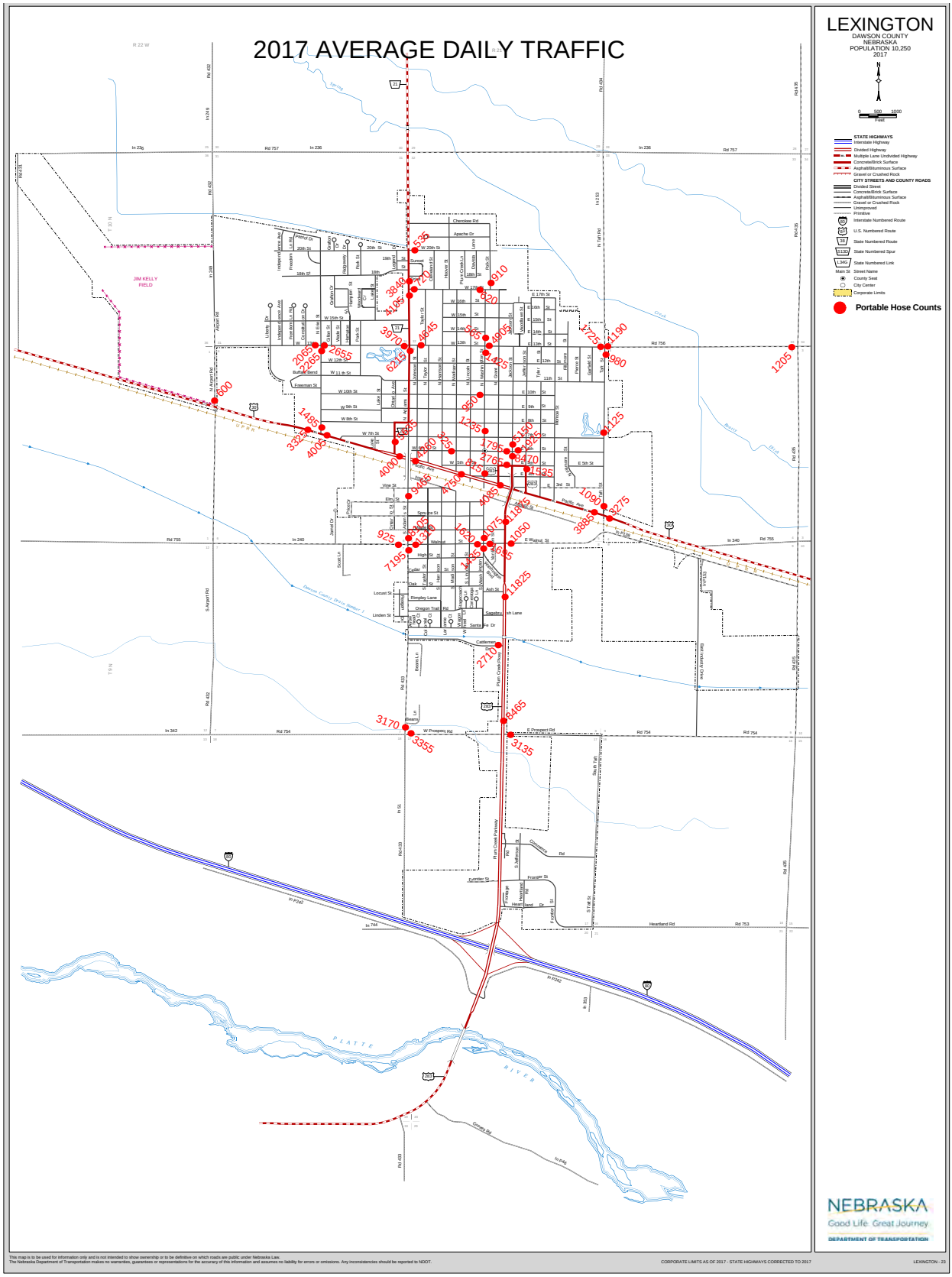
There are 2 existing runways at Jim Kelly Field. The larger runway, with dimensions of 5,497 feet long by 100 feet wide, is paved with concrete and is currently in excellent condition. The second runway is 3,200 feet long by 250 feet wide and remains unpaved. Because of limited space, these 2 runways 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

Lexington is served by a single, major railroad, Union Pacific. The railroad tracks run east-west, adjacent to U.S. 30, bisecting Lexington into 2 sections, north and south. Currently, more than 100 freight trains run through Lexington daily.

There are 3 grade-separated bridges in the community. The Adams Street Bridge and Plum Creek Parkway Bridge allow vehicles to travel north south and the Madison Street Pedestrian Bridge allows bikes and pedestrians to safely cross the railroad.

Figure 68: Daily Traffic Volumes, Lexington 2017



Public Transit

Public transportation in the county is handled by Reach Your Destination Easily (RYDE) Transit. RYDE operates buses in Buffalo, Adams, Dawson, Franklin, Hamilton, Kearney, and Gosper Counties and in the City of Ravenna. Hours of operation are Monday to Friday: 8:00am to 5:00pm. No communities receive Saturday, Sunday, or evening service. RYDE transit has 28 lift equipped small buses, 10 minivans, 3 12-passenger vans, and 6 lower floor minivans. Passengers can call to schedule a ride 24 hours in advance and cost is typically between $1-$6 for a one-way trip, depending on the destination.

RYDE vehicle parked outside the Lexington Senior Center..

FUTURE TRANSPORTATION PLAN

Future Travel Changes

Demands on the future transportation system are forecast based on the future development patterns identified in the Comprehensive Plan's land use planning elements. Transportation systems move people and goods, shape the natural and built environment, guide how communities develop, and influence quality of life. The planning process recognizes that transportation and land use development influence one another. The type, location, and intensity of land development directly influences travel across the community. Conversely, the type, location, and level of transportation system access and mobility impacts land use development patterns. Thus, the transportation element of this plan is intrinsically connected to the land development portions of the Lex-Plan 2024 Update.

