

NORTH AND SOUTH OMAHA ECONOMIC RECOVERY COORDINATION PLAN

APPENDIX D: SOUTH OMAHA

**INVENTORY AND
OPPORTUNITIES
MEMORANDUM**

SOUTH OMAHA INVENTORY AND OPPORTUNITIES MEMO

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EXECUTIVE SUMMARY

OVERVIEW

The Economic Recovery Act, enacted with the passage of Legislative Bill 2014 (LB1024) by the Nebraska State Legislature in 2022, provides \$335 million in funding to assist North Omaha, South Omaha, and other communities that were disproportionately impacted by the COVID-19 pandemic. State and federal funding under the Economic Recovery Act represents a historic investment in disadvantaged communities in Nebraska, which includes \$250 million in federal American Rescue Plan Act (ARPA) funds.

While a portion of federal ARPA funds under the Economic Recovery Act was appropriated to specific projects, the bulk of funding under ARPA is allocated to the Qualified Census Tract Recovery Grant Program, which is being overseen by the Economic Recovery Special Committee of the Legislature. The Legislature has contracted with Olsson to conduct a study of potential eligible uses of federal ARPA funds in North and South Omaha. These funds are designated to North and South Omaha qualified census tracts (see **Figure E.1**) with the intention of creating sweeping economic growth through eligible uses such as investment in employment, job creation, small business assistance, entrepreneurship, and housing.

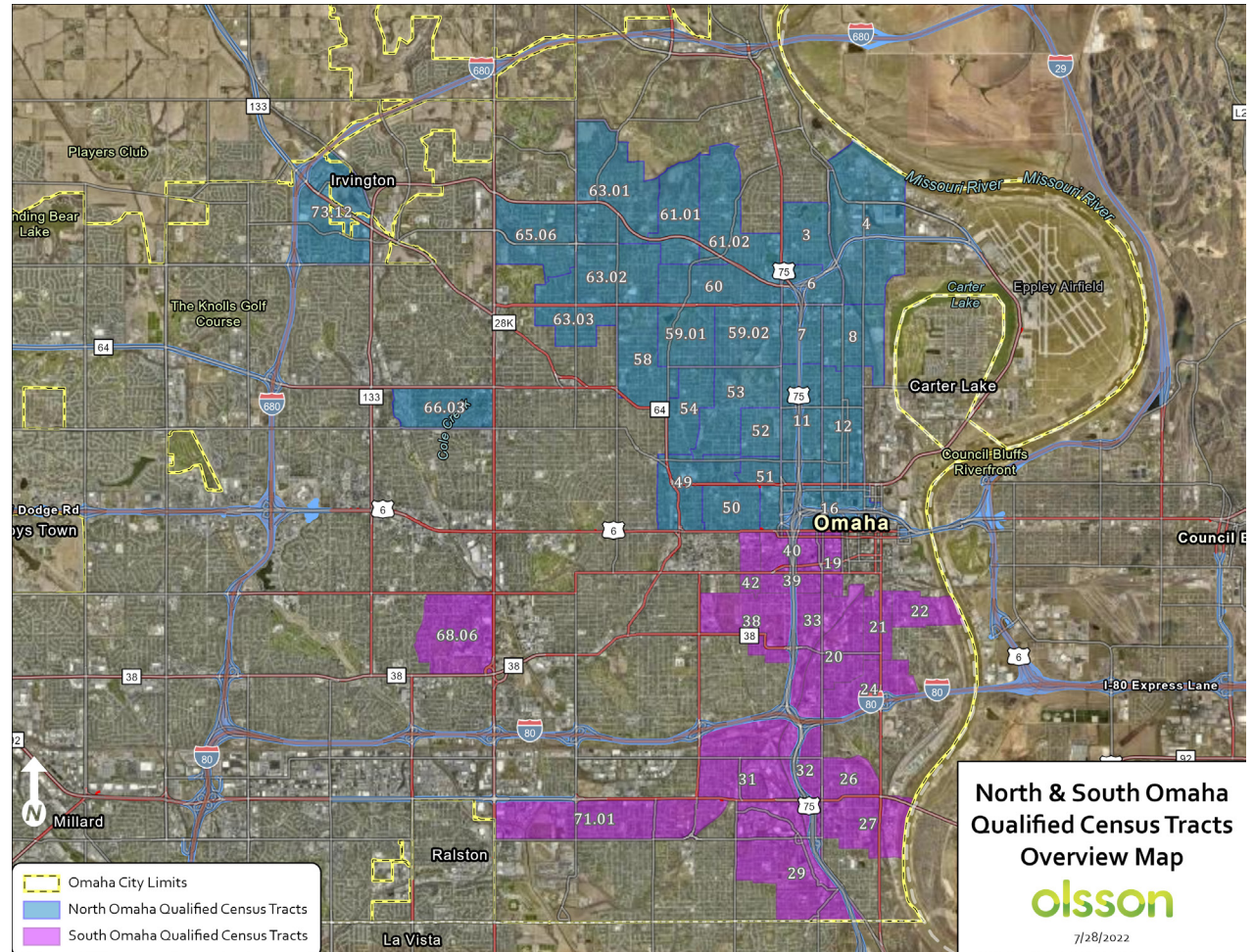


Figure E.1 North and South Omaha Qualified Census Tracts

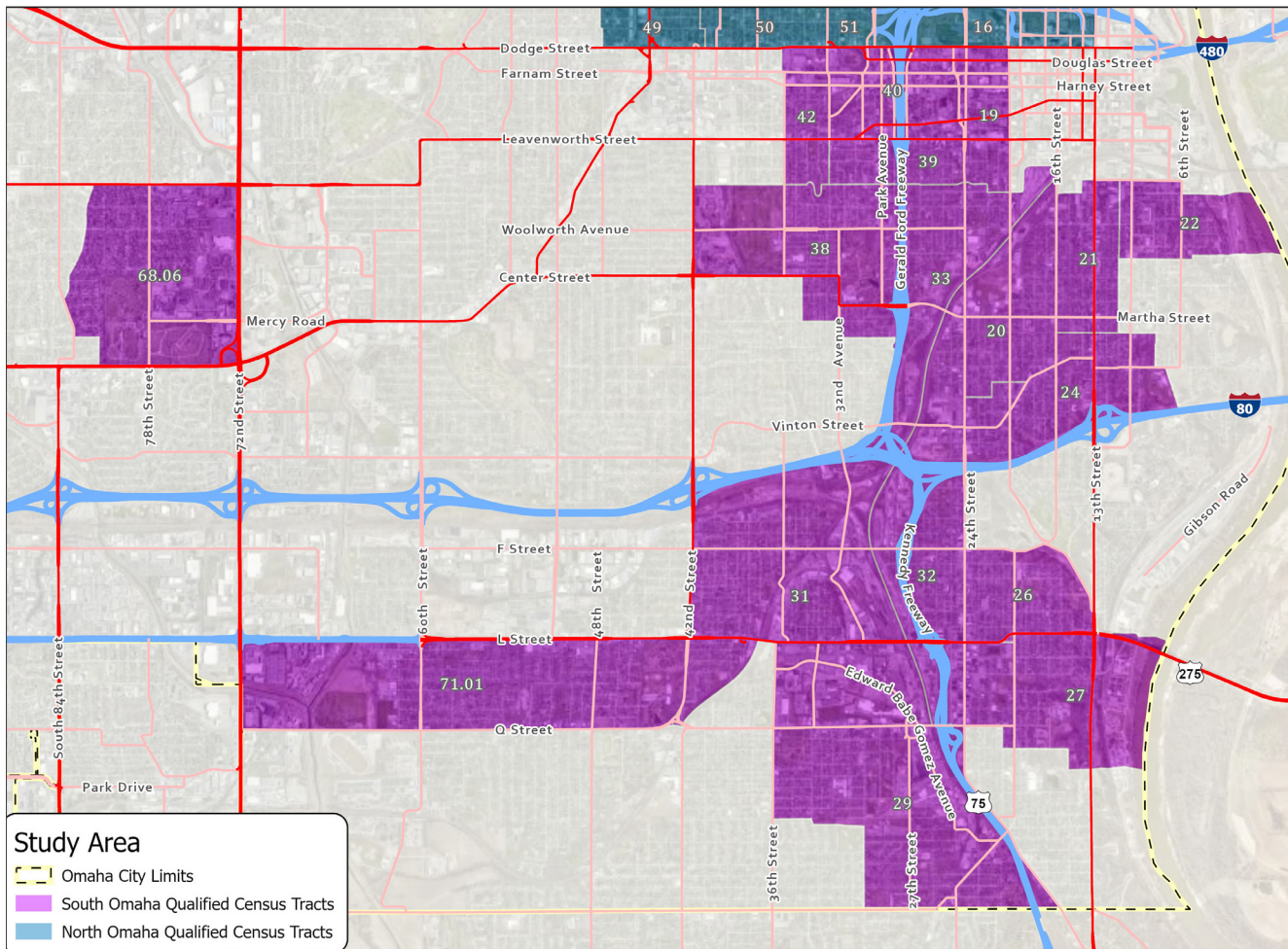


Figure E.2 South Omaha Qualified Census Tracts

This South Omaha Inventory and Opportunities Memo (memo) utilizes existing data resources to evaluate and summarize the current state of South Omaha’s land use, community resources, and redevelopment; transportation and connectivity; community health and natural environment; utility infrastructure; demographics and workforce; and real estate market. *A separate memo evaluates North Omaha.*

This memo evaluates each of these critical topics to identify strengths, weaknesses, opportunities, and threats (SWOT) that are present in South Omaha and presents the findings for future discussion of economic investment in South Omaha. **Figure E.2** demonstrates the qualified census tracts in South Omaha, and is followed by **Table E.1**, which summarizes the SWOT analysis that was conducted via this memo.

SOUTH OMAHA SWOT ANALYSIS SUMMARY

STRENGTHS	WEAKNESSES	OPPORTUNITIES	THREATS
<p>The adjacent downtown opens opportunity for substantial economic strength and resilience to the area including employment opportunity and entertainment destinations.</p>	<p>Large infrastructure bifurcates the South Omaha study area into at least four areas.</p>	<p>Large sections of the South Omaha study area are designated as Community Reinvestment Areas.</p>	<p>Unemployment rates in South Omaha are relatively high and persistent poverty exists in the area, threatening quality of life among South Omaha residents.</p>
<p>South Omaha has access to Omaha's publicly subsidized transportation system, which provides connectivity within Omaha.</p>	<p>South Omaha's available parks and open space are lacking.</p>	<p>Vacant parcels can be leveraged for good in the community.</p>	<p>Aging infrastructure could be a barrier/hurdle for attracting large investments.</p>
<p>There is a strong housing stock, including a number of single family homes.</p>	<p>South Omaha's community resources such as hospitals and schools are lacking.</p>	<p>Opportunity to increase commercial and office land uses and expand on planned transit-oriented development uses.</p>	<p>Public health in South Omaha is poor, with many households and individuals struggling with obesity, cancer, and other diseases.</p>
<p>The commercial district, including mixed use development and various commercial developments, are adjacent to other land uses.</p>	<p>Internet access and availability in South Omaha is lacking.</p>	<p>South Omaha is incredibly diverse in its racial and ethnic population. It is also a relatively young demographic with a lively immigrant community. South Omaha can become a cultural hub in the Omaha metropolitan area.</p>	<p>The railroad tracks and adjacent industrial development bifurcating South Omaha interrupts walkability, accessibility, and character in the community.</p>
	<p>There is a lack of hospitals and community resources in the southern part of the South Omaha study area.</p>		<p>Significant portions of South Omaha are classified as extremely blighted areas.</p>
			<p>Parts of South Omaha are located within a floodplain.</p>

SECTION 1 - INTRODUCTION

INTRODUCTION

This South Omaha Inventory and Opportunities Memo (memo) will serve as a tool for the evaluation and consideration of existing conditions, strengths, and weaknesses of South Omaha. This memo will facilitate ongoing consideration of the opportunities that South Omaha has for public and private investment, toward the goal of fostering multi-generational wealth in South Omaha through funding opportunities created through the State of Nebraska's Legislative Bill 1024 (LB1024). The bill calls for the Economic Recovery Special Committee of the Legislature to evaluate potential funding uses eligible under the American Rescue Plan Act (ARPA) of 2021 federal funds or through state funds. These funds are designated to South Omaha with the intention of creating sweeping economic growth through eligible uses such as investment in employment, job creation, small business assistance, entrepreneurship, and housing.

This memo utilizes existing data resources to evaluate and summarize the current state of South Omaha's land use and private investment; transportation and connectivity; community health and natural environment; utility infrastructure; demographics, workforce, and housing; real estate market; and existing studies and public investment. This memo evaluates each of these critical topics to identify strengths, weaknesses, opportunities, and threats that are present in South Omaha and presents the findings for future discussion of economic investment in South Omaha. To accurately contextualize and understand our findings, previous plans, studies, and public investments in South Omaha were evaluated and summarized, as found in **Supplement A**.

The findings in this memo will be used to shape discussion with stakeholders and the public as selection criteria are identified through an iterative process designed to maximize the effectiveness of funding for public investment among communities and businesses in South Omaha.

LB1024 QUALIFIED CENSUS TRACTS / PLANNING AREA

South Omaha, as it is referred to in this memo, is located to the west of the state border, south of Dodge Street, north of Harrison Street, and east of Interstate 80's western end. It resides within the larger context of the City of Omaha and Omaha metropolitan region, on the very eastern border of Nebraska, with portions of the Omaha metropolitan area residing in Iowa to the east of the Missouri River at the border of the two.

LB1024 requires that funds be allocated to identified qualified Omaha census tracts, which are shown in **Figure 1.1**.

Qualified census tracts in South Omaha are located west of the Missouri River, south of Dodge Street, north of Harrison Street, and east of Interstate 80's western end. The heaviest concentration of qualified census tracts is near the eastern portion of the area along the Kennedy Freeway, with a few outliers to the west as shown in **Figure 1.2**. This memo will focus on the identified census tracts of South Omaha that are eligible for the federal ARPA funds through LB1024 and will be considered in ongoing discussions of public investment within South Omaha.

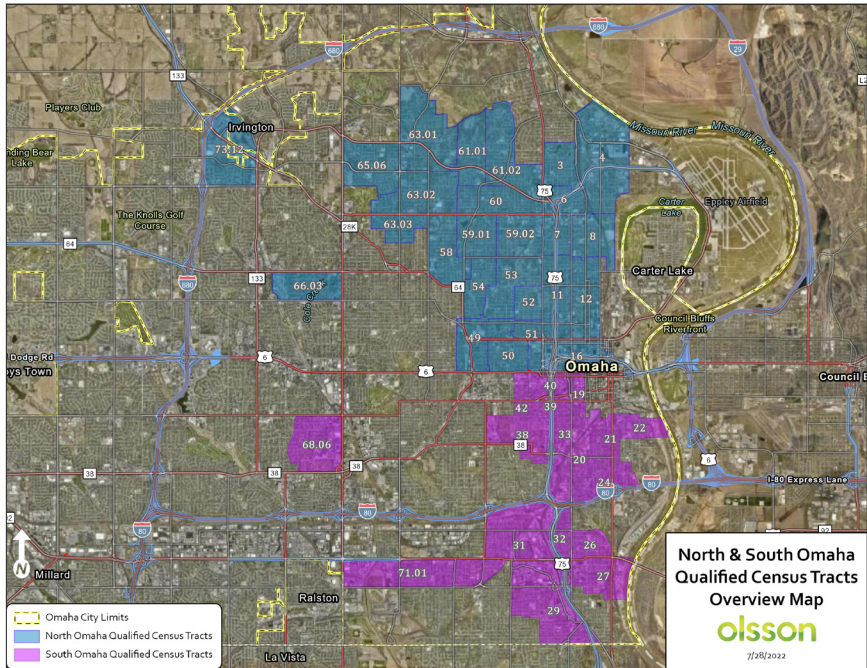


Figure 1.1 North and South Omaha Qualified Census Tracts

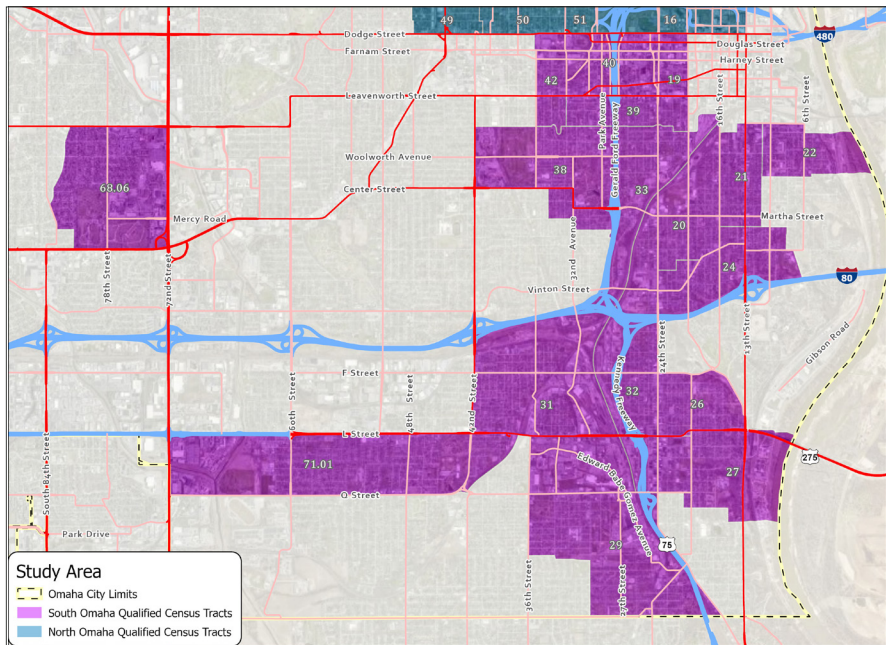


Figure 1.2 South Omaha Qualified Census Tracts

SECTION 2 - LAND USE, COMMUNITY RESOURCES, AND REDEVELOPMENT

LAND USE

South Omaha is located within Omaha city boundaries, with Dodge Street as the northern boundary, I-80 as the western boundary, Harrison Street as the southern boundary, and the state boundary as the eastern boundary. The total South Omaha study area is about 10.1 square miles or 6,489 acres of land area in total. As shown in **Figure 2.1**, land uses in South Omaha are largely residential, industrial, and civic/infrastructure, with some commercial uses, parks and open space, and mixed use in concentrations throughout the area.

