

BLAIR COMPREHENSIVE PLAN

Divorce | Custody | Child Support
Wills | Trusts | Probate
Estate Planning | Criminal Defense
Adoptions | Juvenile Law
Guardianships | Conservatorships
Corporate Law | Civil Litigation
Bankruptcy | Personal Injury

March 31, 2026



AGENDA:

Introduction + Our Team

Project Understanding

Our Approach

Relevant Experience

Why Us?

Divorce | Custody | Child Support
Wills | Trusts | Probate
Estate Planning | Personal Defense
Estate Law
Guardianships | Conservatorships
Corporate Law | Civil Litigation
Bankruptcy | Personal Injury

OUR TEAM: CONFLUENCE

**CAITLIN
BOLTE, AICP, PLA**

Principal-in-
Charge + Project
Manager
Confluence



**CHRISTOPHER
SHIRES, AICP**

Principal Planner
Confluence



CITY OF BLAIR

STAKEHOLDERS + STEERING COMMITTEE

CONFLUENCE

CAITLIN BOLTE, AICP, PLA, APA, ASLA,
Principal-In-Charge + Project Manager

CHRISTOPHER SHIRES, AICP
Principal Planner + Community Engagement+Land-Use

JANE REASONER, AICP
Housing + Economic Development

EMILY RIZVIĆ, AICP
Planning Support

DOLORES D. SILKWORTH, FASLA, PLA
Landscape Architect + Downtown Entertainment District

OUR TEAM:

HOUSTON ENGINEERING INC.

JACOB GARDER, MS, PE

Stormwater

MIKE LOVE, PE

Stormwater Study & Design

SAM TREBILCOCK, AICP

Transportation Planner

SHERWIN WANNER, PE

Water & Wastewater Study

WHIT THOMAS, AICP

Transportation Design Engineer

RAY PLANNING SOLUTIONS, LLC

JEFF RAY, AICP

Blight and Economic Development +
Growth Management

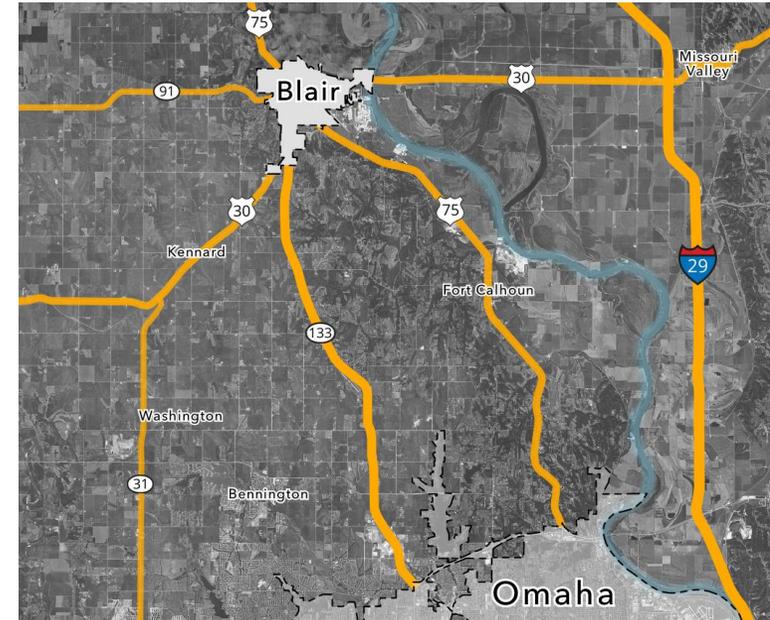
ETC INSTITUTE

RYAN MURRAY

Assistant Director of Community
Research

PROJECT UNDERSTANDING: BLAIR'S UNIQUE CONTEXT

- 25 Miles from Omaha; 26+% workforce lives and works in Blair.
- Home to Cargill/Novozymes campus and over 1,100 industrial jobs.
- Washington Street carries over 10,000 Vehicles per day + trucks.
- Housing demand: top to bottom
- Aging utilities paired with SS4A safety improvements.
- Land use growth management + Infrastructure investments