The Lexington Travel Model

As a part of the Transportation System Plan, the Lexington travel demand model has been kept from the Lex-Plan 2013. The travel demand model is a tool that is used to evaluate how people travel. The model, a computer application, estimates travel based on 2 main sets of input data:

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

Figure 69: 2010-2035 Household Change, Lexington

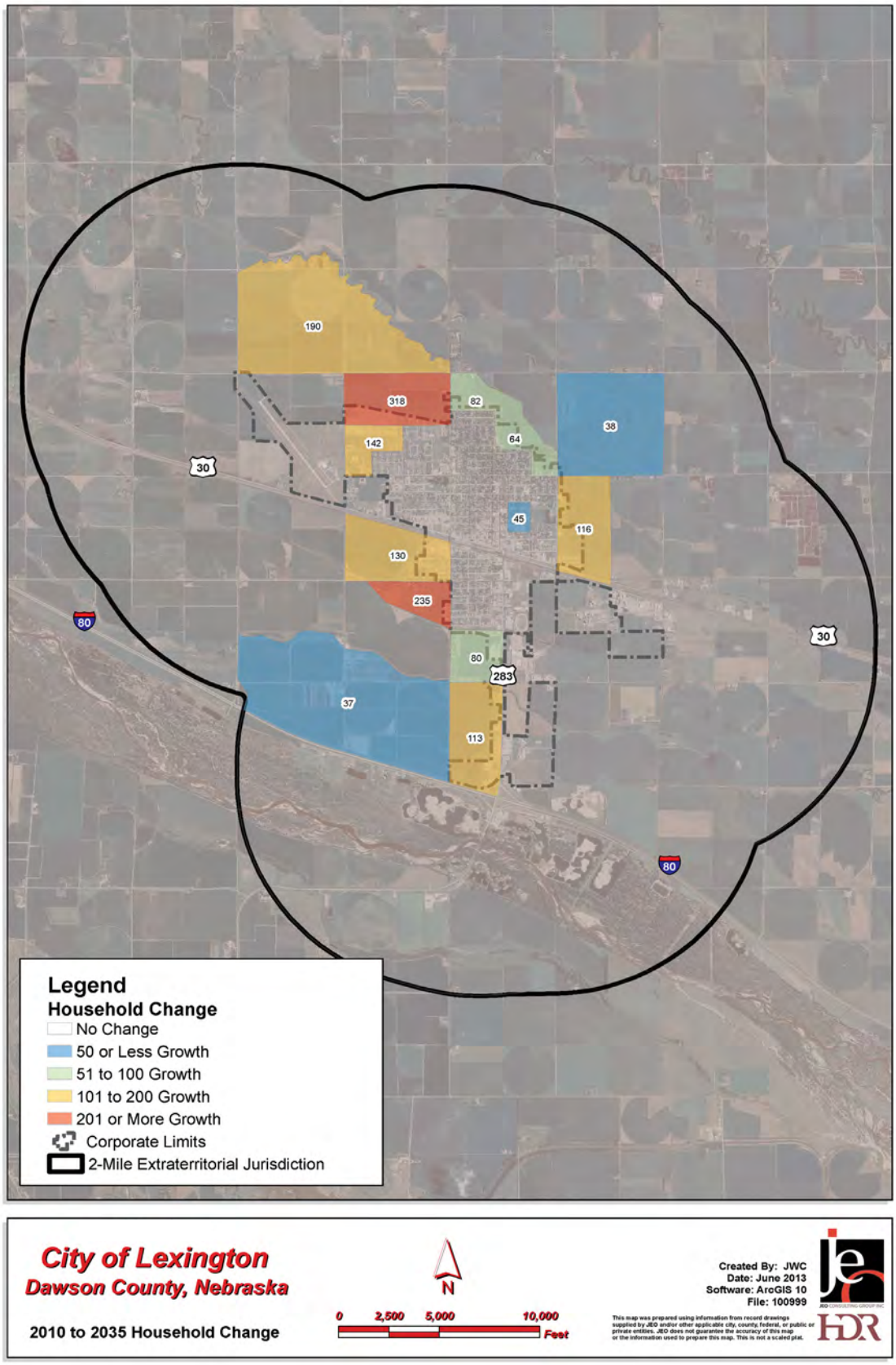


Figure 70: 2010-2035 Employment Change, Lexington

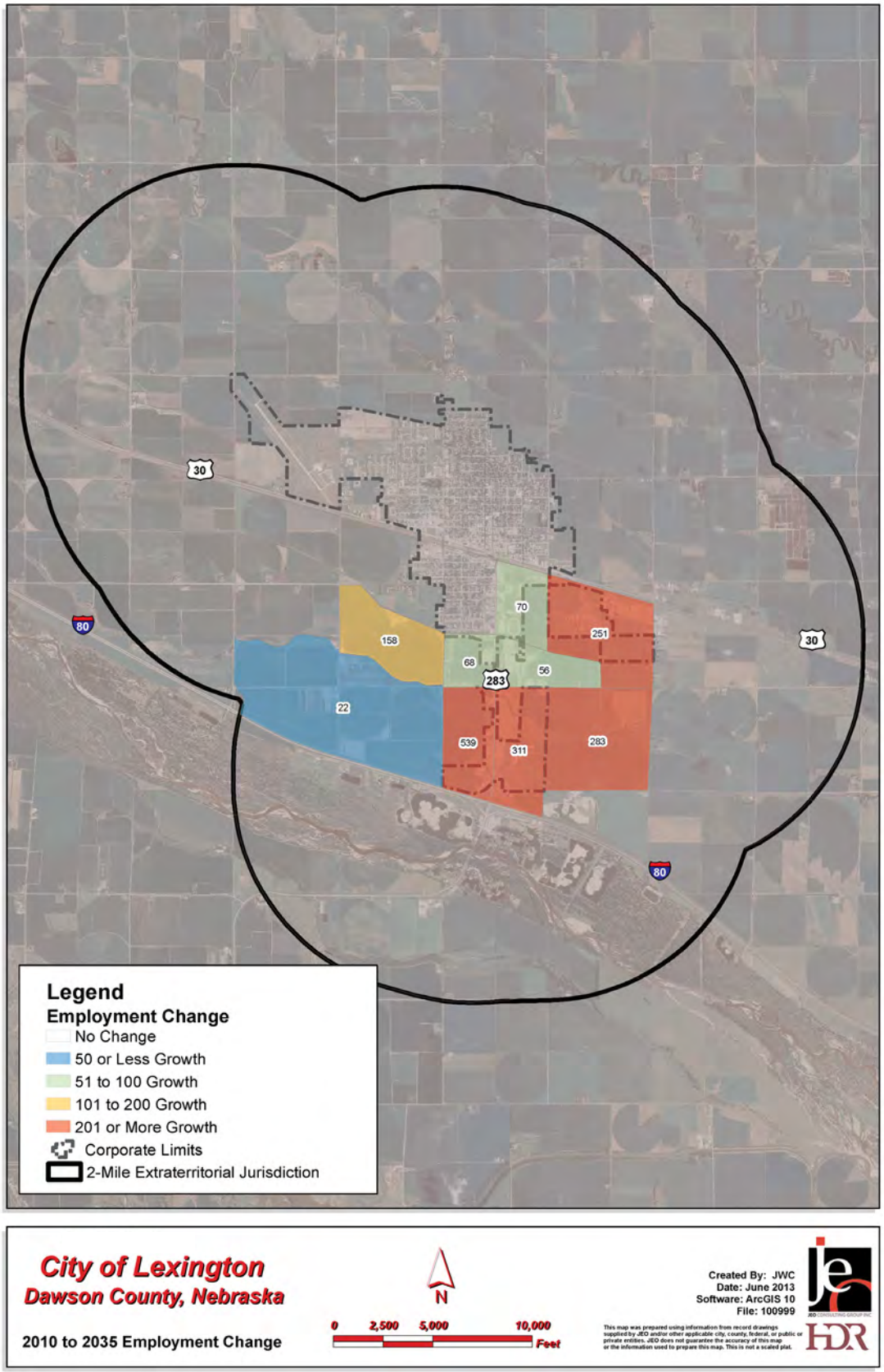
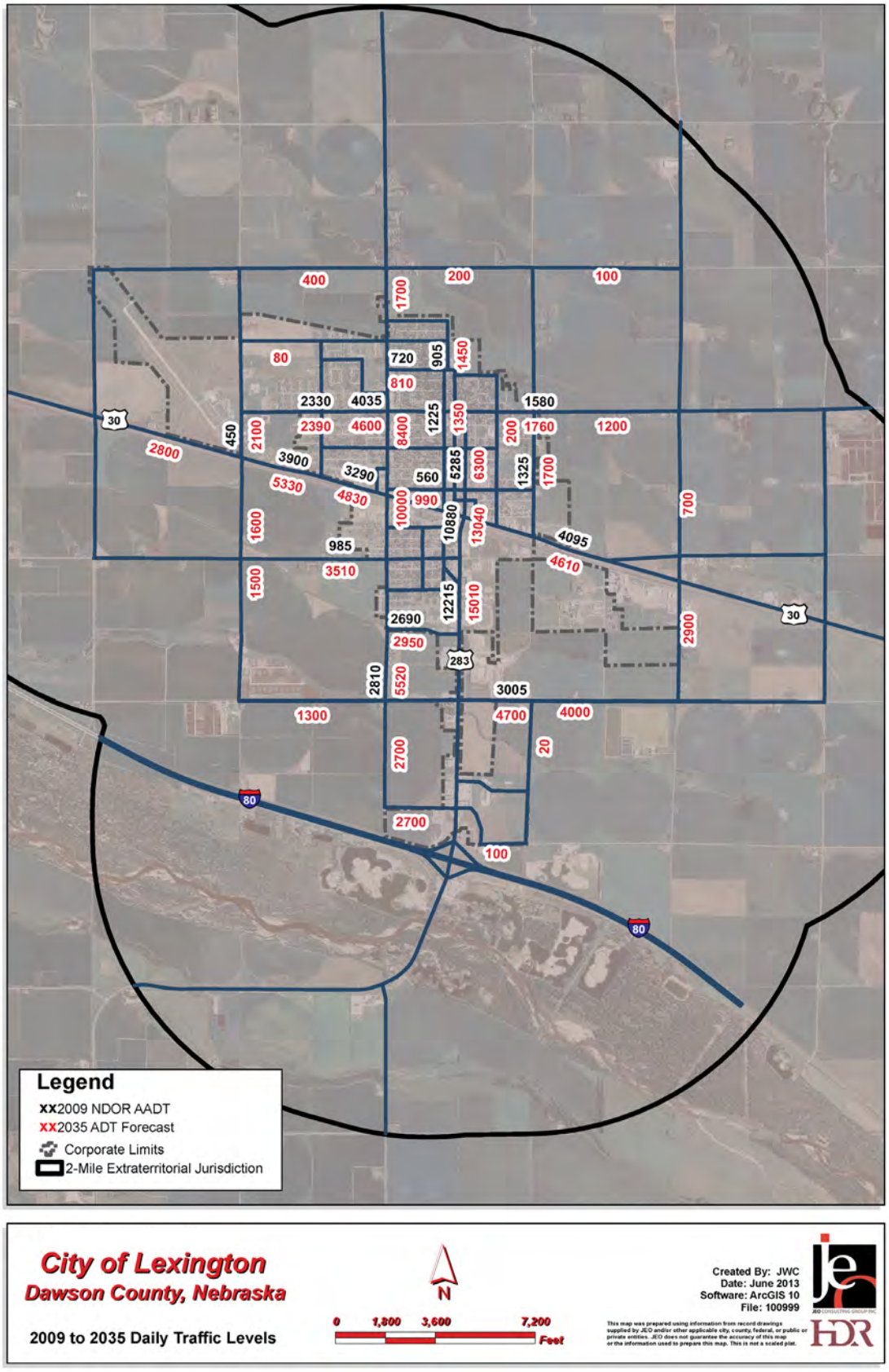


Figure 71: 2009-2035 Daily Traffic Levels Projection, Lexington



The model is a set of parameters and equations that are adjusted to capture the relationships between these 2 input data sets in Lexington. When applied, the model evaluates the interaction of the provided land use and street system information. The model can be used to predict answers to these questions:

How does travel change under different land use scenarios?
For instance, land development scenarios are tested and forecast how traffic volumes change across the community.

How does travel change 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. The travel demand model was set up to estimate motor vehicle 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 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 the Lex-Plan 2013, 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 later. 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 68 and 69. The new housing and employment growth is illustrated by Traffic Analysis Zone (TAZ) boundaries, the basic geography unit of the travel demand model.

Figure 71 documents the existing and forecast 2035 E+C network trip volumes 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, the following travel changes are forecast:

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.

Future Street 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 transportation deficiencies through the Transportation System 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 and future system. The existing near-term truck routes should be an appropriate route based on the existing street and roadway system. A future long-term truck route should has also be identified to take advantage of planned improvements to Lexington's street network.

Grade-Separated Crossings of the Union Pacific Mainline Railroad Tracks

Lexington has grown on both sides of the UP mainline tracks. There are approximately 20,000 daily motor vehicle trips that cross the railroad. 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 expected to begin construction in 2024.

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 children 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 4 elementary schools. The program was run by the Lexington Community Fitness Initiative (CFI).

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 and implemented.

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 System 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 potential Lexington Wayfinding Plan. The various elements to the wayfinding plan approach could include:

- Establish and define the destinations that the wayfinding system needs to support.
- City officials and stakeholders can establish the destinations to include in the wayfinding system.
- Develop a signage typology and brand for Lexington. Identify appropriate signage graphics, lettering fonts, and colors.
- 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 and changes that need to be implemented.