South Omaha's current land uses reflect a theme of residential uses and parks and open space throughout the area adjacent to concentrations of industrial and commercial uses. Industrial land uses are concentrated around State Highway 75 (the Kennedy Freeway) and its spur off to the northeast along the railroad tracks. On the northern end of the area, near the Old Market district and Leavenworth Business district, commercial, civic/institutional, and mixed use land uses exist in heavy concentrations, just north of a heavy concentration of residential uses surrounding the Kennedy Freeway. Residential pockets are also located to the east of the railroad tracks abutting the industrial uses right along the tracks and on the southwest end of the tracks between L Street and Q Street. The area generally supports a modest inventory of industrial development, civic/industrial uses, parks and open space, commercial development, and residential uses. **Figure 2.1** illustrates these land use patterns.

VACANT PARCELS

The heaviest concentrations of vacant parcels are in the southeast corner of South Omaha among the residential and civic land uses and northeast of the intersection on I-80 and Kennedy Freeway

among the commercial and residential and uses. However, vacant parcels are scattered throughout South Omaha as shown in **Figure 2.2**.

ZONING

The City of Omaha identifies a total of 39 zoning districts including base districts and overlay districts as identified in Article IV, Section 55-62 of the City of Omaha Code of Ordinances. South Omaha currently contains several of the 39 zoning districts, including several types of single-family residential districts, general industrial uses, community commercial districts, and development reserve districts, among other uses throughout the area. The distribution of these uses shown in Table 2.1 indicates that 43.3 percent of the South Omaha qualified census tracts (QCT) are residential, followed by 27.2 percent industrial, 7.9 percent commercial, and 3.0 office space with less than 1 percent of special uses.

As shown in **Figure 2.3**, this distribution of zoning types in South Omaha includes a diverse mixture of residential districts including single-family residential large lots, low-density, medium-density, high-density, urban family residential, walkable residential neighborhood district, low-density multiple family, medium-density multiple family, high-density multiple family, and mobile home residential. These residential uses are scattered throughout core concentrations of general industrial and light industrial zoning surrounding the railroad tracks, which bifurcate the area. North of these tracks, the commercial district contains a variety of zoning including central business district zoning, neighborhood business district, and limited commercial to the east. South Omaha's zoning districts reflect the complex pattern of land uses throughout the area.

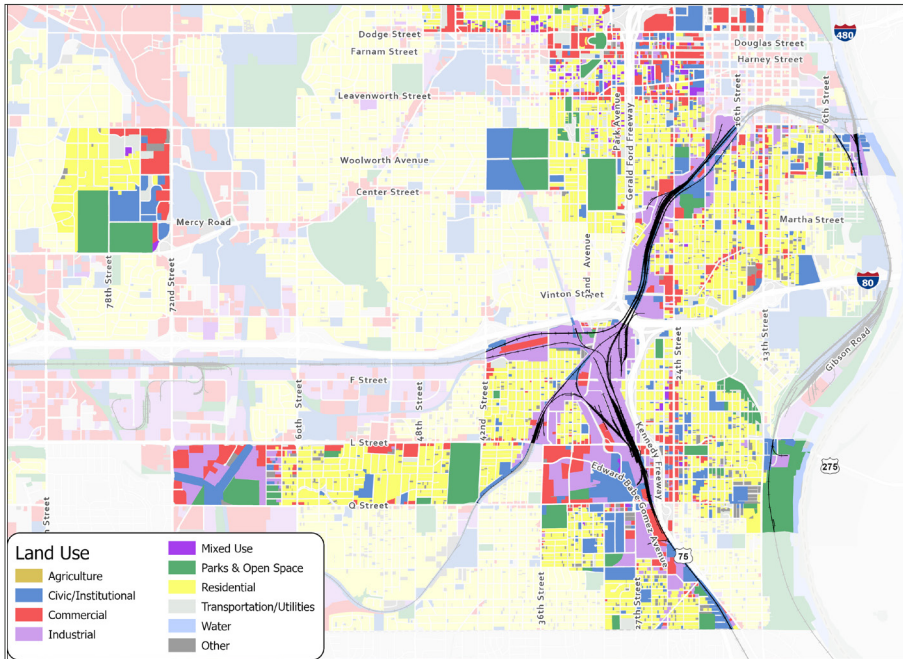


Figure 2.1 South Omaha Land Use

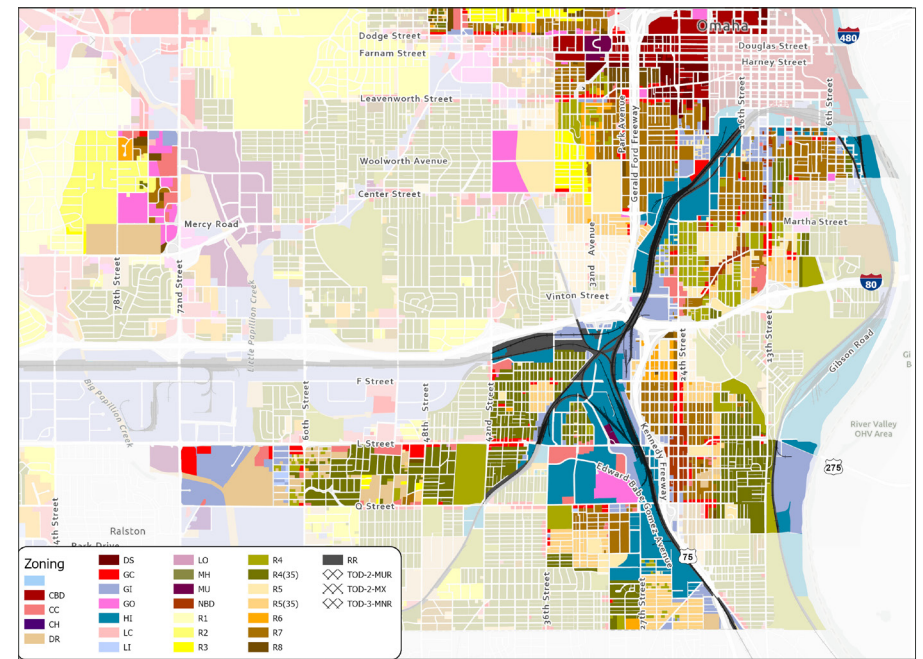


Figure 2.3 South Omaha Zoning

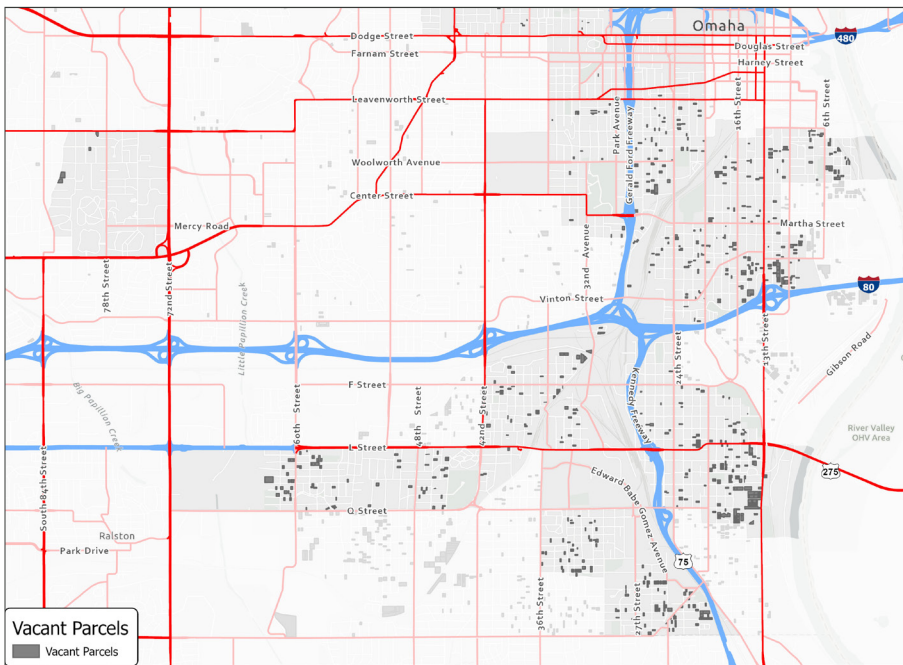


Figure 2.2 South Omaha Vacant Parcels

Base District	Base Zoning District Area (acres)	Percent of QCT Area
Residential	2,810.5	43.3%
Industrial	1,766.6	27.2%
Commercial	513.6	7.9%
Office	196.9	3.0%
Special	25.9	0.4%
Total	5,313.5	81.9%
Total QCT Area	6,489	

Table 2.1 South Omaha Zoning District Summary Table

PARKS AND RECREATION

Parks and recreation areas contribute to the everyday lives of South Omaha residents. Omaha is home to more than 250 parks throughout the city, several of which are located within the South Omaha study area. The city has continued to invest in such facilities to improve and increase recreational opportunities in the area. The largest parks in South Omaha are Hanscom Park, Columbus Park, Lynch, James F. Park, and Hitchcock Park. However, the area contains a total of 22 public parks and destinations for public recreational activity.

Despite the numerous parks located within the South Omaha study area, there are varying degrees of park access throughout the area. Park accessibility, as shown in **Figure 2.4**, was determined through the nearest park amenities via walkability. The values in this figure indicate the amount of time in minutes that it takes for an individual to reach the nearest park or recreation amenity along the shortest path. As shown in **Figure 2.4**, the northwest and southwest portions of South Omaha have the best park access, with several residential neighborhoods within a five-minute walk to a local park as indicated in white. In contrast, the most central and western portions of South Omaha have concentrations of land uses from which one cannot walk to a park in under fifteen minutes, as indicated in dark purple. Park access varies greatly throughout South Omaha, with a few high access areas in the more peripheral portions of the area contrasting with the low access areas along the railroad tracks and in the western parts of the study area.

COMMUNITY RESOURCES

In addition to the parks and recreation destinations within South Omaha, there are other key destinations including the Subby Anzaldo Columbus Park Community Center, the Learning Community Center, the South Branch Library, the DC Health Center, the VA Medical Center, the Salvation Army Omaha Kroc Center, and several cultural and scientific museums throughout the area. These destinations serve as resources and sources of education and entertainment for community members throughout South Omaha, greater Omaha, and the region, and are located throughout the area as shown in **Figure 2.5**.

An important resource for quality of life is readily accessible medical care. As illustrated in **Figure 2.5**, the southern portions, as well as the portions directly north of I-80 and west of Highway 75, of the South Omaha study area face walk times of 15-30+ minutes to access medical care.

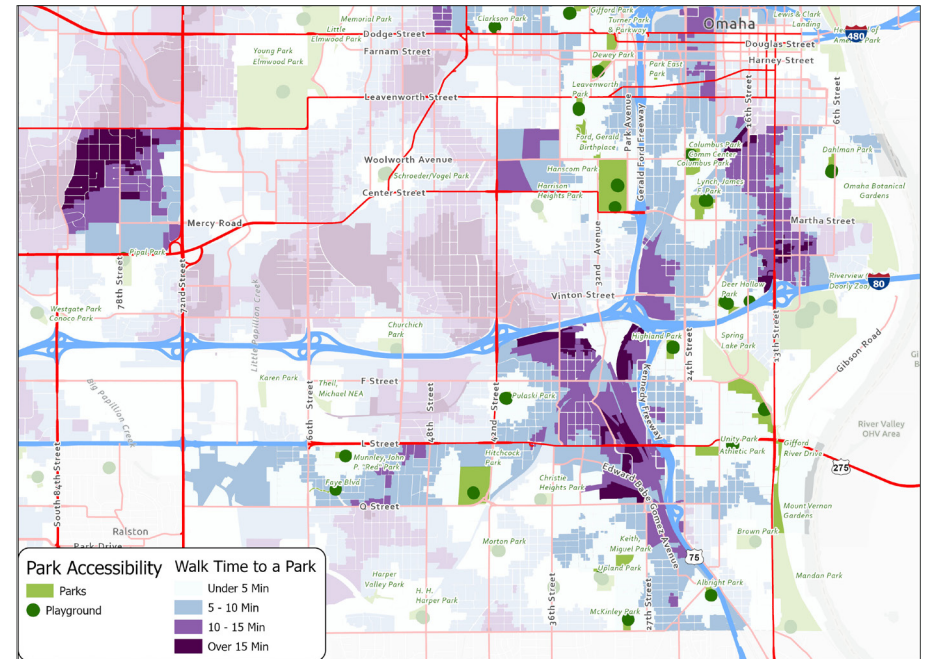


Figure 2.4 South Omaha Park Walk Accessibility

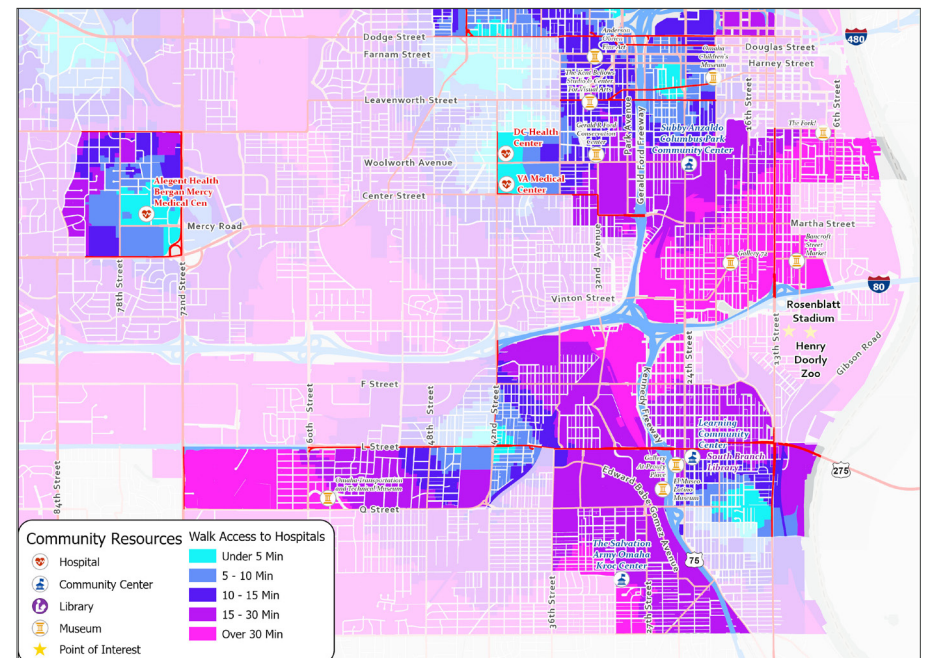


Figure 2.5 South Omaha Community Resources and Walk Accessibility to Hospitals

BLIGHTED AND REDEVELOPMENT AREAS

South Omaha has areas in which extreme blight is prevalent. Extremely blighted areas are defined under the Community Development Law by (1) an average rate of unemployment that is at least 200 percent of the average rate of unemployment in the State of Nebraska as determined by the most recent federal decennial census or American Community Survey Five-Year Estimate; and (2) an average poverty rate that exceeds 20 percent for the total federal census tract or block group. Portions of the South Omaha's qualified census tracts meet both unemployment and poverty indicators, primarily located on the east side of I-480, just south of Dodge Street, at the intersection of I-80 and Highway 75, and along Highway 75 on the southwest side of the area.

Community Redevelopment Areas (CRAs) are designated by the City of Omaha as areas ripe for redevelopment, including but not limited to the identified extremely blighted areas. These are typically older areas within the city and there is substantial overlap between Omaha's identified CRAs and the qualified census tracts within South Omaha. Census tracts located along Highway 75 running south from Dodge Street, census tracts located all along Dodge Street, east along I-80, and blocks along South 72nd Street are all designated as CRAs, extending as far west as 84th Street and as far east as the Missouri River with further identified CRAs all throughout South Omaha.

South Omaha's qualified census tracts significantly overlap with Omaha's identified Community Redevelopment Areas throughout the area and especially on the east side of the area, and there is some substantial overlap with the areas of extreme blight throughout the eastern and northern census tracts.

KEY TAKEAWAYS

STRENGTHS

- The commercial district, including mixed use development and various commercial developments, are adjacent to other land uses.
- Multiple community centers and community destinations exist.

WEAKNESSES

- Railroad tracks and adjacent industrial uses bifurcate South Omaha.
- There is a lack of hospitals in the southern part of the South Omaha study area.
- There is minimal commercial development in southern portions of South Omaha.

OPPORTUNITIES

- Opportunity exists to expand the park system in South Omaha.
- Opportunity exists for strategic development of vacant parcels throughout South Omaha.
- Several areas are designated as Community Redevelopment Areas.

THREATS

- General industrial and light industrial development is adjacent to residential uses, which can possibly impact community health and quality of life.
- Several areas of extreme blight exist.

SECTION 3 - TRANSPORTATION AND CONNECTIVITY

ROADWAY NETWORK

All South Omaha qualified census tracts benefit from a gridded network of local streets, however nearly every tract also has an edge that disrupts that grid, such as the railroad, I-80, Highway 75, or waterbody, as illustrated in **Figure 3.1**. This grid of these local streets also drops in density further from downtown. The freeways, I-80 and I-480/Highway 75, are two of the most heavily travelled and regionally important roadways in the Omaha area with each carrying over 100,000 vehicles per day (<https://mapacog.org/data-maps/2018-traffic-counts>) in some segments.

RAILROADS

South Omaha hosts several rail lines running east-west that split towards the south. The tracks are primarily freight trains except for the daily California Zephyr passenger Amtrak service that travels from Chicago to Emeryville, CA. These railroads are pieces in a critical freight corridor for the country and provide access to the national network for local industries and businesses.

OMAHA EPPLEY AIRFIELD

The southern portions of Omaha access the airport through downtown Omaha, via Highway 75 and Cuming Street/Abbott Drive. Over 5 million passengers and 150 million pounds of cargo utilized the airport in 2019. The airport also plays a major role in the city's ability to keep and accommodate the College World Series that occurs in the downtown ballpark each year, as well as other major events.

ACTIVE TRANSPORTATION NETWORK

South Omaha has a few trails throughout the study area, however there is no larger connectivity between trail segments, as illustrated in **Figure 3.2**. Sidewalks exist on a large majority of local roadways. There are bike lanes and bike infrastructure throughout the study area.

PUBLIC TRANSIT NETWORK

Omaha Metro transit provides regular service extending into South Omaha along several bus routes. Nearly all routes are bi-directional, going both directions on the same street. Dodge Street hosts the city's ORBT line, with higher quality stations and waiting areas for commuter transit riders. Frequencies range from 15 minutes to 60 minutes, depending on the route.

KEY TAKEAWAYS

STRENGTHS

- The entire South Omaha study area has a strong grid street system.
- The walkability of the South Omaha study area is high due to the street system.

WEAKNESSES

- I-80 and Highway 75 splinter the neighborhoods from a connectivity and walkability standpoint.

OPPORTUNITIES

- There are several planned trails that would have great impact on the study area's pedestrian and bike network.