Figure 72: Wayfinding Sign Installation

Wayfinding signage being installed throughout the community.

Future 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 community affects several key industries, including manufacturing, retail, and agriculture. The Lexington Transportation System 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.

2024 Update

The city is continuing to work on improving wayfinding in the city. Examples of wayfinding in the city can be seen in Figure 72.

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 73 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 73, the truck routes are broken into 2 types:

Existing 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 core of Lexington. One key street and roadway network improvement to be implemented that is required for the long-term route on the east side of Lexington is the County Road 435 Bridge over the Union Pacific railroad tracks.

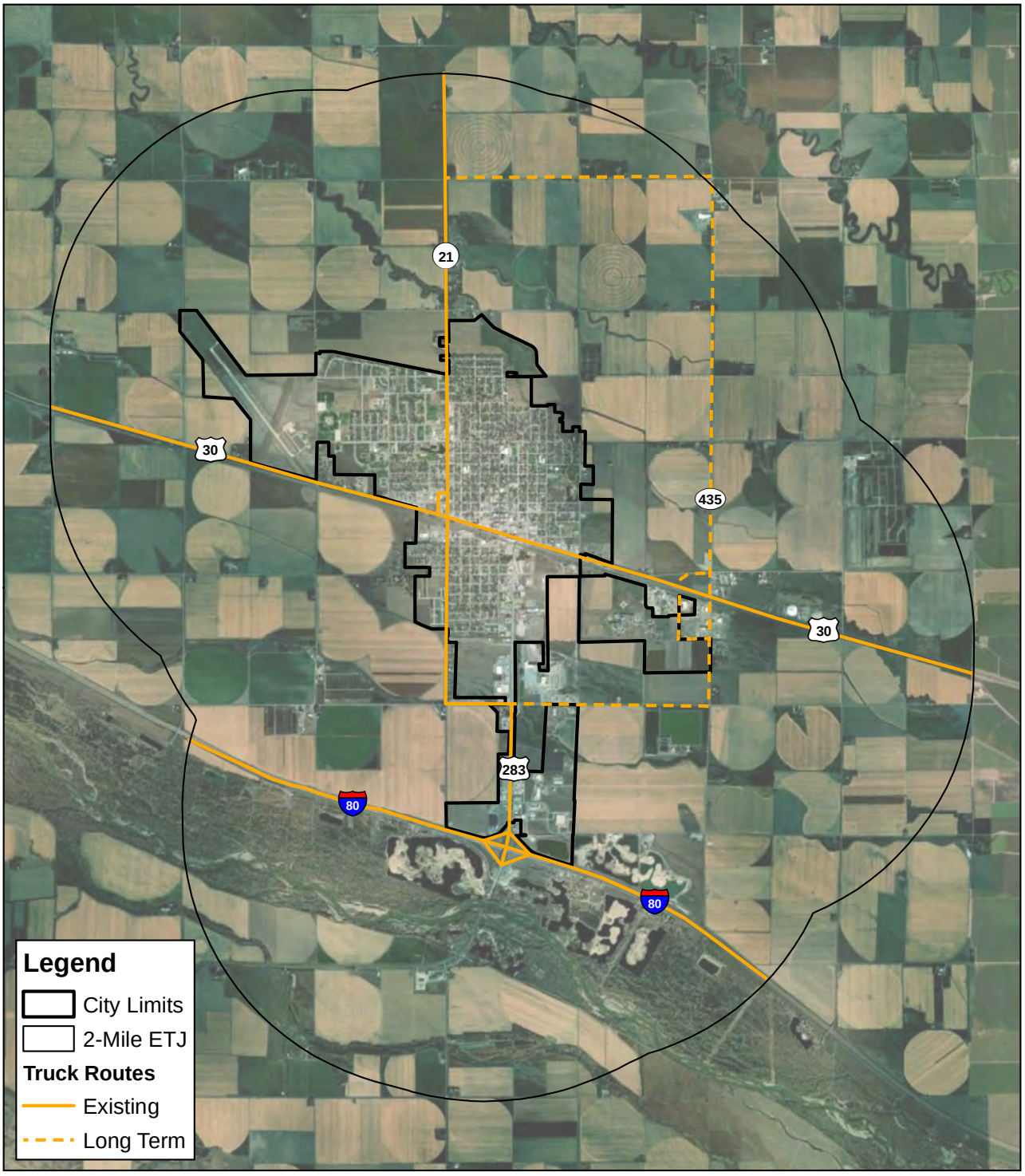
Railroad Crossings

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. A focus area of the Transportation System 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 the Lexington area, as trains must sound their horn when approaching a public road crossing of the rail tracks. Figure 74 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 crossings through the city over the years and currently has very few at-grade crossings of the UP Mainline through the core of the city. Arterial corridors that provide grade-separated bridges over the Union Pacific mainline are:

- Adams Street Bridge
- Plum Creek Parkway / Jackson Street Bridge
- Madison Street Pedestrian Bridge
- County Road 435 is currently an at-grade crossing of the UP tracks, but a grade separation is under contract with work set to begin in 2024. Expected completion in late 2025.

Figure 73: Truck Routes Map, Lexington



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Date: 2/8/2024
Software: ArcGIS 10.8.1
File: Truck Routes.mxd