THREATS

- The volume of I-80 and Highway 75 will heavily influence any future connectivity of South Omaha.

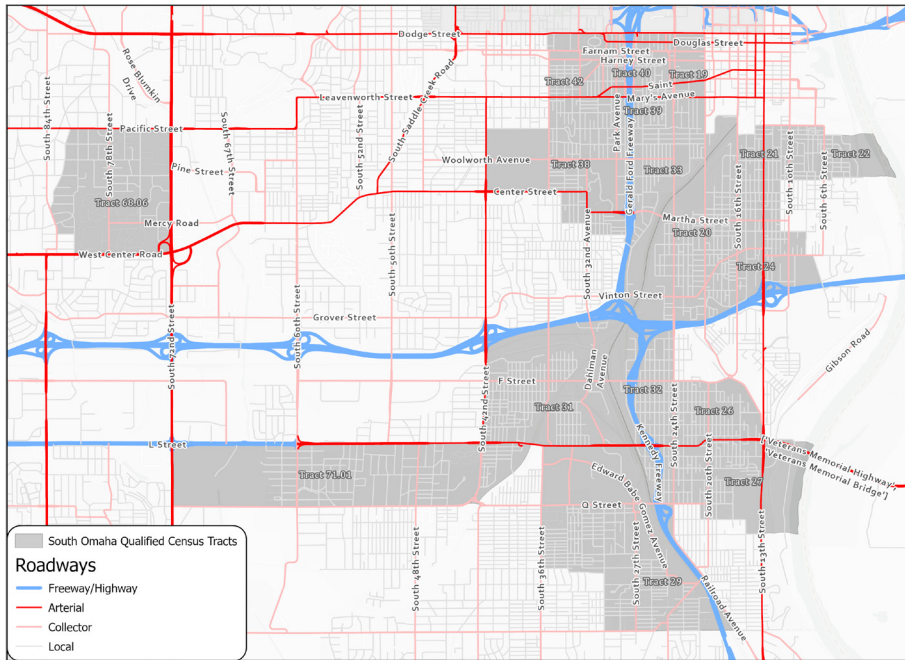


Figure 3.1 South Omaha Roadway Network

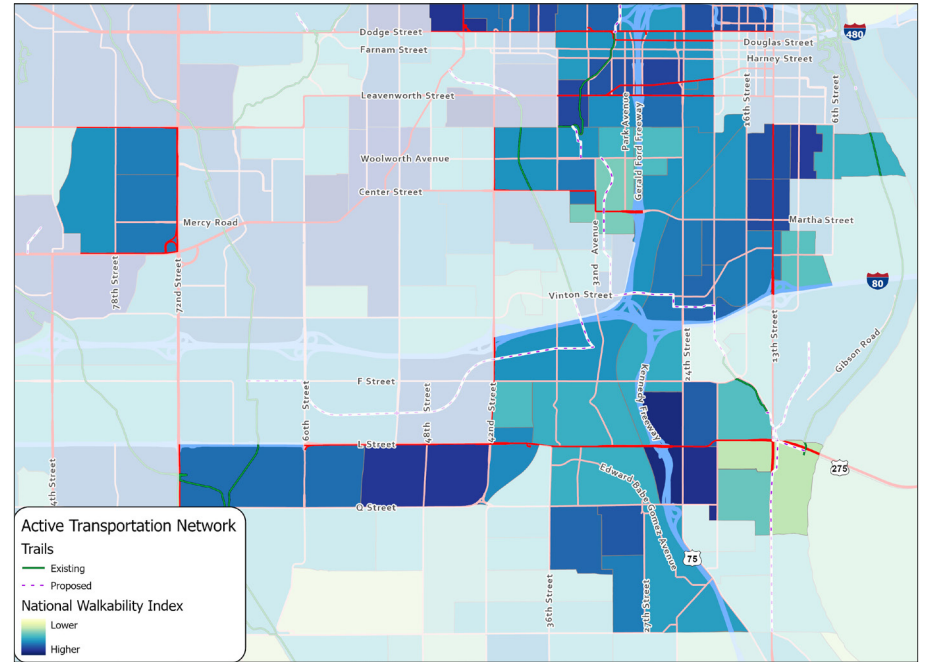


Figure 3.2 South Omaha Active Modes Network and Walkability

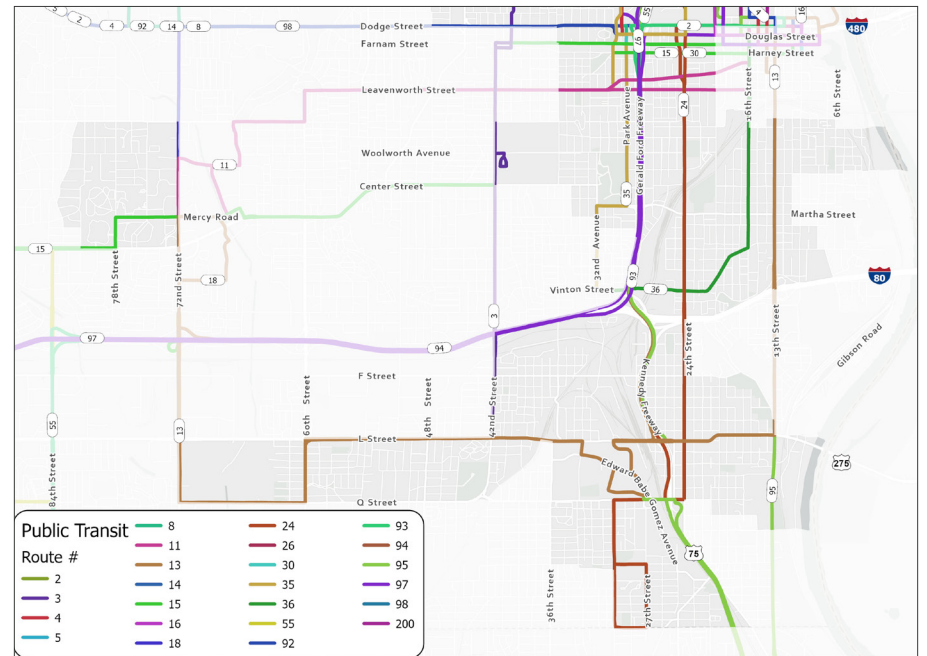


Figure 3.3 South Omaha Public Transit Network

SECTION 4 - NATURAL ENVIRONMENT AND COMMUNITY HEALTH

NATURAL ENVIRONMENT

Natural water features, including waterbodies and waterways, are critical for future planning efforts for multiple reasons, including its impact on developable areas, natural hazard risk mitigation, the efficiency of ecological services, and more. The following sections briefly describe the environmental features of South Omaha.

Wetlands

According to Outdoor Nebraska, the state contains more acres of wetlands than any surrounding state. Providing a very diverse mixture of marshes, lakes, river and stream backwaters, oxbows, wet meadows, fens, forested swamps, and seeps. Though, the South Omaha study area is home to few wetlands. The wetlands that do exist in the South Omaha study area are in the southeast portion, along the Missouri River.

Floodway and Floodplains

The South Omaha study area largely has minimal hazards or risks of flooding, as shown in **Figure 4.1**. To the southern portion in Tract 71.01 is prone to a one percent-annual chance of flooding due to the Big Papillion Creek waterway, creating a flood zone AE. The Missouri River poses a minimal risk with a flood zone AE, as well to the north along Tract 22 and to the south near Tract 27.

Waterbodies, Waterways, and Water Quality

Within the South Omaha study area, there are very few waterbodies and waterways. As shown in **Figure 4.1**, there are eight small freshwater ponds, located mostly in the southern portion near Tracts 71.01 and 31. One larger riverine,

Big Papillion Creek, located to the south, contributes to the flood zone AE. From the Big Papillion Creek, the Little Papillion Creek runs from the south to north into Cole Creek located in North Omaha.

AIR QUALITY

In terms of pollutants, most of their pollution comes from the following:

- O3: Ground level ozone which forms closer to the ground and in the air we breathe. This pollutant is what causes serious health and respiratory issues. (126 days)
- PM2.5: Particulate matter from combustion byproducts, organic compounds, and metals (39 days)
- PM10: Particulate matter made up of dust, pollen, and molds (47 days)

As shown in **Figure 4.2**, the South Omaha study area has lower air quality ozone levels than North Omaha, ranging from 50-60 percent in most tracts except for those located directly adjacent to Kennedy Freeway.

ENVIRONMENTAL QUALITY

The environment directly impacts and affects health and quality of life, playing a major role in health disparities. At-risk populations are those who are impacted the most by environmental quality – the importance of quality air, water, and land is, and should be, a fundamental element for future development and planning. South Omaha, as shown in **Figure 4.3**, has an environmental health index range from 7-80, the majority of South Omaha has an index range under 60. The higher the value of the environmental health index, the less exposure to toxins harmful to human health. Therefore, most of the South Omaha study area is exposed to toxins harmful to human health.

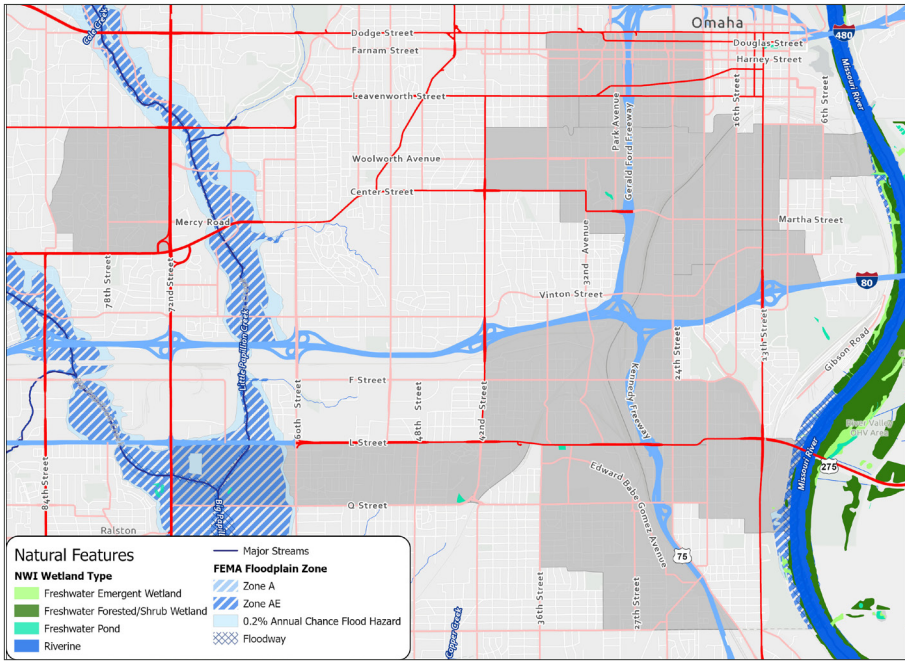


Figure 4.1 South Omaha Natural Features

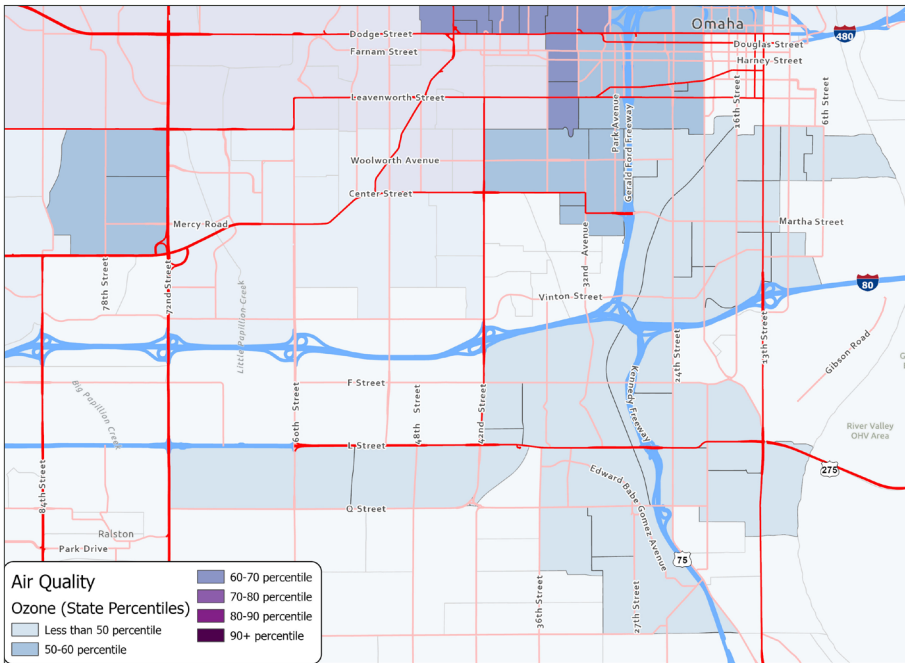


Figure 4.2 South Omaha Air Quality

URBAN HEAT ISLAND

The term “urban heat island” refers to the fact that cities tend to get much warmer than their surrounding rural landscapes, particularly during the summer. This temperature difference occurs when cities’ unshaded roads and buildings gain heat during the day and radiate that heat into the surrounding air. Urban heat islands often coincide with high density areas of people without access to parks.

The Trust for Public Land maps urban heat islands, illustrating areas of communities that are exposed to relatively high land surface temperatures. The entire South Omaha study area faces elevated heat risks, but the northeastern portion fares the worst.

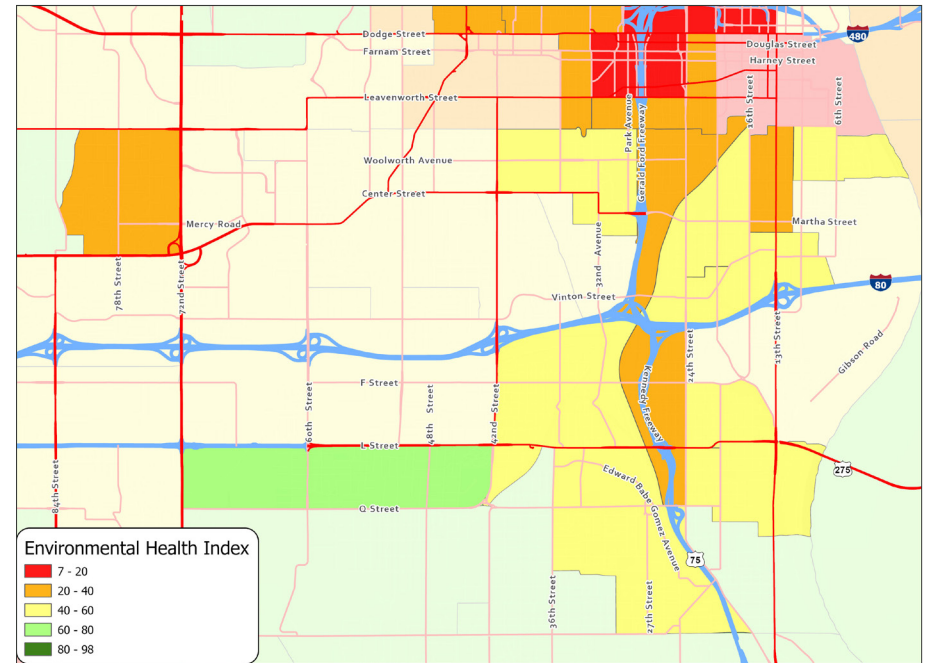


Figure 4.3 South Omaha Environmental Health Index

HEALTH FACTORS

Social determinants of health (SDOH) are the conditions in the environments where people are born, live, learn, work, play, worship, and age that affect a wide range of health, functioning, and quality of life outcomes and risks. According to the *Community Health Needs Assessment, 2021 (CHNA)* for Douglas, Sarpy, and Cass Counties, Nebraska and Pottawattamie County, Iowa, the overall health for southeast Omaha is 18.4 percent worse than the opposing areas of Douglas County. Southwest Omaha's overall health is 12.0 percent worse than the opposing areas of Douglas County.

Physical Activity

Regular physical activity can improve the health and quality of life of people of all ages regardless of chronic disease or disability. A survey of adults 18 and older in the South Omaha region found that the South Omaha study area has a high prevalence of inactivity of 35.7 percent or greater in the southeastern census tracts, while in the more northern census tracts inactivity is 27.7 percent. In this instance, inactivity is defined as those who indicated they have not participated in physical activity or exercise such as running, calisthenics, golf, gardening, or walking other than what their regular job requires.

Obesity

Obesity is linked to many serious health problems, including type two diabetes, heart disease, stroke, and some types of cancer. Body Mass Index (BMI) describes relative weight for height, is significantly correlated with total fat content. The health industry uses the BMI to assess overweight and obesity and to monitor changes in body weight.

According to the CHNA, 79.6 percent of residents in southeast Omaha and 67.6 percent of residents in southwest Omaha are overweight or obese. When considering those who are obese, the data indicates 45.8 percent of residents in southeast Omaha, and 35.2 percent of residents of residents in southwest Omaha, fall within the definition of obese. As shown in **Figure 4.4**, the census tracts located in the southeastern portion of Omaha range from obesity levels between 37.2 percent and 44.1 percent.