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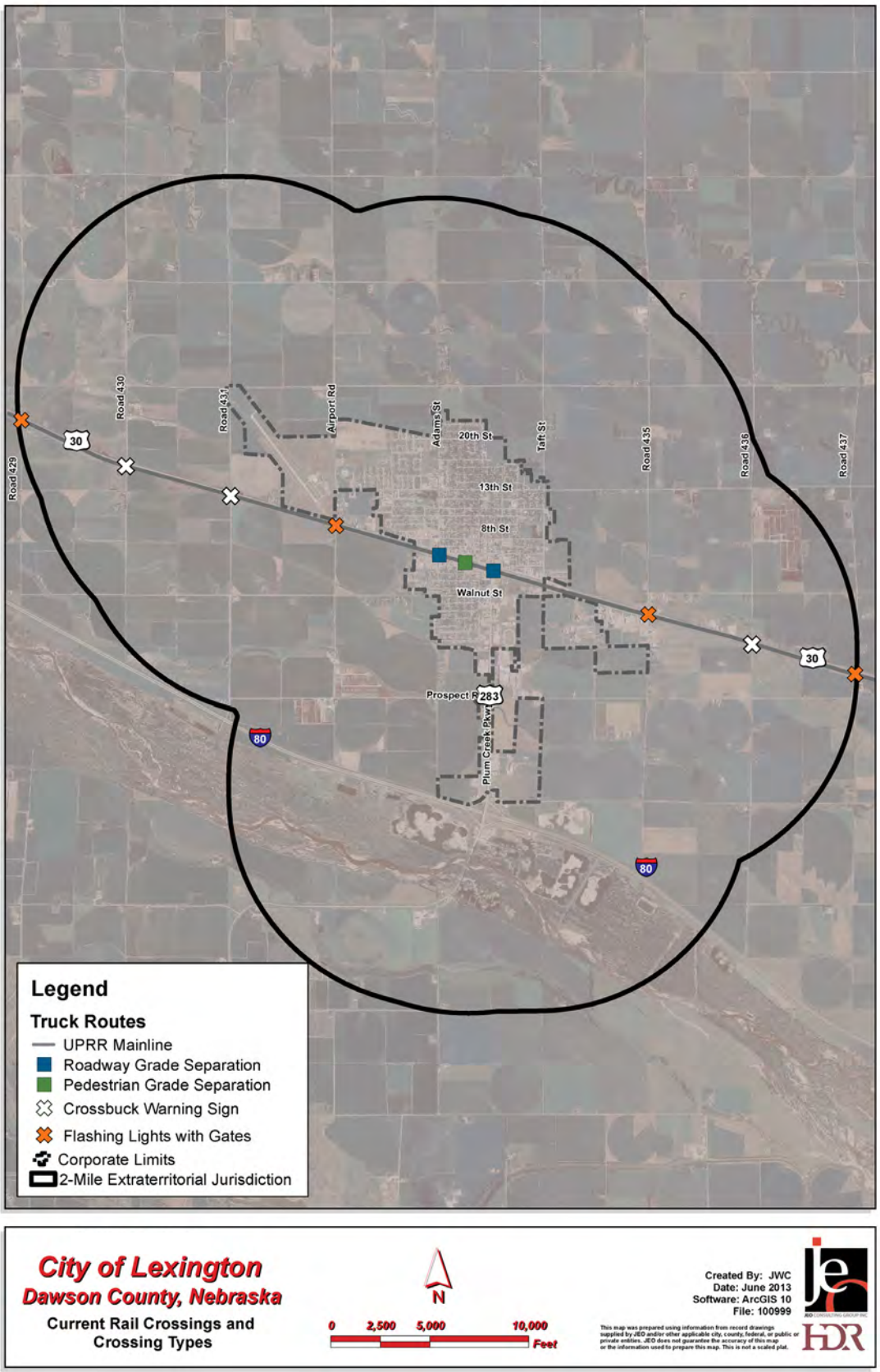
Truck Routes

Lexington Comprehensive Plan
2024 Update

0 0.5 1 Miles

Figure 74: Current Rail Crossings and Crossing Types, Lexington



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

- County Road 430
- County Road 431
- Airport Road
- County Road 435
- County Road 437

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 2 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 was an issue identified by Lexington stakeholders.

Automated wayside horns can be a substitute for the locomotive horn at crossings equipped with flashing lights and gates. 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.

Quiet Zones are railroad segments where trains are not required to sound their horn at railroad crossings. Quiet Zones are granted in locations where rail crossings 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:

- 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.

Transit Issues

RYDE Transit handles the public transit in the city. Because it operates in 7 different counties, hours of operation are limited to Monday through Friday, 8am to 5pm. Wait times can vary for return trips based on system demand. The main issue raised regarding public transit in Lexington is that is not offered in the evenings or weekends.

Future Transit Options

The current transit service-type, demand-response transit, has been appropriate in the past. However, in discussions with the city, it is believed that there is demand for additional service hours and options in Lexington. This is especially true as the population of the city grows.

Rideshare (Uber, Lyft, ZipCar, Turo, etc.)

Ridesharing is a service that arranges one-way transportation through a private company (Uber, Lyft, etc.) by use of a smartphone. Users can open the company's smartphone application and select a destination, see the fee, see information about drivers, get picked up at their location, and pay for the trip by card. It is a quick and easy way to connect drivers with passengers that need transportation. Ridesharing can help fill in the gaps where current transit opportunities are lacking. For example, residents can book a trip any day and anytime as long as there are drivers available and willing to take them. One of the downsides with many rideshare services is that many cars employed for rideshare aren't wheelchair accessible. While increasing ridesharing opportunities is primarily based on demand in the area, there are ways the city can increase ride sharing in the community. Potential ways include:

- Subsidizing Rides
- Integrating Current Transit and Rideshare Applications
- Give Additional Benefits to Drivers

There are also other types of rideshare services available as well.

Carpooling applications have been created to connect users with other commuters who are traveling in the same vicinity. Instead of driving alone, users can share a ride with each other. By carpooling, the cost of the trip is decreased for everyone. Currently these services are only offered in large cities as there needs to be a large number of people going to the same areas for it to be viable.

Car rental applications allow users to rent a vehicle by the hour or day. Some companies such as Zipcar have cars in dedicated parking lots where users can pick up and return cars that they have rented. Other companies like Turo use local hosts that allow users to rent their personal car for a period of time. Like carpooling applications, car rental applications are most successful in larger cities where demand is high. Costs for renting a vehicle are also much higher than conventional ridesharing.

On-Demand Public Transit

Similar to the rideshare services and RYDE Transit above, Lexington could start its own on-demand public transit service. The idea is that people could request a ride, usually a small van or shuttle, by phone or a mobile app and pay a small fare. The driver would then pick them up and drop them off wherever they needed to go within the city. Lexington is unlikely to have the demand or ability to provide a fixed-route service and this would be a potential alternative. By owning the on-demand service, the city would be able to expand the hours of operation and reduce wait times since services are only in the city. This type of system does have high upfront costs (vehicle purchases, application development, additional staffing, etc.) and should only be undertaken after careful consideration and travel demand research.

Future Complete Bike 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 non-vehicular 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 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 62. 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 includes:

Enhancing existing bike paths / trails by adding trees and benches.

Adding bike racks downtown to 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 destinations. However, offering a wide range of non-motorized travel options provides Lexington with a 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 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.

Available Bike and Pedestrian Tools

There are several strategies that can be used to improve the bicycle and pedestrian network in Lexington. In general, these strategies can be placed into one of 2 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.

To enhance the existing bike trail and robust sidewalk network, there are several tools available to Lexington 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.

Off-Street Strategies

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 off-street trails. Trails provide a dedicated segment for recreation and travel for walkers, runners, bicyclists, skaters, and other non-motorized users.

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

Right-of-way limitations: Trails are generally 10 to 14 feet wide. Add in the separation required between the street and trail, and this often exceeds the available public right-of-way adjacent to streets.