It should be noted that the CHNA identified those among the overweight and obese populations who are trying to lose weight. The highest percentages of those trying to lose weight were found along the western portion of Omaha

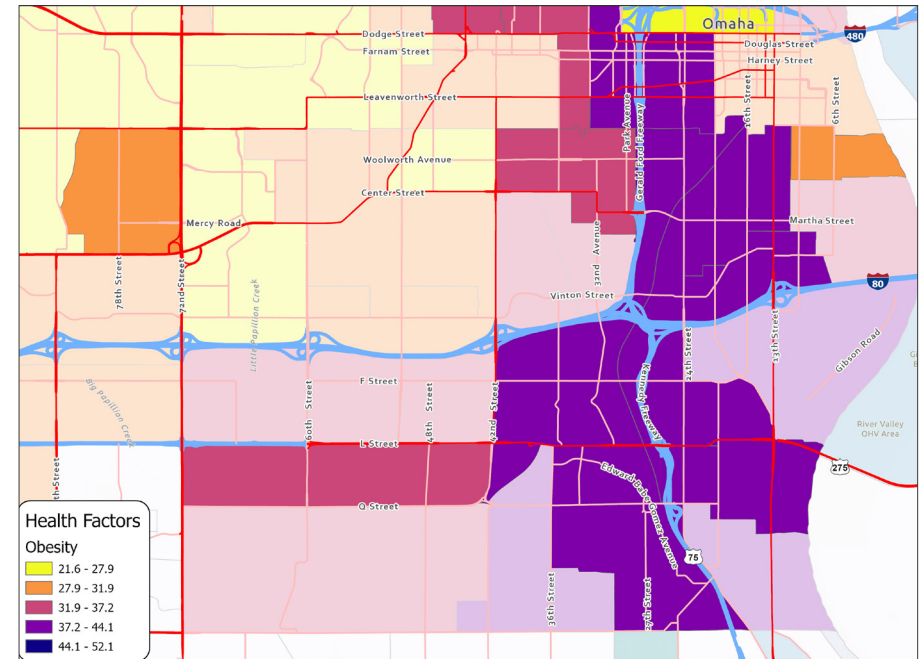


Figure 4.4 South Omaha Health Factors - Obesity

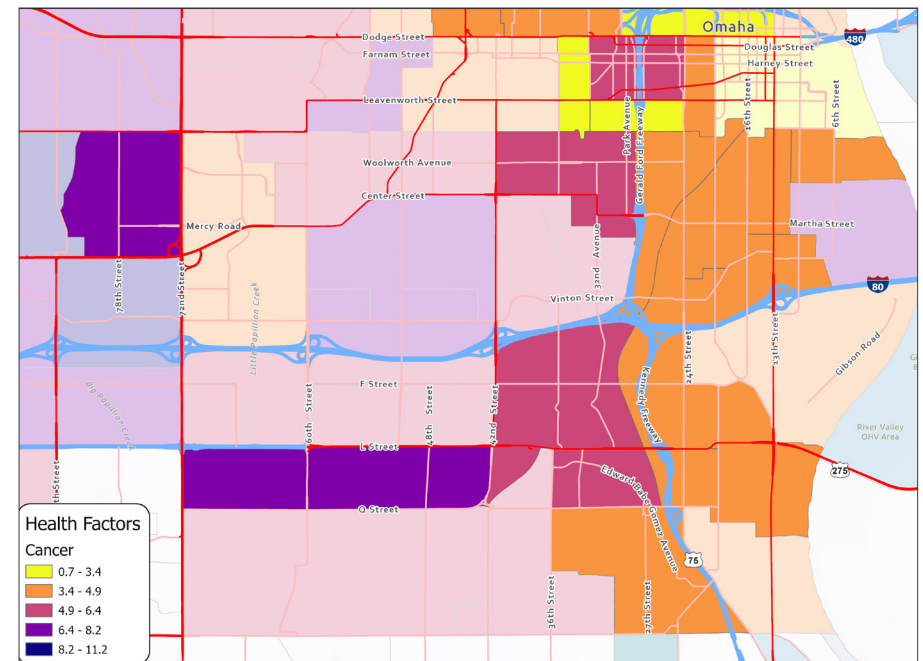


Figure 4.5 South Omaha Health Factors - Cancer

to the north and south, which is reflected in **Figure 4.4**.

Cancer and Other Diseases

Cancer is the second leading cause of death in the United States (www.health.gov/healthypeople). While the cancer death rate is declining in recent decades, over 600,000 people still die from cancer each year in the country. Promoted prevention and interventions – such as screenings for lung, breast, cervical, and colorectal cancer can help reduce the number of cancer deaths.

However, some racial/ethnic minority groups and socioeconomic groups are more greatly impacted by cancer due to limited resources for prevention or intervention. As shown in **Figure 4.5**, except for a few census tracts in review, the prevalence of cancer in the South Omaha study area is under five percent.

In terms of other diseases, the CHNA indicated the South Omaha study area has a low prevalence of heart disease (12.8%) or stroke (8.7%), but the population in South Omaha is more prone to the following diseases:

- Diabetes, 25.7 percent
- Pre-diabetic, 15.1 percent
- Mental Health - specific to symptoms of chronic depression, 69.2% (of this 41% is in the southeastern portion of South Omaha).

Food Insecurity

According to the CHNA, 35.1 percent of residents in southeast Omaha and 12.7 percent of residents in southwest Omaha “often” or “sometimes” worry about food running out before having money to buy more, versus 19.7% in the Omaha metropolitan area overall. These rates have increased since measured in 2018, from 15.8 percent for southeast Omaha and 9.7 percent for southwest Omaha.

KEY TAKEAWAYS

STRENGTHS

- There is a lower prevalence of leading causes of death (cancer, heart disease, and stroke).
- South Omaha has a lower likeliness for flood related disasters.
- South Omaha has less exposure to environmental toxins for air quality.

WEAKNESSES

- South Omaha faces increased risks of a prevalence of diabetic and pre-diabetic populations.
- South Omaha faces environmental health/quality issues, based on the Environmental Health Index.

OPPORTUNITIES

- Connections to mental health and preventative resources could be increased/enhanced.
- Increased access to healthy food options, nutrition education programs, and assistance could be provided.
- Opportunity exists to provide recreational activities or destinations to increase activity levels.

THREATS

- Highly populated areas exist with limited access to parks and open spaces.
- High inactivity and high diabetic and pre-diabetes populations present a threat to South Omaha.

SECTION 5 - UTILITY INFRASTRUCTURE

To ensure proper infrastructure for future development, redevelopment, or maintenance as the population grows, it is necessary to review the existing utility infrastructure in the South Omaha study area. **Figure 5.1** illustrates, in part, the existing utilities within the South Omaha study area. It is important to note that once projects in the South Omaha qualified census tracts are identified for funding, a more in-depth utility review will be necessary on the site-specific level.

WATER

The Metropolitan Utilities District is a public entity that was created by the Nebraska Legislature in the early 1900s. It acts as a political subdivision of the state and supplies water, as well as natural gas, to South Omaha and to the surrounding municipalities. **Figure 5.1** illustrates the service provided by the Metropolitan Utilities District to the City of Omaha and the surrounding communities.

The Metropolitan Utilities District owns and operates three water treatment facilities and a substantial water distribution system that features more than 3,000 miles of distribution mains. It pulls water for its system from several sources, including the Missouri and Platte Rivers and the Dakota Sandstone Aquifer. This distribution system has a 300-million-gallon capacity, which delivers an average of 90 million gallons (about 340686900 L) of water per day, providing drinking water to more than 222,000 customers. The District also maintains more than 27,000 fire hydrants.

STORMWATER AND WASTEWATER

The City of Omaha's Environmental Services Division of the Public Works Department facilitates the operation, maintenance, and repair of the city's stormwater and wastewater system. The system is composed of a sanitary system (waste and raw sewage), stormwater system (rainwater runoff), and combined system (collects both). The combined sewer system is an older style of system that is generally located between the Missouri River and 72nd Street, from Harrison Street on the south to the I-680 area on the north. When the older system overflows, it can send untreated sewage into waterways, creating a decline in water quality. The city's collection system has a service area of 320 square miles, spanning both Douglas and Sarpy counties. There are approximately 2,100 miles of sewer main within the system, providing service for a population of 600,000 people.

The collected wastewater is treated at two main facilities: the Missouri River Wastewater Treatment Plant, which is located south of the Veterans Memorial (Highway 275) Bridge along the Missouri River, and the Papillion Creek Wastewater Treatment Plant, which is located south of the city near Bellevue, Nebraska. There is a third, smaller facility named Elkhorn Wastewater Treatment Plant, which is located on the western boundary of Omaha. The separate stormwater system or the Municipal Storm Sewer System (MS4) collects rainwater runoff and drains into the Papillion Creek or Missouri River watersheds.

Figure 5.2 illustrates that a fairly large portion of the South Omaha study area is served by a combined sewer system, which is unpreferred. Combined sewer overflows are a priority water pollution concern for the approximately 700 municipalities across the country.

The Nebraska City Station, which functions as a baseload energy generating plant, employs two units that are fueled by low-sulfur coal.

OPPD also holds agreements with windfarms across north-central and southwest Nebraska to provide wind energy as energy supplements. It also has a long-term contract with the Western Area Power Administration to receive hydroelectric power to supplement their energy supplies. Two new peak energy stations, Standing Bear Lake and Turtle Creek are currently being constructed. Once these are completed, OPPD is looking to retire energy units one, two, and three and convert units four and five to natural gas from coal at the North Omaha Station.

INTERNET ACCESS AND AVAILABILITY

The South Omaha study area has an overall decent percentage of properties that have access to the internet. The area that is closer to Dodge Street has a higher percentage of properties that have internet access.

The southern and southwestern portions of South Omaha have several areas that indicate a lower percentage, 51-75 percent, of properties have internet. There are also a few portions where the percentage is only 26-50 percent.

RECYCLING ACCESS

Omaha's solid waste program, Wasteline, provides single-stream recycling as an option for all of Omaha's residents. It supplies recycling to all single-family households as well as to multifamily complexes. Due to the process of single-stream recycling, glass is not allowed to be recycled with other items. However, households have the option of depositing their glass items at one of the two glass only drop-off locations or one of the six full-service recycling drop-off locations.

Glass Only Drop-Off Locations

- Far West Central (South Omaha)
 - Hy-Vee
 - 1000 South 178th Street (180th and Pacific)
- West Central (South Omaha)
 - Westwood Plaza (12075 West Center Road)

Full-Service Drop-Off Locations

- West Drop-off Site (North Omaha)
 - 20801 Elkhorn Drive
- Central Drop-off Site (North Omaha)
 - Parking Lot of West Lanes Bowling (151 North 72nd Street)
- Northwest Drop-off Site (North Omaha)
 - Mulhall's (3615 North 120th Street)
- Northeast Drop-off Site (North Omaha)
 - North 17th and Burt Streets
- Southeast Drop-off Site (South Omaha)
 - River City Recycling (6404 South 60th Street)
- Southwest Drop-off Site (South Omaha)
 - Firstar Fiber, (10330 I Street)

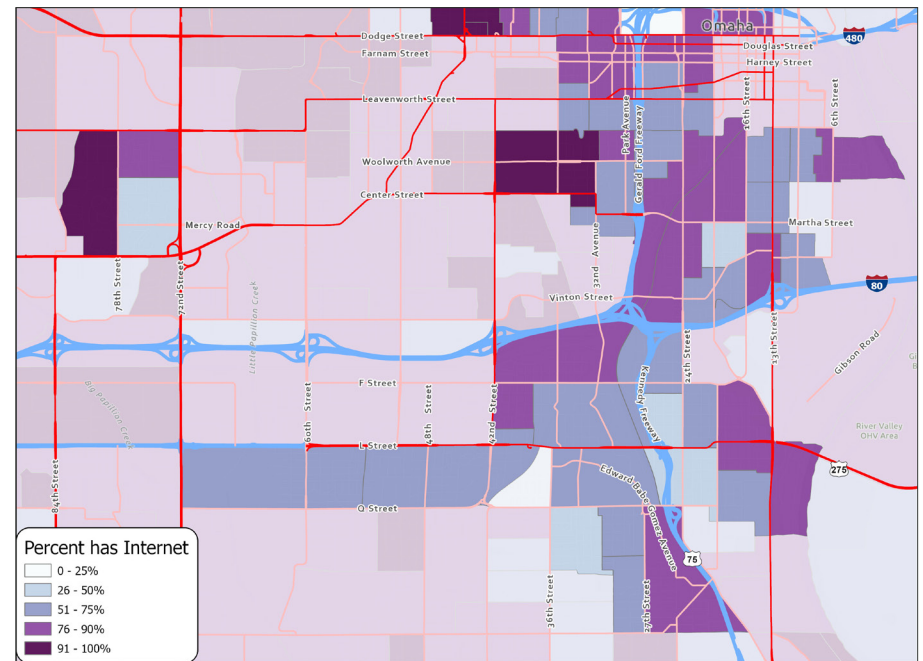


Figure 5.3 South Omaha Internet Availability

KEY TAKEAWAYS

STRENGTHS

- Omaha features two strong public utilities (water and electric) that provide affordable rates to their users.
- The majority of South Omaha has a medium to high percentage of properties that have internet access.
- South Omaha residents have easy access to recycling opportunities.

WEAKNESSES

- The combined wastewater and stormwater system can send untreated sewage into waterways if the older system overflows. This in turn decreases water quality.

OPPORTUNITIES

- There could be an improvement to the internet access to the southeastern portions of South Omaha.
- There could be more capital improvements made to the outdated, combined collection system.

THREATS

- Poor water quality due to untreated sewage in waterways could be detrimental to the surrounding environment and health and safety of the population.

SECTION 6 - DEMOGRAPHICS AND WORKFORCE

This section provides data on demographics and the workforce. Most of the data presented comes from the American Community Survey by the United States Census Bureau for the year 2020. Other data sources and years used in the analyses are notated. Data was compiled and analyzed by the University of Nebraska at Omaha Center for Public Affairs Research, a partner with the United States Census Bureau's State Data Center program.

The geographies used to provide this data are census tracts in Douglas County, Nebraska. Douglas County, Nebraska has a total of 163 census tracts. Of those, 26 tracts were identified as "North Omaha," 17 tracts as "South Omaha," and 120 tracts to be the "Balance of Tracts in Douglas County" (BTDC). Comparison to the State of Nebraska is also provided. The data for these areas is based on aggregations of each tract. All values should be interpreted with some caution due to small samples sizes at the census tract level.

DEMOGRAPHICS

Total Population and Population Change

South Omaha is one of the most populous neighborhoods in Nebraska. In 2020, the qualified census tracts for South Omaha included over 56,000 people or three percent of the total state population. Based on corresponding census tracts for 2010 the population in 2020 is up close to 20 percent. South Omaha is one of the most populous neighborhoods in the state and its population has grown faster than the state average, by far. Such population growth is a strength for South Omaha.

Table 6.1 Population Change Comparisons

	South Omaha	BTDC	Nebraska
Total Population 2020	56,681	384,199	1,923,826
Percent of State Population	3%	20%	
Total Population 2010 <i>*estimates based on 2020 census tracts</i>	47,733	381,037	1,799,125
Population Growth 2010 to 2020	19%	1%	7%

Table 6.2 Age Comparison

	South Omaha	BTDC	Nebraska
Under age 5	8%	7%	7%
Ages 25 to 54	40%	41%	37%
Ages 65 and over	10%	14%	16%
Median age	32	37	37

Table 6.3 Racial and Ethnic Composition Comparison

	South Omaha	BTDC	Nebraska
White alone	42%	78%	7%
Black	7%	6%	37%
American Indian	1%	0%	16%
Asian	2%	3%	37%
Native Hawaiian and Other Pacific Islander	0%	0%	0%
Some other	0%	1%	1%
Two or more	4%	3%	3%
Latino of any race	44%	9%	11%

	South Omaha	BTDC	Nebraska
Moved; within same county	12%	10%	9%
Moved; from different county, same state	2%	3%	4%
Moved; from different state	4%	2%	3%
Moved; from abroad	1%	1%	1%

	South Omaha	BTDC	Nebraska
3-to-4-year olds enrolled in nursery school / preschool	4%	7%	7%

	South Omaha	BTDC	Nebraska
High school graduate (includes equivalency)	27%	20%	26%
Some college no degree	19%	22%	23%
Associate degree	6%	8%	11%
Bachelor's degree	14%	28%	21%
Graduate or professional degree	8%	16%	11%

Population by Age Group

South Omaha is a comparatively young community, with a high percentage of persons under age 5, eight percent, compared to the BTDC (7%) and Nebraska (7%). The median age of South Omaha, 32, is younger than the BTDC (37) and Nebraska (37). However, the percentage of the population in South Omaha in their prime age to be in the workforce, 40%, is below the BTDC (41%). The population aged 65 and over, 10 percent, is below the BTDC (14%), and Nebraska (16%).

Racial and Ethnic Composition

South Omaha is far more diverse compared to the BTDC and Nebraska. The percent of the population that is a person of color in South Omaha is 58 percent, 44 percent are ethnically Latinx. As shown in **Table 6.3**, the racial and ethnic composition of South Omaha is a strength.

Migration

Patterns of migration across all geographies of interest are similar. In South Omaha, 12 percent of the population, 1 year old and older that moved, moved within Douglas County. A low percentage of people that move from another county in Nebraska move to South Omaha, two percent. Notably, when someone moves from another state, they are more likely to choose to live in South Omaha than the BTDC, four percent. Only a few people move from abroad to any of the geographies of interest, about one percent.

Early Childhood Education Enrollment

South Omaha 3-to 4-year olds attend preschool programs at lower rates (4%) than the BTDC (7%), Nebraska (7%), and North Omaha (6%) As shown in **Table 6.5**, the early childhood educational enrollment of South Omaha is low relative to the region.

Educational Attainment

Among those 25 years and older, South Omaha has a lower rate of those that have completed higher education, only 14 percent completed a bachelor's degree and six percent have completed a graduate or professional degree. As a result, South Omaha has a higher percentage of the population with a high school degree alone (27%). South Omaha has a slightly lower percentage, compared to other geographies, of both persons 25 years and older with some college, no degree, 19 percent and those with an associate degree, six percent.

Foreign Born Population

The percentage of the population that is foreign born in South Omaha is 24 percent, higher than BTDC (7%), Nebraska (7%) and North Omaha (15%). Most of the foreign-born population in South Omaha, 78 percent, has been in the United States for over a decade and 77 percent speak English at least “very well.” Many of those foreign born in South Omaha have become naturalized citizens, 30 percent.

Poverty by Age

The percentage of the population in poverty in South Omaha is 23 percent. Across all age groups, poverty is higher than the BTDC and Nebraska.

Poverty by Race and Ethnicity

In addition to higher poverty across all age groups, there are racial and ethnic disparities in poverty within South Omaha. For instance, among the Latinx community in South Omaha poverty is 31%. In South Omaha, white poverty is only 17 percent. In addition, poverty for the Latinx community across all geographies is elevated. In the BTDC, white poverty is six percent and Latinx poverty is nine percent.

Poverty by Employment

Poverty is also persistent and disparate for those in the labor force in South Omaha. Among those employed, the poverty rate in South Omaha is 13 percent. Even among those that worked full-time year-round, five percent are in poverty. Among those that work full-time year-round in the BTDC only one percent are in poverty.