Bicyclist safety: Trails adjacent to roadways with cross-streets and driveways increase the level of bicycle-vehicle conflicts, leading to increased safety concerns. Vehicles turning from / to cross-streets often do not notice or expect bicycle traffic, as they are often looking at the street for vehicular conflicts.

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

On Street Strategies

The majority of the community destinations which stakeholders wish to connect via bicycle 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 to accommodate, such as lanes, signage, striping, or designations to 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.

Bike Lanes

Bike 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 motor vehicles, whether they be traveling or parked. 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 with a more visible position to motorists that are entering and leaving the roadway. The general characteristics of bike lanes are noted below:

- Bike lane widths should generally be a minimum 4 feet-5 feet of dedicated width, depending on the presence of curb and gutter.
  - Bike lanes should be wider 6 to 7 feet adjacent to a narrow parking lane to provide bikes more space outside of the door zone where parked vehicle 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, bike lanes are typically located between the travel lanes and the on-street parking area.
- 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. 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 destinations 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. Policies generally are in place to ensure reasonable parking availability, that bike parking is 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. 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 would address those needs.
- Engage with property owners and stakeholders at priority locations and understand 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 renting between designated, self-service bike stations. 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 a bike at one station and return it to 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. Bike share users do not need to buy, store, and maintain a bicycle; the bike share program does that for them.

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. When that occurs, it might make sense to initiate a bike sharing program at that point in the future.

Chapter Five: Implementation

Implementation Tools

The City of Lexington has a number of tools at its disposal to shape development patterns, protect natural resources and human infrastructure, and protect the quality of life for its residents. Implementation strategies can be separated into several distinct tool categories and programs, each with distinct characteristics that make it suitable for specific goals and circumstances.

SUPPORT PROGRAMS

Four programs will play a vital role in the success of the Lex-Plan 2024 Update. These programs are:

Capital Improvements Financing – an annual predictable investment plan that uses a 1 to 6-year planning horizon to schedule and fund projects integral to the plan's implementation.

Zoning Regulations – updated land use districts and regulations, including design guidelines, that allow the city to provide direction for future growth.

Subdivision Regulations – establish criteria for erosion control and runoff and dividing land into building areas, parks, trails, utility easements, and streets. Implementing the Transportation Plan is a primary function of subdivision regulations.

Plan Maintenance – an annual and five-year review program will allow the city flexibility in responding to growth and a continuous program of maintaining the plan's viability.

PUBLIC EDUCATION

In addition to the identified programs, broad public support and involvement is necessary in the development and use of any implementation policy or program. If adequate support is to be developed, a program educating residents is necessary. People who understand the needs and ways of meeting those needs of the community must take the initiative to stimulate the interest and the understanding required to ensure action is taken. The City Council and Planning Commission of Lexington should strive to implement an annual public participation process through education of land use issues. The city should continue to use its website and make the comprehensive plan and development regulations available online. Ongoing education and promotion will be an important factor in sustaining interest and motivation from community members.

Some of the objectives of the comprehensive plan cannot be achieved unless the actions of two or more public agencies or private organizations can be coordinated. Frequently, constraints such as financial resources, legal authority, restriction of joint uses, and others prevent organizations from working with one another. Efforts should be made to bridge this gap with open communication, cooperation, and the realization that the issue at hand could benefit the health, safety, and general welfare of the residents in Lexington.

MANAGING PUBLIC PROCESS AND RESOURCES

Public investments also include the time and effort that go into management decisions for infrastructure, public services, public lands, and public processes. Such investment and decisions can include:

- Coordinating capital improvements planning throughout all departments to meet the comprehensive plan goals and remain consistent with plan policies.
- Investments and improvements in water, wastewater, and transportation infrastructure made by the city.
- The acquisition, sale, or exchange of land for the purpose of preservation or development.
- Decisions on expenditures for public resources such as streets, parks, and trails, property management, and the provision of public services.

SPECIAL STUDIES AND PLANS

Additional studies and plans can be helpful to further explore and define a vision of a certain area, corridor, or development site. Conducting studies and making decisions area by area can enhance the Comprehensive Plan. Some examples of additional planning efforts that can further develop ideas expressed in the Lex-Plan 2024 Update include:

- Housing Master Plan
- Facilities Management Plan
- Site Development Plan for City Property

Land Use Suitability

How will the Lex-Plan 2024 Update be implemented?

> **The major assumption of this Comprehensive Plan is:**
>
> **"Specific development criteria will be adopted to help guide builders, investors, and community leaders in making good decisions concerning the future of Lexington."**

These criteria will be specific statements that:

- Describe the relationship between and among land uses.
- Establish criteria or design standards that new development must meet.
- Minimize land use conflicts between neighboring landowners.
- Create consistent characteristics within each land use district.

LAND USE TRANSITIONS

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

NEIGHBORHOOD ENTRANCES

First impressions of the community are made at the entrances. These impressions are critical to a community's overall image. New development should have larger setbacks and higher landscaping standards when located at any of the present or future entrances to neighborhoods or to the city. This in turn with appropriate sign regulations along the major transportation corridors into and from the city will promote a better community image and improve the quality of life in the City of Lexington. Neighborhood and community entrance policies, guidelines and locations are identified in the Envision Section and the established Character Areas of the Urban Design development examples.

ACHIEVING LEXINGTON'S FUTURE PLAN

To solve community problems or concerns, successful city comprehensive plans have the key ingredients of consensus, ideas, hard work, and application. This section of the plan contains the inspiration of city officials, the school district, chamber of commerce, economic development organization, and concerned citizens who have participated in the planning process. Nevertheless, the ultimate success of the Lex-Plan 2024 Update remains in the dedication of every resident.

There are numerous goals and objectives in this plan, and it is recommended to review the relevant goals and objectives during city planning and budget sessions. However, it is also recommended that the city select elements of the plan for immediate action; the goals of highest priority which will ultimately lead to the success of other goals and objectives. It will be critical to earmark the specific funds to be used and the individuals primarily responsible for implementing the goals, objectives, and policies in Lexington.

COMMUNITY GROWTH

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

- The developer pays for the "gap" costs of extending services from the existing connections to the proposed development.
- The extension would open needed or desirable areas of the community for additional growth.
- Issues related to adjacent/transitional agriculture are properly addressed.

The Future Land Use Plan is one of the statutory requirements of a comprehensive plan, as stated in Nebraska State Statutes. The Future Land Use Plan, along with the Transportation System Plan, provide the necessary tools to direct future development in and around Lexington. The city's Future Land Use Plan is based on existing conditions and projected conditions for the community.