Table 6.7 Foreign Born Population Comparisons

	South Omaha	BTDC	Nebraska
Foreign born number	12,738	36,254	142,616
Foreign-born population	24%	7%	7%
Naturalized U.S. citizen	30%	48%	39%
Entered before 2010	78%	84%	33%
Entered 2010 or later	22%	16%	67%
English only	59%	89%	88%
Speak English less than “very well”	23%	4%	5%

Table 6.8 Poverty by Age Comparisons

	South Omaha	BTDC	Nebraska
Percent in poverty	23%	7%	10%
Under age 18 and in poverty	31%	9%	12%
Over age 18 and in poverty	14%	6%	8%

Table 6.9 Poverty by Race and Ethnicity Comparisons

	South Omaha	BTDC	Nebraska
White alone	17%	6%	8%
Black or African American alone	24%	16%	24%
American Indian and Alaska Native alone	32%	12%	25%
Asian alone	20%	7%	12%
Two or more races	28%	9%	16%
Hispanic or Latino origin (of any race)	31%	9%	18%

Table 6.10 Poverty by Employment Comparisons

	South Omaha	BTDC	Nebraska
Employed	13%	4%	6%
Unemployed	39%	22%	29%
Worked full-time year-round	5%	1%	2%

Table 6.11 Labor Force and Employment Comparisons

	South Omaha	BTDC	Nebraska
Total population 16 years and over	89,230	664,246	1,500,813
In labor force	69%	71%	69%
Employed	63%	69%	67%
Unemployed	5%	2%	2%
Unemployment Rate	7%	3%	3%

Table 6.12 Income and Earnings Comparisons

	South Omaha	BTDC	Nebraska
Median household income	\$42,487	\$83,651	\$63,015
Mean household income	\$56,227	\$106,239	\$82,306
Mean retirement income not social security	\$17,949	\$26,764	\$23,821
Per capita income	\$22,469	\$41,338	\$33,205
Median earnings for workers	\$27,916	\$45,720	\$35,283
Median earnings for male full-time, year-round workers	\$43,276	\$66,435	\$52,186
Median earnings for female full-time, year-round workers	\$33,827	\$51,004	\$40,911

Table 6.13 Earnings and Educational Attainment Comparisons

	South Omaha	BTDC	Nebraska
Median earnings for all population 25 years and older	\$32,665	\$51,636	\$41,351
Less than high school graduate	\$26,403	\$34,148	\$28,150
High school graduate (includes equivalency)	\$28,742	\$37,407	\$32,260
Some college or associate's degree	\$35,300	\$44,162	\$38,210
Bachelor's degree	\$40,833	\$57,713	\$50,886
Graduate or professional degree	\$54,574	\$71,074	\$64,792

WORKFORCE

Labor Force and Employment

South Omaha has a slightly lower percent of the population 16 years and over in the labor force, 69 percent, then the BTDC (71%), the same percent as Nebraska (69%). South Omaha has a lower percentage of the population employed, 63 percent. As a result, South Omaha has a higher percent unemployed, five percent or an unemployment rate of seven percent.

Income and Earnings

Across several metrics of income and earnings, those in South Omaha have less. South Omaha's median household income is over \$40,000 less than the BTDC. South Omaha's median earnings are just less than \$20,000 of the BTDC.

Earnings and Educational Attainment

Median earnings for the population 25 year and older, \$32,665, is lower in South Omaha compared to the BTDC, and Nebraska. Those with a high school degree in South Omaha make close to \$9,000 less than those with a high school degree in the BTDC. Those with a bachelor's degree living in South Omaha, make about \$17,000 less than those in the BTDC. Notably, earnings in South Omaha do increase with educational attainment demonstrating that education is a pathway to economic prosperity, as can also be seen in the figure for Nebraska.

Educational attainment is a common explanation for income disparity; however educational attainment does not close the income gap for South Omaha. While earnings in South Omaha rise with educational attainment, the rate of increase is less than other areas and does not close the gap within educational groupings. That income disparities persist despite educational attainment, suggests a larger, systemic issue for the workforce of South Omaha. The other explanation for income disparities, industry, is explored next.

Industry

Another explanation for income disparity is industry choice – the wages associated with some jobs are higher than others. Due to the small geography of South Omaha earnings data for detailed occupational categories are not available. However, median earnings for occupations for the state of Nebraska are available (see figure) and used to construct the broad occupation categories - “high wage” and “low wage” in this analysis. The categories of high and low wage industries are based on the statewide median earnings of \$41,000. In addition, the industry categories are consistent with national definitions of high compared to low wage occupations.

Those in South Omaha compared to the BTDC are more likely to work low wage industries. In South Omaha, 54 percent of the workforce 16 years and older work in a low wage industry. In the BTDC, 40 percent work in low wage industries. Conversely, 46 percent in South Omaha work in high wage industries while 60 percent work in high wage industries in the BTDC. Thus, compared to the BTDC, South Omaha has more low wage workers. Nonetheless, just under half of the South Omaha workforce is in high wage industries.

Entrepreneurship

South Omaha has a slightly lower rate of self-employed persons in not incorporated business (4%) as the BTDC (5%), a slightly lower rate than North Omaha (5%) and slightly lower rate than the state (6%). The rate for self-employed in own incorporated businesses (2%) drops below the BTDC (4%) and Nebraska (6%).

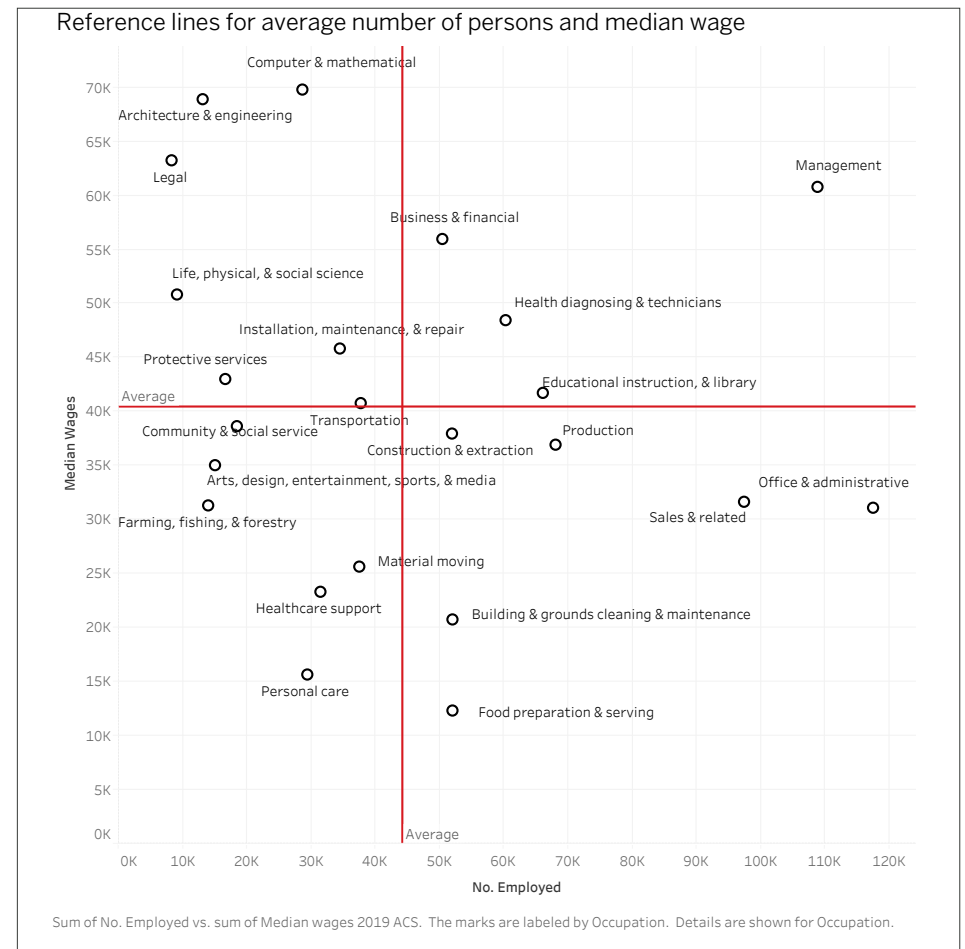


Figure 6.1 Statewide Wages and Employment by Industry

Table 6.14 Entrepreneurship Comparisons	South Omaha	BTDC	Nebraska
Self-employed in own not incorporated business	4%	5%	6%
Self-employed in own incorporated business	2%	4%	6%

KEY TAKEAWAYS

STRENGTHS

- South Omaha has a dense, diverse, young population that has been experiencing growth.
- Migration patterns indicate that residents tend to stay in South Omaha and people tend to move to South Omaha from other states.
- There is a high rate of self-employment in not incorporated businesses.

WEAKNESSES

- There is a lower percentage of the population in their prime age workforce years.
- There is a low enrollment in preschool among 3-4 year olds.
- There is a low percentage of the population that has completed higher education.
- There is a higher percentage of “working poor” indicating concentrated poverty.

OPPORTUNITIES

- Opportunity exists to assist residents to initiate their higher education and/or complete higher education, such as the UNO Goodrich Scholarship Program.
- Opportunities exist to retain the young population within the South Omaha workforce.
- Opportunity exists to ensure quality early childhood education in South Omaha.

THREATS

- South Omaha’s populations are fairly segregated which can have negative impacts for both low and above-median income children that grow up in segregated communities.
- Some people in the workforce in South Omaha are disenfranchised.
- Income disparity as is prevalent in South Omaha contributes to cycles of poverty and limits social and economic mobility. Individual and community economic growth in South Omaha depends on raising incomes.

SECTION 7 - REAL ESTATE MARKET

RESIDENTIAL HOUSING MARKET

Housing Stock Characteristics

To identify South Omaha's existing housing stock characteristics this section of the study addresses the total inventory of dwelling units and mix of housing types in the area.

The total population of South Omaha residents is 49,514, and there are a total of 18,572 households in this area as shown in **Figure 7.1**. South Omaha's housing stock is 54.4 percent Single Family 1-Unit Detached, 3.7 percent Single Family 1-Unit Attached, 3.7 percent 2-Unit homes, 4.0 percent 3 to 4-Units, 7.7 percent 5-9 Units, 8.0 percent 10-19 Units, 18.2 percent 20+ Units, and 0.3 percent Mobile Homes as shown in **Figure 7.2**.

Multifamily housing options are an attractive and viable option for many individuals or families. This may include town homes, duplexes, triplexes, or apartment complexes. The type of housing depends on the needs of the community. The information for South Omaha has been visualized in the figures below with additional information provided in the subsequent analysis.

The number of multifamily properties in South Omaha increased from 201 in 2010 to 214 in 2022, increasing from 7,520 units to 8,549 total multifamily units. From 2010 to 2022, there was an increase of multifamily property units within South Omaha. In 2010, there were a total of 201 properties with 7,520 total units. In 2016 and 2017 there were several additional properties that were added to the multifamily housing stock.

This added an additional 634 units to the South Omaha region between 2015 and 2017, and the number of properties and units continued to rise to a total of 8,549 in 2022. This unit increase can be seen in **Figure 7.3**.

In this same time period, the vacancy rate has dropped from 6.9 percent in multifamily units to 4.2 percent among multifamily units in South Omaha. As units were added to the multifamily residential market in South Omaha, the vacancy rate remained steady, decreasing slightly as more units were added. These patterns can be seen in **Figure 7.4**, which displays the increase in occupied and available multifamily units over time.

RETAIL, OFFICE, AND INDUSTRIAL MARKET

The retail market analysis portion evaluates the available retail square footage for South Omaha. It details the additional square footage that is added to the market as well as the vacancy rate of the properties.

Retail Market

The overall retail space within South Omaha decreased by 31,951 square feet from 2010 to 2022. In 2010, the total amount of retail space was approximately 3,267,951 square feet. By the second quarter of 2022, the inventory of space in South Omaha totaled 3,236,000 square feet. This decrease is also evidenced by the decrease in the total number of retail properties, decreasing from 508 in 2010 to 493 in 2022.

Despite an overall decrease in retail square footage, there was a total of 64,522 square feet of new retail inventory that was added to the retail market during the 12-year time frame. The largest increase was seen in 2013 with an added 40,000 square feet. This is illustrated by **Figure 7.5**, which displays the trends in new retail inventory.

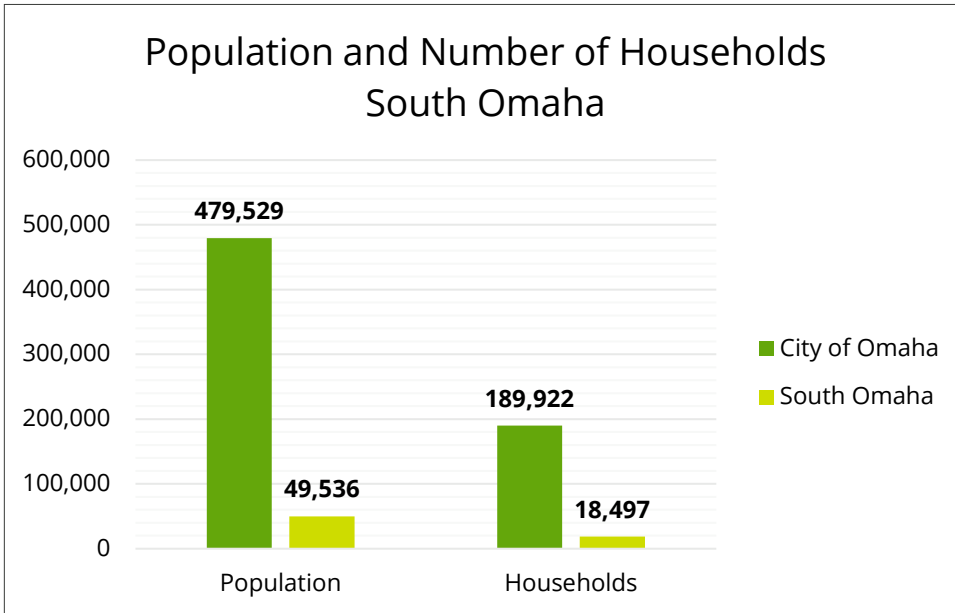


Figure 7.1 Population and Number of Households Comparison

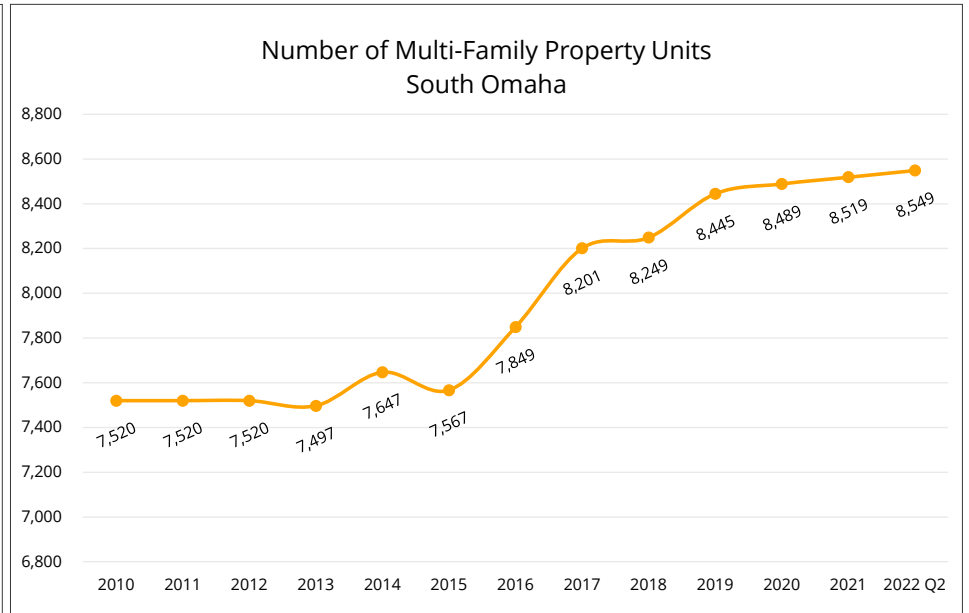


Figure 7.3 Multifamily Property Units in South Omaha

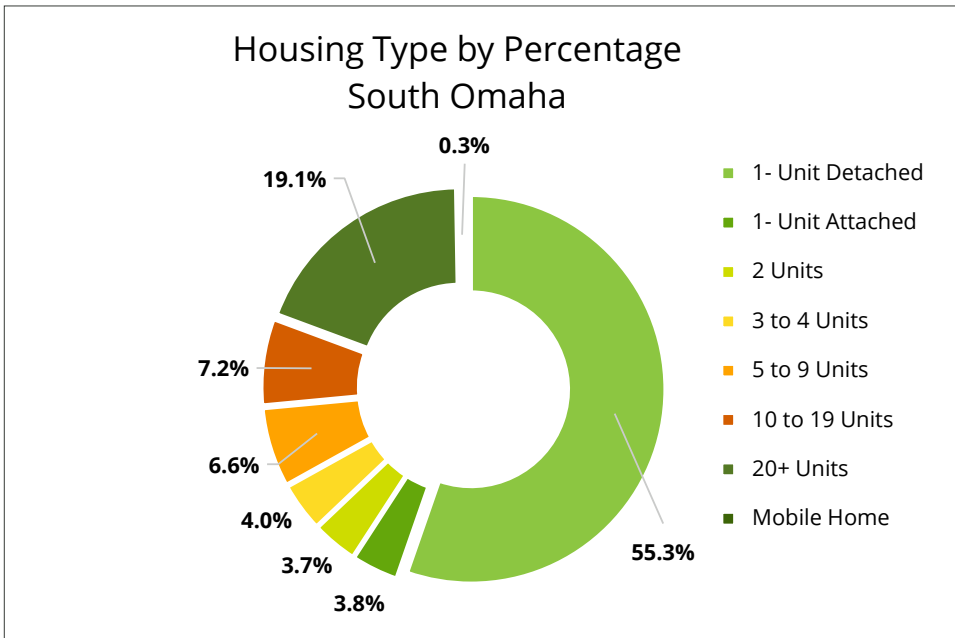


Figure 7.2 Housing Type by Percentage in South Omaha

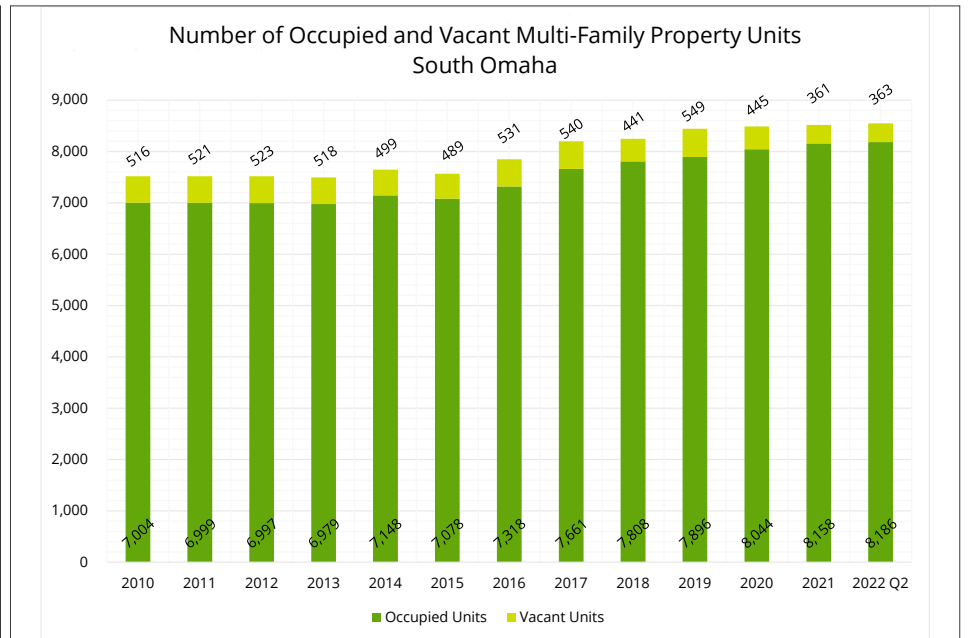


Figure 7.4 Occupied and Vacant Multifamily Property Units in South Omaha

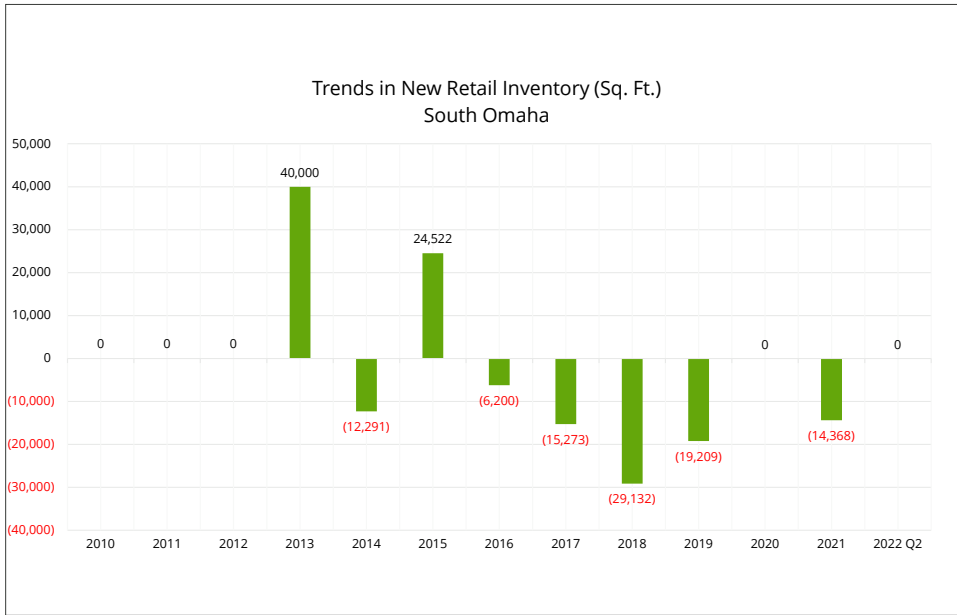


Figure 7.5 Trends in New Retail Inventory in South Omaha

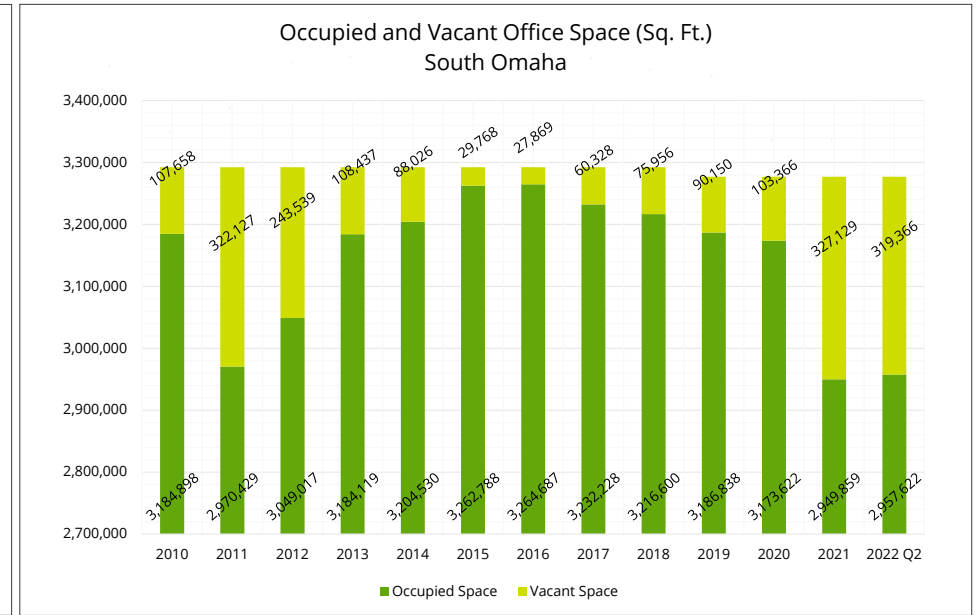


Figure 7.7 Occupied and Vacancy Trends in Office Space in South Omaha

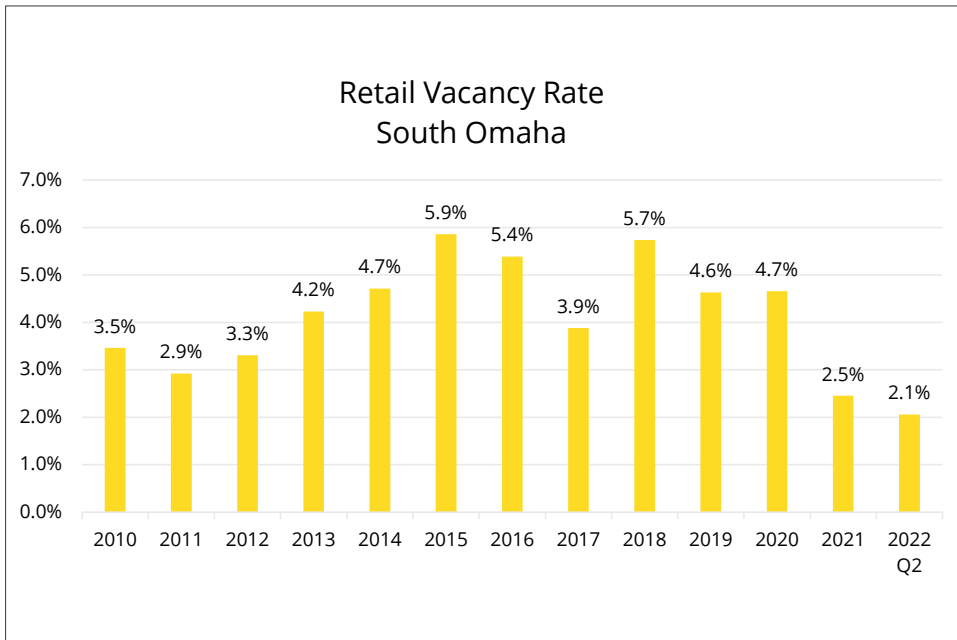


Figure 7.6 Retail Vacancy Rate Trends in South Omaha

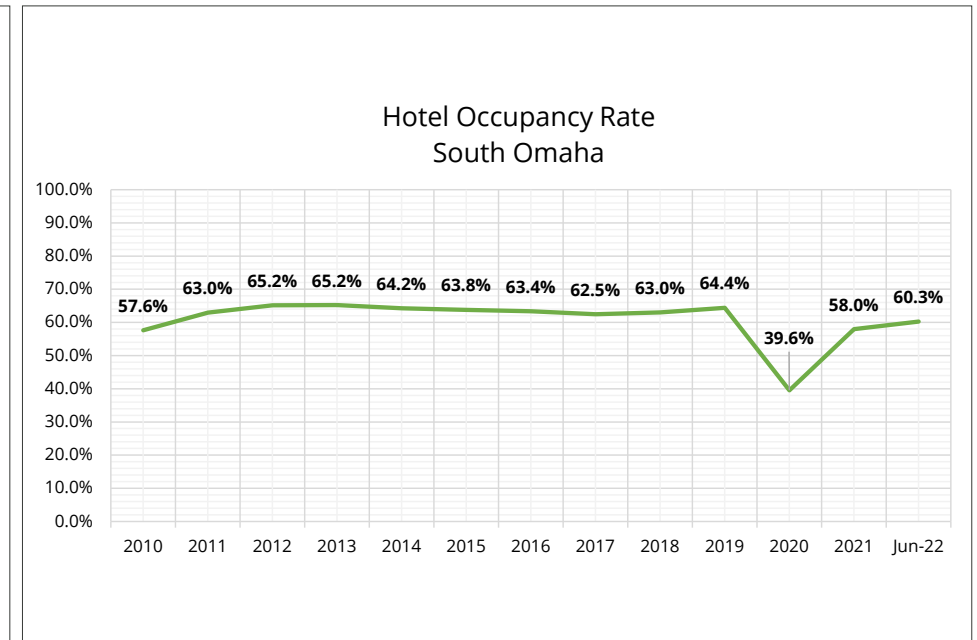


Figure 7.8 Hotel Occupancy Trends in South Omaha

The total amount of vacant retail space declined from 2010 to 2022. In 2010, the amount of vacant space was approximately 113,172 square feet. This was significantly higher than the 66,649 square feet of vacant space in 2022. This decline in the vacancy rate is indicated in **Figure 7.6**.

Office Market

The square footage of office properties in South Omaha remained relatively static from 2010 to 2022. There was a reduction of two buildings in 2019, decreasing the total square footage in 2019 by 15,568 square feet, as shown in **Figure 7.7**.

From 2014 to 2019, the vacancy rate stayed under three percent. This drastically shifted after 2020, with much higher percentages of 10.0 percent in 2021 and 9.7 percent in the second quarter of 2022. This is more than likely in part due to the increase in companies and businesses choosing to allow remote working conditions for their employees.

Hotels and Lodging Market

South Omaha has a total of four hotel properties since 2018, with a total number of 497 available rooms. An additional 100 rooms were added with the addition of the new hotel property in 2018. Apart from 2020, these properties saw an annual occupancy rate of over 50 percent from 2010 to 2022, as shown in **Figure 7.8**.

While the pandemic significantly impacted the annual occupancy in 2020, the occupancy rate began to rebound in 2021 and 2022. Before the pandemic, overall occupancy was trending upwards. This is evidenced by the 2019 occupancy rate of 64.4 percent, the highest rate in the twelve-year period, and the annual revenue which totaled \$11,708,322.

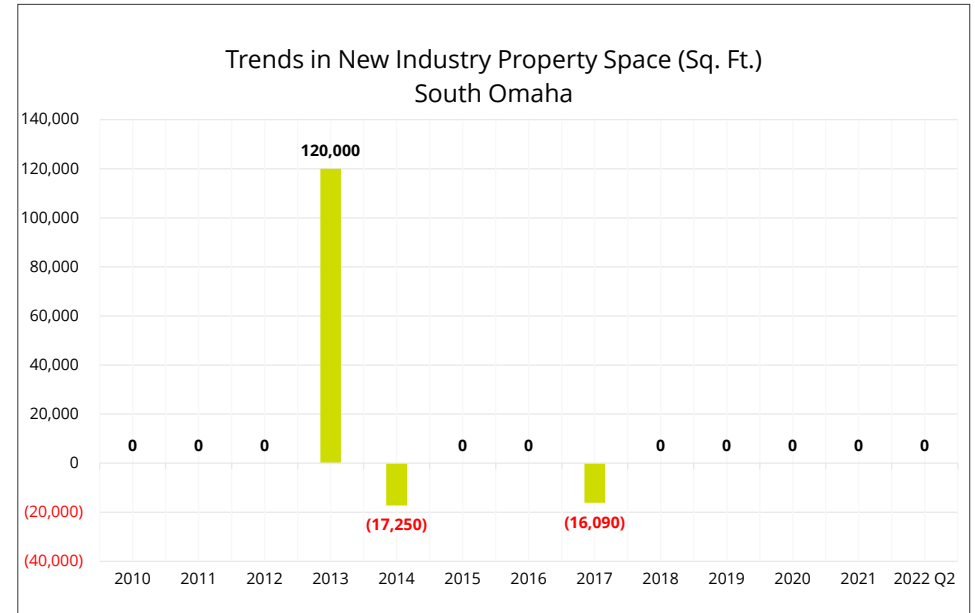


Figure 7.9 New Industrial Property Space Trends in South Omaha

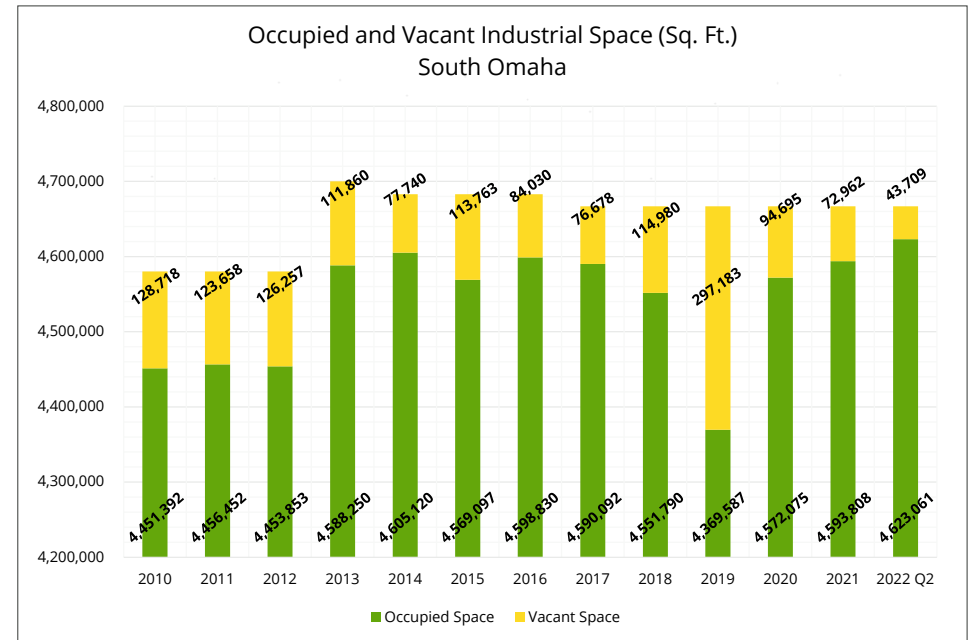


Figure 7.10 Occupied and Vacant Industrial Space Trends in South Omaha

Industrial Market

South Omaha's industrial space has a total of 4,666,770 square feet as of the second quarter of 2022. In 2013 and 2014, there was a replacement of industrial properties. In 2013, there was a 120,000 square foot property that was added to the market. The following year, a 17,250 square foot property was removed, as shown in **Figure 7.9**.

The amount of vacant industrial space in South Omaha saw an increase in 2019, with a vacancy rate of 6.4 percent. However, there seems to have been a decrease in the vacancy rate starting during 2020 and continuing into 2021 and the second quarter of 2022, as shown in **Figure 7.10**.

Overall, the low vacancy rate indicates that there is a good utilization of the available industrial property space in South Omaha.

KEY TAKEAWAYS

STRENGTHS

- There is a strong stock of single-family homes.
- The decreasing rate of multifamily unit vacancies indicates a growing desire for multifamily housing options.
- Industrial space has been well utilized in South Omaha.
- Hotel occupancy seems to have returned to pre-pandemic levels and is likely being well used.
- The retail vacancy rate in South Omaha is low, indicating that retail space is full.

WEAKNESSES

- A lack of multifamily residential development with two units or three to four units.

OPPORTUNITIES

- Opportunity exists to include more diverse multifamily residential options for South Omaha residents.

THREATS

- Multifamily residential vacancies continue to exist in South Omaha.

SUPPLEMENT A

**PLANS, STUDIES,
AND PUBLIC
INVESTMENT**

SUPPLEMENT A - PLANS, STUDIES, AND PUBLIC INVESTMENT

The following section presents a summary of the existing plans, studies, and public investment in North Omaha.

BICYCLE PARKING GUIDE (2020)

The bicycle parking guide assists developers, business owners, and bicyclists in understanding the requirements and best practices for providing bicycle parking in Omaha. The guide has recommendations for both short- and long-term bicycle parking, an overview of instances where bicycle parking is required for developments, and performance criteria for parking areas.

BICYCLE WAYFINDING MANUAL (2017)

The Bicycle Wayfinding Manual was created to promote a cohesive and user-friendly bicycle network through signage standards. Effective wayfinding allows all roadway users to safely navigate transportation routes. Recommendations in this plan are geared toward casual bicyclists who may be familiar with Omaha neighborhoods and landmarks but unfamiliar with the best route to get from place to place. Signage prioritization is given to the Bike Omaha Network Routes.

BIKE OMAHA NETWORK WAYFINDING ROUTES (2019)

The Bike Omaha Network aims to connect existing bike routes, bike lanes, and trails through a comprehensive network with connections throughout the city and beyond. **Figure A.1**

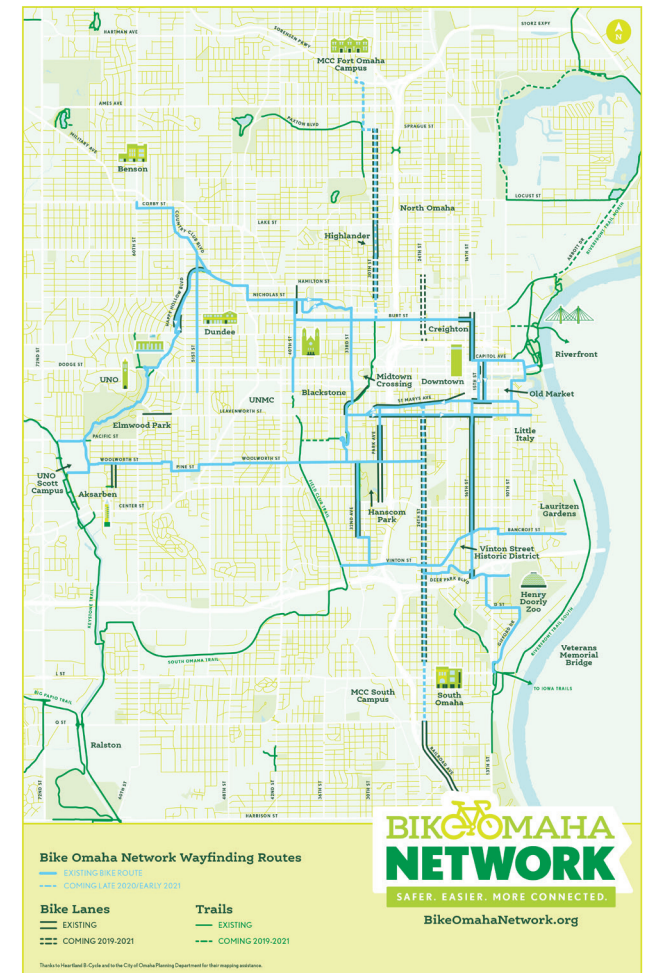


Figure A.1 Bike Omaha Network Wayfinding Routes (2019) Map

shows existing and future routes in the network.