The need for residential uses will be driven by the future population, the ratio of owner-occupied to renter-occupied housing units, and the projected number of future dwelling units needed. New residential development can drive the need for additional commercial development, additional streets, public and park facilities, and industrial development. Therefore, decisions regarding future residential development will have a direct impact on other uses throughout the entire community. Conversely, commercial and industrial development in a community will lead to further economic development and the need for more residential units. Although Lexington continues to grow in population, which is contributing to some commercial growth, it has the possibility of industrial and large business developments along major transportation corridors. This includes the truck-bypass in the southeast quadrant of the community, which would lead to additional opportunities and population growth.

Phasing Plan

Development in Lexington should occur on an incremental basis to expand services in a cost-effective manner. This approach will allow the city to avoid areas of development that are not served by roads, water, sewer, or other utilities. The phasing plan is intended to serve as a guideline to developers and the city to avoid unnecessary costs and promote positive development. There may be some overlapping or concurrent implementation of phases, influenced by special demands and opportunities.

The phases identified below were carried over from the Lex-Plan 2013.

PHASE ONE DEVELOPMENT

This phase includes infill development within or adjacent to the existing corporate limits. Not all of the existing vacant properties within Lexington's corporate limits will be capable of Phase One development. Development constraints such as floodplain or major transportation corridors may not be suitable for residential development; however, such areas may be suitable for commercial, industrial, park, or trail systems.

Primary concerns within this phase include the following:

- Development of vacant lots already served by established utilities and community infrastructure
- Redevelopment of substandard or underutilized properties
- New housing development in southwest, northwest, and east Lexington
- Industrial development along Commerce Road
- Redevelopment of mining operations adjacent to Interstate 80 into a regional recreation area

PHASE TWO DEVELOPMENT

This phase includes land located north of the existing city limits and south of Road 757, and the additional industrial area in southeast Lexington. These areas need sewer, water, and local streets, but are serviced by arterial and collector transportation routes that make these areas prime for commercial, industrial, flex space in the southeast, residential in the north, and residential with mixed use development in the southwest.

Primary concerns within this phase include the following:

- Construction of a truck bypass
- Development outside of the floodplain with open space and a trail system in the areas prone to flooding
- Construction of public infrastructure

PHASE THREE DEVELOPMENT

Phase Three includes land southeast and northeast of Lexington. Opportunities may be available for development of the Phase Three area prior to completion of Phase Two development. However, these areas are designated for further residential growth to the north and will be more difficult and costly to install new services until such lines are installed in Phase Two areas. These areas, if developed ahead of schedule, should have services constructed with either the developer assisting with financing the infrastructure upgrades or the developer creating on-site infrastructure that meets Lexington, Dawson County, and the State of Nebraska requirements.

Primary concerns within Phase Three include:

- Continued public infrastructure
- Where necessary, a lift station and force main due to lack of topography for gravity flow
- Service mains to collect wastewater and transport to the lift station(s)
- Extension of water distribution lines and continued looping of the system to allow for adequate pressure and flows
- Floodplain proximity

PHASE FOUR DEVELOPMENT

Phase Four covers areas along the proposed bypass and areas adjacent to the north and east. Such areas to the north are designated as residential and to the southeast for business and industrial developments and may be dependent on the development and construction of the east bypass. These areas would have a much higher cost than other phases closer to existing development. Like phase three, these areas, if developed ahead of schedule, should have services constructed with either

the developer assisting with financing the infrastructure upgrades or the developer creating on-site infrastructure that meets local, county, and state requirements.

Concerns within this phase include:

- Construction of sanitary sewer interceptor lines
- Where necessary, installation of lift stations and force mains
- Service mains to collect wastewater and transport to the lift station
- Construction of collection lines for sewer and water distribution mains
- Extension of the local road network
- Extension of fiber optics and electricity

Annexation

As Lexington grows in size, it must look for opportunities to extend its borders to continue to provide a high quality of life for its residents. To do this, the State of Nebraska has established a process for communities to expand their municipal boundary into areas that are contiguous to the community, provided such actions are justified. However, this power should be used when development becomes urban rather than rural in nature. In addition, state statutes restrict annexation to land that is within 500 feet from the corporate limits of the municipal boundary. There are 3 ways annexation can be pursued. These include:

- Property owners can request annexation.
- The municipality can annex any contiguous or adjacent tracts, lots, or streets/roads that are urban or suburban in nature.
- At the time land is platted adjacent to Lexington's Corporate Limits it could be annexed at the time of approval of the final plat with a pre-annexation agreement.

In the case of the first method, the property owner must submit a plat prepared by a licensed surveyor. The plat must be approved and filed with the city, along with a written request signed by all owners of record for the proposed annexation properties. Annexations must be approved by both the Planning Commission and City Council. To adopt an annexation ordinance, a majority of affirmative votes are required by the governing body at each reading of the ordinance. Then the certified map is filed with the County Assessor, County Clerk, and Register of Deeds along with a certified copy of the ordinance. The city then has one year to adopt a plan for the extension of services to the annexed area.

AREAS FOR POTENTIAL ANNEXATION FOR LEXINGTON

Within Lexington's extraterritorial jurisdiction and the identified growth areas of the city, there are areas adjacent to the existing corporate limits which will likely be the first ones considered for annexation in the future. Lexington's annexation policy should include all urban development once it becomes adjacent and contiguous to the corporate limits. Future annexation policies for subdivisions not developed as SIDs, should be to annex these properties into the corporate limits as soon as they meet the state statutes of adjacent and contiguous as well as urban and suburban in character. The City of Lexington has identified several areas adjacent to the corporate boundaries as potential areas of annexation in the next 10 years. The Planning Commission shall review these areas and others annually to consider future growth and annexation. Areas for potential annexation are displayed in Figure 75.