BUILDING AND DEVELOPMENT SUMMARY 2017 (2018)

The City of Omaha Planning Department experienced a record-breaking year in 2017. The highest number on record of residential building permits were issued at 4,132 total units, with 63% for multifamily residential. For the first time on record, residential development in the city's core (inside the I-680 loop) outpaced suburban and exurban growth.

BUILDING AND DEVELOPMENT SUMMARY 2018 (2019)

In 2018, the City of Omaha Planning Department experienced a decline from the record-breaking amount of residential development from 2017 but recorded the highest total final platted acres of mixed-use, office, and commercial land in the decade at 251 acres. This was largely due to the multiple plats recorded for the Heartwood Preserve development near Boys Town.

BUILDING AND DEVELOPMENT SUMMARY 2019 (2020)

In 2019 the City of Omaha Planning Department saw the highest total building permit valuation in the last decade with over \$1 billion in development. The department also recorded the highest total value of non-residential development in the last decade at \$665 million. Residential building permits

were lower than average, but over half (52%) of the permits issued were for multifamily residential.

BUILDING AND DEVELOPMENT SUMMARY 2020 (2021)

The City of Omaha Planning Department recorded a higher-than-average building permit issuance for residential development in 2020. A total of 3,308 residential units were issued permits, which is the second highest amount recorded since 2005. Over half of the permits (53%) were for multifamily residential. Commercial, office, and mixed-use development was moderate with a less than average acreage amount platted at 111 acres.

BUILDING AND DEVELOPMENT SUMMARY 2021 (2022)

In 2021, the City of Omaha Planning Department saw the highest total building permit valuation on record since 2006, with over \$1.1 billion in total development. The department issued a higher-than-average number of residential building permits, with over half (53%) for multifamily residential buildings. Commercial, office, and mixed-use development was also strong, with the highest total value on record for non-residential development at \$721 million.

CAPITAL IMPROVEMENT PROGRAM 2016-2022

The following projects are listed in the Capital Improvement Program for 2016-2022.

Transportation:

- 10th Street Bridge over Gene Leahy Mall
- 26th and Q Street Bridge Replacement
- 42nd and Q Street Intersection Improvements

- 42nd Street Bridge at C/D Street
- 48th Street - Q Street to Harrison Street
- 72nd Street Bridge at D Street
- Aksarben Village Off-Site Improvements
- Crossroad Infrastructure Improvements
- Dahlman Avenue Improvements
- Harney Street – Market to Midtown
- Jones Street - 11th Street to 13th Street
- Q Street – 36th Street to 42nd Street
- Q Street – 44th Street to 60th Street
- Railroad Avenue
- Stockyards Bridge Replacement
- UNO Arena Street Improvements

Environment:

- Former Balefill Improvements
- Missouri River Flood Levee Maintenance and Repairs

Parks and Recreation:

- Ford Birthplace Rehabilitation
- Gene Leahy Mall Rehabilitation
- Hanscom Park Rehabilitation
- Keystone Trail East Connector
- Morton Pool Removal and Park Improvements
- Spring Lake Park Renovations

Public Facilities:

- Fire Department HQ Sprinkler System
- Fire Station #31
- Police Administration HQ Property Acquisition
- Police Headquarters Critical Functions Renovation

- Southeast Maintenance Facility – Parks

CAPITAL IMPROVEMENT PROGRAM 2017-2022

The following projects are listed in the Capital Improvement Program for 2017-2022.

Transportation:

- 24th Street – L Street to Leavenworth Street
- 26th and Q Street Bridge Replacement
- 42nd and Q Street Intersection Improvements
- 42nd Street Bridge at C/D Street
- 48th Street – Q Street to Harrison Street
- 60th Street and Harrison Street Improvements
- 72nd Street and Maple Street Intersection Improvements
- 72nd Street Bridge at D Street
- 78th Street – Mercy Road to Pacific Street
- 84th Street – Pacific Street to Harney Street
- 84th Street and Madison Street Bridge Replacement
- Crossroad Infrastructure Improvements
- Harney Street – Market to Midtown
- iEXCEL UNMC
- Jones Street – 11th Street to 13th Street
- Q Street – 36th Street to 42nd Street
- Q Street – 48th Street to 60th Street
- Saddle Creek and Leavenworth Improvements
- UNO Arena Street Improvements

Environment:

- Missouri River Flood Levee Maintenance and Repairs

Parks and Recreation:

- Gene Leahy Mall Rehabilitation
- Hanscom Park Rehabilitation
- Spring Lake Park Renovations

Public Facilities:

- Fire Station #31
- Police Administration HQ Property Acquisition
- Police Headquarters Critical Functions Renovation

CAPITAL IMPROVEMENT PROGRAM 2018-2023

The following projects are listed in the Capital Improvement Program for 2018-2023.

Transportation:

- 108th Street – Madison Street to Q Street
- 16th Street Mall Improvements
- 24th Street – L Street to Leavenworth Street
- 42nd Street and Leavenworth Street Improvements
- 42nd Street and Q Street Intersection Improvements
- 42nd Street Bridge at C/D Streets
- 48th Street – Q Street to Harrison Street
- 60th Street and Harrison Street Improvements
- 72nd Street and L Street Bridge Replacement
- 72nd Street Bridge at D Street
- 78th Street – Mercy Road to Pacific Street
- 84th Street – Pacific Street to Dodge Street
- 84th Street and Madison Street Bridge Replacement
- iEXCEL UNMC
- Jones Street – 11th Street to 13th Street
- Leavenworth Street – 31st Street to 39th Street
- Q Street – 36th Street to 42nd Street
- Q Street – 48th Street to 60th Street
- Saddle Creek and Leavenworth Street Improvements

Environment:

- Channel Rehabilitation Program Projects

.

Parks and Recreation:

- Hanscom Park Rehabilitation
- Mandan Park Renovations

- Spring Lake Park Renovations

Public Facilities:

- Fire Station #31
- Fire Station #53
- New Downtown Library
- Police Administration Headquarters

CAPITAL IMPROVEMENT PROGRAM 2019-2024

The following projects are listed in the Capital Improvement Program for 2019-2024.

Transportation:

- 108th Street – Madison Street to Q Street
- 24th Street – L Street to Leavenworth Street
- 26th Street and Q Street Bridge Replacement
- 42nd Street and Leavenworth Street Intersection
- 42nd Street Bridge at C/D Street
- 48th Street – Q Street to Harrison Street
- 72nd Street and L Street Bridge Replacement
- 72nd Street Bridge at D Street
- 78th Street – Mercy Road to Pacific Street
- 84th Street and Dodge Street Intersection Improvements
- Farnam Street – Saddle Creek Road to Happy Hollow Boulevard
- Harney Street – 8th Street to 10th Street
- Jones Street – 11th Street to 13th Street
- Q Street – 36th Street to 42nd Street
- Q Street – 48th Street to 60th Street
- Saddle Creek and Leavenworth Street Improvements
- St. Marys Avenue at 18th Street and 19th Street

Environment:

- Channel Rehabilitation Program Projects

Parks and Recreation:

- Community Park Rehabilitation
- Linear Trail Corridors
- Mandan Park Renovations
- Neighborhood Park Renovations
- Riverfront Revitalization

Public Facilities:

- Fire Station #31
- Fire Station #53
- New Downtown Library
- Police Administration Headquarters

CAPITAL IMPROVEMENT PROGRAM 2020-2025

The following projects are listed in the Capital Improvement Program for 2020-2025.

Transportation:

- 108th Street – Madison Street to Q Street
- 11th Street – Dodge Street to Capitol Avenue
- 24th Street - L Street to Leavenworth Street
- 26th Street and Q Street Bridge Replacement
- 42nd Street Bridge at C/D Street
- 48th Street – Q Street to Harrison Street
- 60th Street and Harrison Street Improvements
- 72nd Street – J Street to F Street
- 72nd Street and L Street Bridge Replacement
- 72nd Street Bridge at D Street
- 78th Street – Mercy Road to Pacific Street
- 84th Street and Dodge Street Intersection Improvements
- Farnam Street – Saddle Creek Road to Happy Hollow Boulevard
- Harney Street – 8th Street to 10th Street
- iEXCEL UNMC

- Jones Street – 11th Street to 13th Street
- Leavenworth Street – 7th Street to 13th Street
- Q Street – 36th Street to 42nd Street
- Q Street – 45th Street to 60th Street
- Saddle Creek and Leavenworth Improvements

Environment:

- Channel Rehabilitation Program Projects
- Erosion/Storm Sewer Repair Projects

Parks and Recreation:

- Community Park Rehabilitation
- Linear Trail Corridors
- Mandan Park Renovations
- Neighborhood Park Renovations
- Riverfront Revitalization
- Swimming Pool Rehabilitation

Public Facilities:

- Fire Station #31
- Fire Station #53
- New Downtown Library
- Police Administration Headquarters

CAPITAL IMPROVEMENT PROGRAM 2021-2026

The following projects are listed in the Capital Improvement Program for 2021-2026.

Transportation:

- 11th Street – Dodge Street to Capitol Avenue
- 24th Street – L Street to Leavenworth Street
- 42nd Street Bridge at C/D Street
- 48th Street – Harrison Street to Q Street
- 60th Street and Harrison Street Improvements
- 72nd Street – J Street to F Street
- 72nd Street and L Street Bridge Replacement

- 72nd Street Bridge at D Street
- 78th Street – Mercy Road to Pacific Street
- 84th and Dodge Street Intersection Improvements
- Farnam Street – Saddle Creek Road to Happy Hollow Road
- Harney Street – 8th Street to 10th Street
- Jones Street – 11th Street to 13th Street
- Leavenworth Street – 7th Street to 13th Street
- Q Street – 33rd Street to 42nd Street
- Q Street – 49th Street to 60th Street

Environment:

- Channel Rehabilitation Program Projects
- Erosion/Storm Sewer Repair Projects

Parks and Recreation:

- Community Park Rehabilitation
- Linear Trail Corridors
- Mandan Park Renovations
- Neighborhood Park Renovation
- Parks and Recreation Major Buildings Rehabilitation Program
- Riverfront Revitalization
- Trails and Park Sidewalks

Public Facilities:

- Fire Station #31
- Fire Station #53
- New Downtown Library

- Police Administration Headquarters

CAPITAL IMPROVEMENT PROGRAM 2022-2027

The following projects are listed in the Capital Improvement Program for 2021-2026.

Transportation:

- 42nd Street Bridge at C/D Street
- 48th Street – Harrison Street to Q Street
- 72nd Street – J Street to F Street
- 78th Street – Mercy Road to Pacific Street
- 84th and Dodge Street Intersection Improvements
- Crossroads Infrastructure Improvements
- Farnam Street – Saddle Creek Road to Happy Hollow Boulevard
- Harney Street – 8th Street to 10th Street
- Leavenworth Street – 7th Street to 13th Street
- Saddle Creek Development Infrastructure (UNMC)

Environment:

- Channel Rehabilitation Program Projects
- Erosion/Storm Sewer Repair Projects
- Parks and Recreation:
 - Community Park Rehabilitation
 - Heartland of America Park Fountain Rehabilitation
 - Mandan Park Renovations
 - Neighborhood Park Renovations
 - Park Roads and Parking Lots Renovation
 - Parks and Recreation Major Buildings Rehabilitation Program
 - Riverfront Revitalization

Public Facilities:

- Fire Station #31
- New Downtown Library

- Police Administration Headquarters

COMPLETE STREETS DESIGN GUIDE (2019)

The Complete Streets Design Guide was created to activate and implement the Complete Streets Policy, amended into the 2015 Transportation Element of the Omaha Master Plan. The guide includes implementation strategies and processes, design parameters for the roadway and pedestrian zones, and specialized application guidance for different types of intersections, crossings, and transit stops.

FIVE YEAR CONSOLIDATED PLAN 2019-2023

The United States Department of Housing and Urban Development (HUD) Office of Community Planning and Development requires that any city receiving federal entitlement grant funds must develop a Consolidated Plan every five years. The plan describes the city's community development priority needs and multi-year goals, established through an analysis of existing conditions and public and stakeholder participation.

The 2019-2023 Consolidated Plan identifies seven Priority Needs:

- Fair housing
- Affordable housing
- Non-homeless supportive housing
- Homelessness
- Economic development
- Community resilience
- Neighborhood revitalization

To address the Priority Needs, the city established 13 goals:

- Public infrastructure
- New construction single family housing
- New construction multifamily housing
- Single family housing rehabilitation
- Multifamily housing rehabilitation
- Housing placement
- Job training and preparation
- Commercial building improvement
- Slum and blight elimination
- Homeless services
- Financial and housing education
- Homebuyer financing
- Disaster recovery plan

The Action Plan is a list of activities the city will undertake during the fiscal year to address the needs and goals. The project list for Fiscal Year 2019 is as follows:

- 2019 Single Family Housing Rehabilitation
- Barrier Removal Program
- Carnation Ballroom
- CNI Target Area Housing
- Council Bluffs HOME Multifamily Housing
- CROWN Row Houses North 2019
- CV Intercultural Senior Center Meal Delivery
- CV-Charles Drew Health Services
- CV-MACCH Rent and Mortgage Support
- CV-Nebraska Enterprise Fund Business Support
- CV-No More Empty Pots Meal Delivery
- CV-North End Teleservices
- CV-NUIHC Behavioral Health Services
- CV-OneWorld Food Delivery and Case Management
- ECP and Healthy Homes Program
- Emergency Repair Program
- ESG19 Omaha

- ESG20 Omaha
- Financial Repair Program
- Goodwin's Barbershop
- Handyman Program
- Homebuyer Financing Program
- Homeownership Counseling
- Nobility Point Senior Housing
- North NRSA Street Improvement
- NRSA Code Enforcement
- NRSA Demolition Program
- NRSA Target Area Sidewalk Improvement Program
- OSBN Building Demolition and Site Preparation
- Rental Readiness Program 2019
- Rental Rehabilitation Program
- Roof Repair and Replacement Program
- Step Up Summer Youth Employment Program
- Tenant Based Rental Assistance
- Tiny Houses for Homeless Veterans

FIVE YEAR CONSOLIDATED PLAN 2019-2023 (2020 AMENDMENT)

This amendment was added to reallocate CBDG and HOME funding from canceled or reduced projects to other projects to prevent, prepare for, and respond to the COVID pandemic. COVID response was added as a fourteenth goal, with housing, business support, health care, and food security identified as priority areas following consultation with the Mayor's COVID-19 Taskforce and the Douglas County Health Department. The 2019 Action Plan was carried over with modifications.

Two projects were removed from the Action Plan:

- CV Intercultural Senior Center Meal Delivery
- OSBN Building Demolition and Site Preparation

Four projects were added to the Action Plan:

- CNI Target Area Urban Homestead Program
- CV-OneWorld COVID Case Management
- OneWorld COVID-19 Testing
- Urban Homestead Program 2019

FIVE YEAR CONSOLIDATED PLAN 2019-2023 - 2020 ACTION PLAN (2020)

The following projects are included in the Action Plan for Fiscal Year 2020:

- Ames Industrial Park
- Barrier Removal Program
- Catholic Charities Small Business Development Program
- CNI Target Area Housing 2020
- Community Housing Builders Program
- Council Bluffs Multifamily Housing
- Down Payment Assistance Program
- ECP and Healthy Homes Program
- Emergency Repair Program
- ESG20 Omaha
- Handyman Program
- Homebuyer Financing Program
- Homeownership Counseling
- Larimore Building Rehabilitation
- Love's Jazz Building Redevelopment
- NRSA Code Enforcement
- NRSA Demolition Program
- NRSA Targeted Area Sidewalk Improvement Program
- OHA Radon Testing and Mitigation
- Rental Rehabilitation Program
- Roof Repair and Replacement Program
- Single Family Housing Rehabilitation 2020

- Step-Up Omaha Youth Employment Program
- Tenant-Based Rental Assistance
- Urban Homestead Program
- Workforce Education and Innovation Initiative
- Youth Homeless Prevention

FIVE YEAR CONSOLIDATED PLAN 2019-2023 - 2021 ACTION PLAN (2021)

The following projects are included in the Action Plan for Fiscal Year 2021:

- 2214 Florence Boulevard
- 3031 Upland Parkway
- Affordable Housing Preservation Program 2021
- Catholic Charities Microenterprise Program 2021
- Choice Neighborhood Target Area Housing 2021
- Community Housing Builder Program 2021
- Council Bluffs Multifamily Housing 2021
- Down Payment Assistance 2021
- ESG21 Omaha
- Highlander Phase IV
- Homebuyer Financing Program 2021
- Homeownership Counseling 2021
- Housing Recovery and Resilience Workshop
- Native Omahan Building
- NRSA Code Enforcement 2021
- NRSA Demolition Program 2021
- Rental Rehabilitation Program 2021
- Roofs for Seniors 2021
- Scattered Site Infill Housing 2021
- Step-Up Omaha Youth Employment Program 2021
- Street Infrastructure Improvements 2021
- Tenant-Based Rental Assistance 2021
- Timber Creek Apartments Rehabilitation
- Tiny Houses for Homeless Veterans Phase II

- Urban Homestead Program 2021
- Way to Work
- Workforce Education and Innovation Initiative 2021
- Youth Homeless Prevention 2021

FIVE YEAR CONSOLIDATED PLAN 2019-2023 - 2022 ACTION PLAN (2022)

The following projects are included in the Action Plan for Fiscal Year 2022:

- Affordable Housing Preservation Program 2022
- Choice Neighborhood Target Area Housing 2022
- Eastside Bungalows
- Employment Readiness and Follow Up Program
- ESG22 Omaha
- Homebuyer Financing Program 2022
- Homeownership Counseling 2022
- Kennedy Square East
- Larimore Building
- Native Omaha Building
- North 24th Street Façade Improvement Program
- NRSA Code Enforcement 2022
- NRSA Demolition Program 2022
- Rental Rehabilitation Program 2022
- Step-Up Omaha Youth Employment Program 2022
- Street Infrastructure Improvements 2022
- Tenant-Based Rental Assistance 2022
- Urban Homestead Program 2022
- Way to Work 2022
- Workforce Education and Innovation Initiative 2022

HOUSING REHABILITATION AND HEALTHY HOMES RESOURCE GUIDE (2021)

This resource guide is based on the eight principles of Healthy Housing developed by

the National Center for Healthy Housing:

- Clean
- Contaminant-Free
- Dry
- Ventilated
- Pest-Free
- Maintained
- Safe
- Thermally Controlled

The guide lists programs offered by the city, county, state, and local non-profits that will help residents achieve the eight principles of healthy living in their homes.

OMAHA MASTER PLAN CONCEPT ELEMENT (1993)

The Omaha Master Plan (Concept Element) has two purposes: to provide a legal basis for land use regulation and to present a unified vision for the community with specific actions necessary to fulfill that vision. The plan includes objectives for five sub-sections (Urban Form, Urban Design, Housing and Community Development, Environment, and Infrastructure and Public Services) but is intended to serve as a broad vision and a comprehensive package of goals and not to address detailed issues or specific development plans.

The more detailed issues are addressed by “element” plans which deal with functional and geographic areas of interest. The additional elements are intended to align with Concept Element.

The fundamental vision of Concept Element is that “Omaha must be a community committed to promoting and maintaining a high quality of life for all its people.” It is noted that the vision

is “necessarily broad since it focuses on the essence of what we want Omaha to be.”

Concept Element establishes a list of overarching goals to achieve this vision as follows:

- Manage the growth of the city
- Develop and maintain a positive city image
- Promote and maintain a high quality of urban design
- Preserve and promote the city’s physical, ethnic, and cultural heritage
- Create healthy and diverse neighborhoods throughout the city
- Protect our natural systems and environmental quality
- Provide public services efficiently and equitably

Element plans continue to be developed and revisited, each aligning with the Concept Element vision for Omaha.

OMAHA MASTER PLAN DOWNTOWN OMAHA 2030 (2009)

The previous plan for downtown was the Central Business District Plan, which was adopted in 1974 and provided a framework for addressing housing, transportation, economics, and the physical environment of downtown. The current plan builds on the previous and expands its recommendations to imagine the heart of the city as more of a “downtown” and less of a “central business district” by offering a wide range of uses and activities. The plan addresses growth and development, transportation and mobility, and urban design, directed by 10 principles that summarize the community’s goals for downtown.

Downtown Omaha should:

- Be the dominant economic engine for the region
- Be a great place to live, work, play, visit, and learn
- Be home to the unique civic and cultural resources of the region
- Have district neighborhoods, districts, and corridors
- Be urban
- Have a comprehensive system of integrated, diverse open spaces for public use
- Be a multi-modal environment where one can live everyday life without using a car
- Comprise a series of integrated “park once” districts
- Be a model of sustainable urbanism
- Strive to cultivate a culture of design excellence

OMAHA MASTER PLAN ENVIRONMENT ELEMENT (2010)

The Environment Element of the Omaha Master Plan is to be used not only as a guide for actions and policies, but also as a vision for the long-term environment health and sustainability for the city and the natural resources and ecosystems on which it depends. The Environment Vision stated in the plan is as follows:

Omaha is a vibrant city that recognizes the necessity for a healthy natural environment, a strong economy, and social equity to establish a high quality of life for all people in the community. The Omaha Community will use its strengths of generosity, citizen support, and cooperative spirit to ensure that actions taken in creating a thriving city today will ensure the ability of future generations to meet their needs.

The plan is broken into five topics: natural

environment, urban form and transportation, building construction, resource conservation, and community health. Each topic has goals, objectives, and measurements to track progress towards long-term objectives that align with the vision.

OMAHA MASTER PLAN HOUSING ELEMENT (1993)

The Housing Element of the Omaha Master Plan focuses on maintaining housing stability, including preserving the existing housing stock, rehabbing/ converting instead of redeveloping neighborhoods whenever possible, and providing resources to help current residents stay in their neighborhoods and communities. New housing should be built only if it improves/upgrades the housing stock and is consistent with the character of the surrounding area.

To improve the quality of owner-occupied housing stock, the plan designates low- and moderate-income neighborhoods as target areas and recommends that the city provide rehabilitation activities designed to meet the needs of the population in the neighborhood.

Target area neighborhoods for North Omaha include:

- Columbus Park
- Deer Park
- Highland South
- Spring Lake

OMAHA MASTER PLAN LAND USE ELEMENT (2020)

The Land Use Element of the Omaha Master Plan uses the vision set in Concept Element to guide future growth and development, develop and maintain a positive city image, and protect environmental features and cultural heritage. The

plan has been revisited, in some cases, several times a year since its initial adoption in the 1990's, with the latest version amended in 2020.

The plan lists out issues currently facing the city as priorities to address:

- Omaha lacks an “image center”
- Loss of downtown property value and role as city's image center
- High cost of public services associated with low-density development
- Increase in commercial strips
- Development patterns designed solely for the automobile
- Loss of housing units in the older areas of Omaha
- Lack of commercial services in older areas
- General design quality
- Lack of large-scale industrial sites
- Many unique natural features have been destroyed
- Environmental costs of low-density development
- Sustainable development in the Papio Creek watershed
- Environmental quality and safety
- Lack of large-scale parks in west Omaha
- Deterioration of the historic park and boulevard system
- Quality of the streetscape

The plan addresses these issues through conceptual future land use placements, with an emphasis on contiguous growth and environmentally-sensitive development.

OMAHA MASTER PLAN PARKS ELEMENT (1995)

Parks are a crucial component to the vision for a high

quality of life set in Concept Element. At the time of writing the Parks Element of the Omaha Master Plan, the park system included over 7,450 acres with the recent completion of Zorinsky Lake Park. The plan emphasizes the importance of parks not only as green space, but also as areas for entertainment and recreational programming for all ages. Pedestrian and bicycle connectivity is included as an important aspect of a successful parks system and the plan encourages the continued development of trails. Parks should be maintained and positively contribute to overall environmental health. Programs offered through city parks, such as urban forestry, floriculture, and outdoor education, can help encourage community-wide stewardship. The plan applies Concept Element goals related to even distribution of public goods and services to goals ensuring the equivalent provision of recreational services to all city residents.

OMAHA MASTER PLAN PUBLIC FACILITIES ELEMENT (2012)

The 2012 update to the Public Facilities Element of the Omaha Master Plan is the result of the 2010-2015 Capital Improvement Program. The plan includes specific guidelines for the provision and maintenance of public facilities, including libraries, police, fire, public works, and non-recreation-oriented parks facilities. Many facilities are dated, and of the 92 facilities included in this plan, 34 will have exceeded their cost-effective lifespan by the year 2030. To meet the demonstrated need and forecasted need based on population projections, the plan recommends constructing 38 new facilities: 29 replacements for those which are not cost-effective to retain and nine new facilities to accommodate future growth. Recommendations are as follows.

Community Centers:

- Replace the Christie Heights Community Center
- ### Libraries:
- Remove the Swanson branch, add a new branch around Dodge Street and 72nd Street
 - Replace the Willa Cather branch at 60th Street and Center Street
 - Replace the Clark branch

Fire Facilities:

- Replace/relocate Fire Station 30, 31, 33, 34, 51, 53, and 60
- Replace/relocate the EMS Training Facility

Police Precincts:

- Replace Southwest Precinct at new location
- Move traffic/canine unit
- Renovate and expand headquarters
- Parks Maintenance Facilities
- Develop new District 3, 8, and Forest West Facility

Public Works:

- Add a Consolidated Fleet Maintenance Facility near I-80 and 84th Street

OMAHA MASTER PLAN TRANSPORTATION ELEMENT (2020)

The Transportation Element of the Omaha Master Plan focuses on the actual and projected growth in Omaha through transportation and connectivity infrastructure. The plan has four goals:

- Provide balanced options for enhanced mobility
- Attain a safe and healthy environment
- Create livable and connected neighborhoods
- Promote economic returns with fiscal stability

The city's transportation system is currently dominated by the automobile. Beyond the highways, most of the traffic flow is on arterial roads, which causes significant congestion in several parts of the city. On-street bicycle facilities are lacking in most areas, but the city (at the time) had just shy of 200 miles of off-street bicycle and pedestrian trails. Transit ridership data indicates that few people choose transit over other modes of travel. Fewer than two percent of workers commute via Omaha Metro Transit fixed-route bus service. The system is functional but under increasing pressure from population growth and development.

The plan proposes a "New Boulevard" street design type that would repair the historic roadways and give them new life with the addition of bicycle infrastructure. Turner Boulevard is slated as a candidate project in South Omaha.

The Omaha Rapid Bus Transit (ORPT) system along Dodge Street is proposed as a transportation alternative that could attract ridership through time-saving routes. ORPT would use Business Access and Transit (BAT) lanes and queue jumper lanes at major intersections to cut commute times. Transit Oriented Development (TOD) concepts are presented along with new transit infrastructure.

OMAHA BY DESIGN: OMAHA MASTER PLAN URBAN DESIGN ELEMENT (2004)

Omaha by Design credits the creation of the Gene Leahy Mall and Heartland of America Park as the start of a renaissance of urban design in Omaha, continuing with a two-billion-dollar investment in the Riverfront and downtown that led to iconic

developments in the city. This comprehensive design plan is the Urban Design Element to the Omaha Master Plan and is split into three components: Green Omaha, Civic Omaha, and Neighborhood Omaha. Goals and recommendations listed under the components contribute to a cohesive, sustainable development program that incorporates Transit-Oriented Development (TOD) and a comprehensive trail system.

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Goals and recommendations listed under the components contribute to a cohesive, sustainable development program that incorporates Transit-Oriented Development (TOD) and a comprehensive trail system.

OMAHA MASTER PLAN URBAN DEVELOPMENT ELEMENT (2016)

The Urban Development Element of the Omaha Master Plan encourages the continued development of high-quality suburban areas while preserving and redeveloping existing neighborhoods. It establishes an allocation method for capital resources throughout

the city. The plan is broken into three parts: the Central City Section, the Suburban Section, and the Exurban Section largely outside of city limits.

Objectives for the Central City Section include infill, maintenance and preservation of neighborhoods, and stabilizing/increasing declining population densities. Objectives for the Suburban Section focus on responsible growth and an orderly extension of public services and utilities. The plan further breaks down the three sections into zones and includes sample development criteria for each that allows for growth to match population projections, but not at the cost of overextending public services.

OPPORTUNITY ZONES (2019)

The Federal Opportunity Zone Program was created by the Tax Cuts and Jobs Act of 2017. Communities experiencing economic disadvantage can become designated Opportunity Zones and have prioritization for investment and economic development. **Figure A.2** shows the Opportunity Zones by Census Tract in Omaha. There are 14 total, with an even split of seven in North Omaha and seven in South Omaha.

The seven Opportunity Zones in South Omaha are mostly concentrated along the south side of Dodge Street.

PEDESTRIAN AND BICYCLE COUNT PROGRAM REPORT (2018)

The City of Omaha planning Department began an automated pedestrian and bicycle count with the installation of a permanent automated counter on the western approach to the Bob Kerry Pedestrian Bridge in 2016. This report was created two

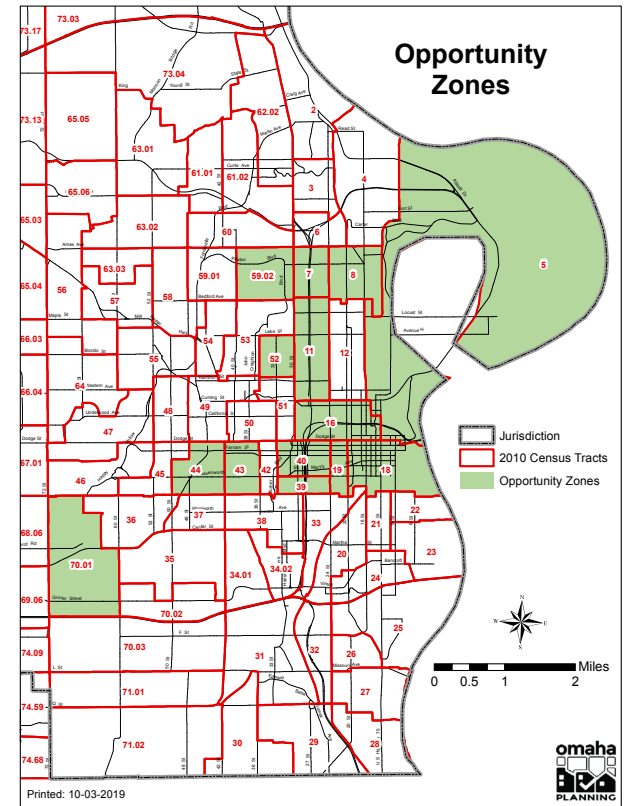


Figure A.2 Opportunity Zones by Census Tract in Omaha

years after the addition of four more permanent counters. Objectives of the program include using count data to prioritize areas for multimodal infrastructure additions or repairs and gain a sense of where and how people are using trails.

The 2018 report included counts from the following locations with permanent counters:

- Bob Kerry Bridge Western Approach
- Field Club Trail at Vinton Street
- Keystone Trail at West Center Road
- Big Papio Trail at 103rd Street
- West Papio Trail at I-80

The report also included counts from three locations with temporary counters:

- Pratt Street Pedestrian Bridge over Highway 75 (active from February 28 to June 18, 2018)
- The Atlas/Creighton Pedestrian Bridge (active from August 17 to September 17, 2018)
- Martin Luther King Jr Pedestrian Bridge (active from September 21 to October 15, 2018)

Count data recorded included date, time, day of week, and mode of transportation (pedestrian, bicycle, or other). Based on the relationship between weekend/weekday counts and AM/midday counts, each location was classified as one of four travel patterns:

- Commute. Weekend traffic is less than weekday traffic, and weekday hourly patterns are commute-like.
- Commute-mixed. Weekend traffic is less than weekday traffic, but weekday hourly patterns do not follow typical commute patterns.
- Multipurpose-mixed. Weekend traffic is higher, but weekday hourly patterns are commute-like.
- Multipurpose. Weekend traffic is higher, and weekday hourly patterns are not commute-like.

Of the eight count locations, five are classified as multipurpose and three are commute-mixed (Field Club Trail, The Atlas/ Creighton Pedestrian Bridge, Pratt Street Pedestrian

Bridge). The route with the highest Average Daily Non-Motorized Traffic (ADNT) is the Bob Kerry Bridge at an average count of 1,036 per day.

PEDESTRIAN AND BICYCLE COUNT PROGRAM REPORT (2019)

The count program expanded in 2019 with the addition of seven counters- one permanent counter at Bob Kerrey Bridge Eastern Approach and six temporary counters at the following locations:

- Lewis and Clark Landing South End (Active from December 19, 2018, to March 13, 2019)
- Elmwood Park Connector Trail (Active from March 28 to June 12, 2019)
- Path at 99th Street and Woolworth Avenue (Active from July 30 to August 14, 2019)
- Flanagan Lake Trail (Active from August 29 to October 1, 2019)
- South 24th Street Sidewalk at M Street – East Side (Active from November 10 to December 6, 2019)
- South 24th Street Sidewalk at M Street – West Side (Active from December 8 to December 31, 2019)

The report included a total of 12 count locations with six temporary counters and six permanent counters. Of the locations included in the 2019 report, 11 are classified as multipurpose. The path at 99th Street and Woolworth Avenue is classified as commute but has the lowest Average Daily Non-

Motorized Traffic (ADNT) at an average count of 60 per day. The location with the highest ADNT for 2019 is the South 24th Street Sidewalk at M Street – West Side at an average count of 2,401 per day.

PEDESTRIAN AND BICYCLE COUNT PROGRAM REPORT (2020)

The 2020 report saw large increases in pedestrian and bicycle counts at all five permanent counter locations. The counters on the Field Club Trail, Keystone Trail, and Big Papio Trail saw increases from their 2019 counts by margins of 74%, 41%, and 65%, respectively. The count on the West Papio Trail increased by 105%, more than doubling its 2019 count.

In addition to the six permanent counters, six temporary counters were installed at the following locations:

- Vinton Street Sidewalk at 17th Street – North Side (Active from March 2 to March 31, 2020)
- Vinton Street Sidewalk at 17th Street – South Side (Active from March 2 to March 31, 2020)
- Keystone Trail South of Q Street (Active from May 1 to May 12, 2020)
- Happy Hollow Boulevard Trail at Davenport Street (Active from May 14 to July 23, 2020)
- Riverfront Trail at Levi Carter Pack (Active from July 29 to August 16, 2020)
- Standing Bear Lake Floating Bridge (Active from October 1 to October 15, 2020)

Of the 12 count locations, nine are classified as multipurpose. Two are classified as commute-

mixed (both Vinton Street Sidewalk counters) and one is commute (Happy Hollow Boulevard Trail). The location with the highest ADNT for 2020 is the Bob Kerry Western Approach at an average count of 1,731 per day.

TRANSIT-ORIENTED DEVELOPMENT IN OMAHA, NEBRASKA ANALYTICAL MEMO (2017)

This memo was completed by the National Public Transportation/Transit-Oriented Development Technical Assistance initiative, a project of the Federal Transit Administration administered by Smart Growth America. The City of Omaha requested technical assistance from Smart Growth America to support the Omaha Bus Rapid Transit (BRT) Project. The BRT is planned for an 8-mile portion of Dodge Street, and the goal of the memo is to help the city maximize the development benefits that will come with the project.

Successful Transit Oriented Development (TOD) requires a greater density than what is typical in most of Omaha. In the fiscal analysis section of the memo, three development scenarios were modeled to weigh fiscal impacts over time: Low Density-Suburban, Medium Density-Midtown, and High Density-Downtown. The analysis showed that the High Density-Downtown scenario is the only scenario that would leave the city net positive.

In this scenario, the costs of additional infrastructure are offset by revenue from new residents, creating a net positive fiscal impact for the city. The scenario would allow for a dense neighborhood of 30 people per acre, would require approximately 202 acres

to absorb the additional 6,052 residents projected over the next 20 years, and would generate a cost of just under \$70 million of new infrastructure. The memo calculates costs and benefits for each of the three scenarios and provides recommendations for best practices for TOD in Omaha.

CITY OF OMAHA TRANSIT ORIENTED DEVELOPMENT EXECUTIVE SUMMARY (2020)

The purpose of this summary is to explain Transit Oriented Development (TOD) and the proposed changes to the city zoning code to best support transportation improvements. The proposed TOD district zoning is intended to facilitate infill and redevelopment for those parts of the city which, because of their proximity to public transit, are considered priorities to create active, pedestrian-oriented streetscapes and development. The development of Omaha's first bus rapid transit route (ORBT) brings the opportunity to facilitate Transit Oriented Development (TOD) along the route and surrounding each transit station. In 2019, two amendments were added to the Master Plan to include the ORBT service area and a TOD policy, adding a TOD Sub-district to the Future Land Use Map as a basis for potential changes to the zoning code.

Neighborhoods within the TOD area on the Future Land Use Map will not be rezoned to the newly adopted TOD zoning, but instead each developer/owner will be encouraged to proceed through rezoning process as development and redevelopment occurs.

KEY TAKEAWAYS

South Omaha has long-term investment and development projects on the horizon. Focus should continue to be on ensuring the longevity of new development through infrastructure improvements and replacement throughout the city. Adapting and mitigating to environmental changes and traffic patterns alongside projected population growth should be prioritized.