Plan Maintenance

ANNUAL REVIEW OF THE PLAN

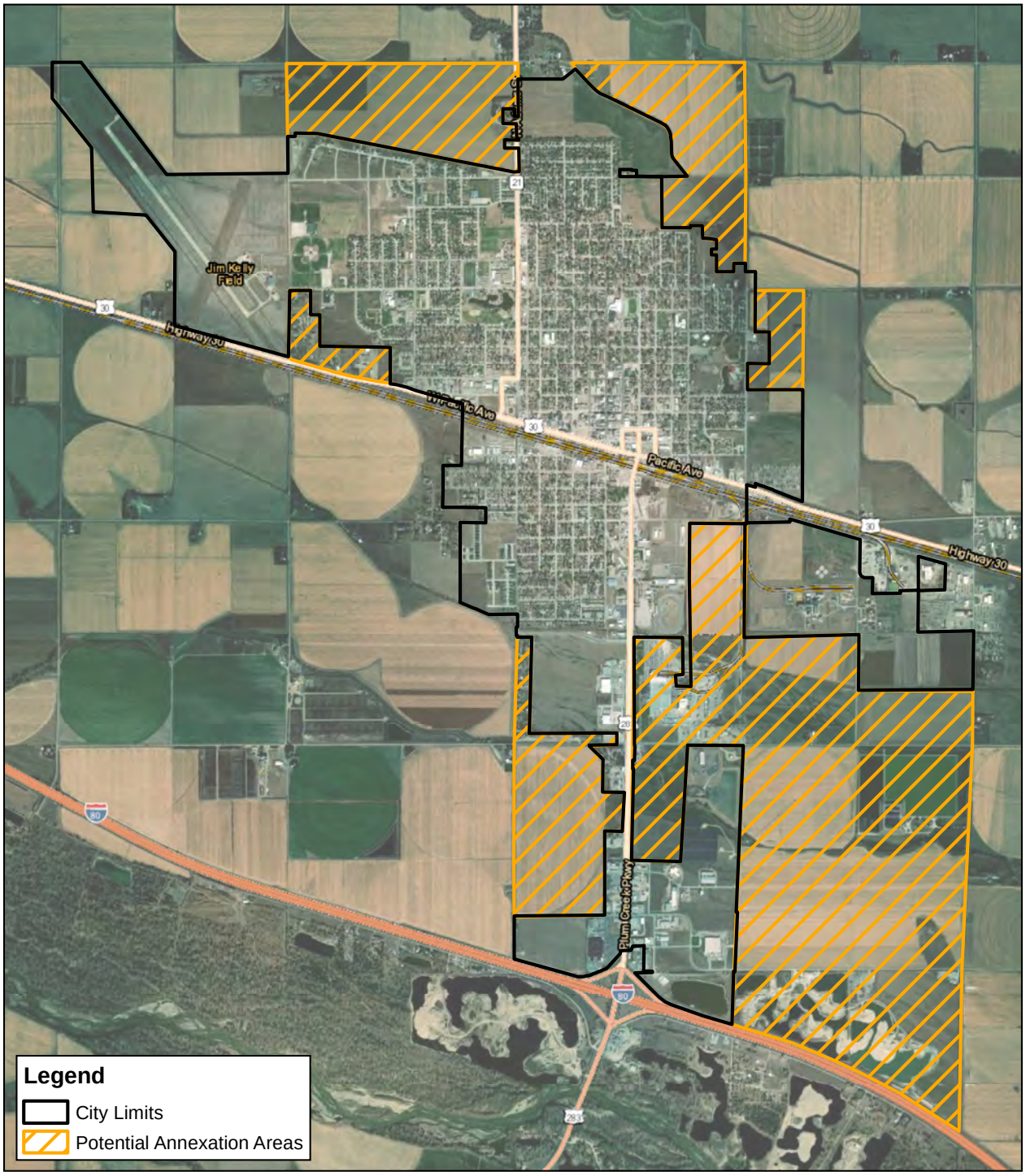
A relevant, up to date plan is critical to the ongoing planning process. The plan must be current to maintain the confidence of both public and private sectors and to evaluate the effectiveness of planning activities. The most important planning process is modifying the plan to fit the needs of the city. City resources can be better utilized with mid-plan corrections. Thus, an annual review may occur where the Planning Commission, City Council, residents, and staff are able to review the plan and recommend necessary changes.

The annual review process can involve regularly monitoring trends and changes in the local, regional, state, and federal landscape. Such trends and changes may include changes in development activity and use, trends in development regulation amendments, and changes in planning and zoning law. At the beginning of each year at the annual review, a report should be prepared by city staff and the Planning Commission that provides information and recommendations on whether the plan is current in respect to population and economic changes, and if the recommended policies are still valid for the city and its long-term growth.

The Planning Commission may hold a public hearing on this report to:

- Provide citizens or developers with an opportunity to comment and/or present possible changes to the plan.
- Identify any changes in the status of projects or action items called for in the plan.
- Bring forth any issues, or identify any changes in conditions, which may impact the validity of the plan.

Figure 75: Potential Annexation Areas, Lexington



Created By: KD
Date: 2/8/2024
Software: ArcGIS 10.8.1
File: Annexation Areas.mxd

This map was prepared using information from record drawings supplied by JEO and/or other applicable city, county, federal, or public or private entities. JEO does not guarantee the accuracy of this map or the information used to prepare this map. This is not a scaled plat.

Potential Annexation Areas

Lexington Comprehensive Plan
2024 Update

0 1,500 3,000 Feet

If the Commission finds major policy issues, or major changes in basic assumptions, or conditions have arisen which could necessitate revisions to the plan, they should recommend changes or further study of those changes. This process may lead to identification of amendments to the Lex-Plan 2024 Update that would be processed by staff, recommended by the Planning Commission, and considered by the City Council.

CONDITIONS FOR PLAN AMENDMENT

Comprehensive Plan amendment procedures are necessary to determine what constitutes conformity or non-conformity with the plan. It is impossible to set hard and fast rules for such decisions, but consistent criteria should be used when making this determination. The following criteria are recommended:

- A plan amendment may be required when there's a request for increases in residential density or non-residential floor area in excess of the guidelines established in the plan, depending upon the degree of increase.
- Land use request involving minor differences in boundaries from those shown in the plan should be considered in conformity with the plan unless precedent would be set for more extensive and non-conforming changes in adjacent areas.
- Requests for variations or changes in the alignment of designated roadways should be considered in conformity if the continuity of the roadway is maintained, the alignment does not result in traffic safety problems or reductions in needed capacity, does not constrain the proper development of contiguous properties, and does not conflict with or preempt other planned uses or facilities.
- Requests to deviate from plan-specified requirements such as open space and traffic reduction measures generally should not be permitted in order to ensure equitable treatment of all property owners and to avoid arbitrary decisions which would undermine the legal foundations of the plan.
- If changes are to be made, they should be done through a plan amendment process.
- The final criteria must always be whether the request, whatever its nature, will set a precedent for cumulative changes which are not consistent with the plan. Therefore, in those instances where the implications of the request are not easily observed or detected, a request for a plan amendment should be required.

METHODS FOR EVALUATING LAND DEVELOPMENT PROPOSALS

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

If a development proposal is not consistently supported by Lex-Plan 2024 Update, serious consideration should be given to making modifications to the proposal, or the following criteria should be used to determine if a comprehensive plan amendment would be justified.

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