OUR APPROACH: FOUR PHASES

1

PHASE 1
Project Kick-Off, Data Gathering +Analysis

2

PHASE 2
Visioning + Goal Setting

3

PHASE 3
Draft Plan and Evaluation

4

PHASE 4
Final Draft Plan and Adoption

OUR APPROACH: THE REALITY CHECK

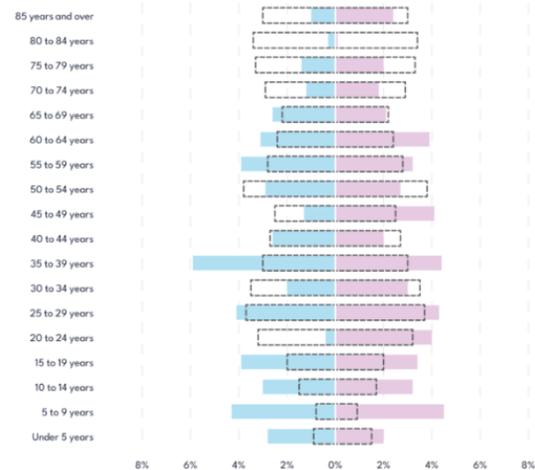
- Workforce & Commuter Patterns
- Housing Tenure + Population
- All real estate sectors – coordination with Gateway Economic Group
- GIS + Physical Profile
- Review of previous plans
 - Ex. Comp Plan
 - Housing
 - Parks and Rec MP
 - Others.

 **MOST RESIDENTS IN ASHLAND COMMUTE ELSEWHERE FOR WORK. VERY FEW LIVE AND WORK IN THE COUNTY TODAY.**



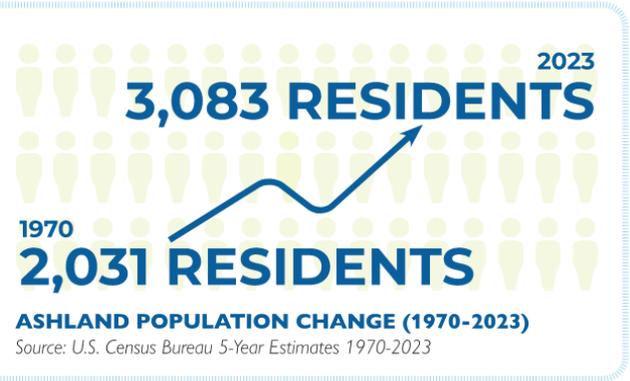
36.6 Median Age in Ashland

The City of Ashland has a higher share of young adults with children, which is highlighted in a low median age count for the City.



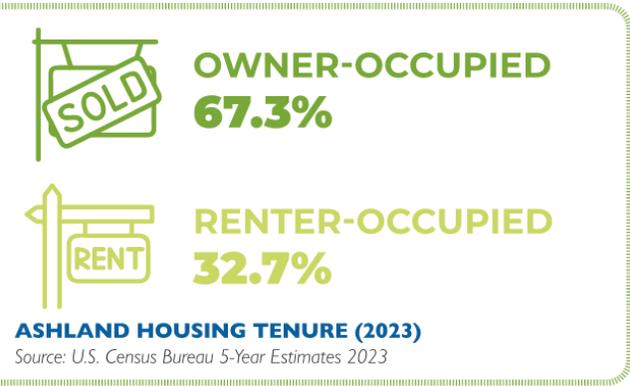
THE CITY OF ASHLAND HAS AN ESTIMATED POPULATION OF 3,083 RESIDENTS.

The City of Ashland has experienced steady population growth since the 1970s, with the total population increasing after the 2000s.



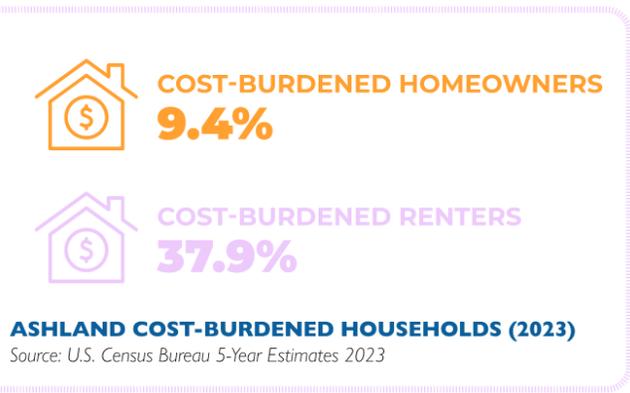
THE MAJORITY OF RESIDENTIAL UNITS ARE OWNER-OCCUPIED.

Housing tenure describes the share of owner versus renter occupied housing in the community. A majority of housing in Ashland is owner-occupied, with some rental housing available.



MORE THAN ONE-THIRD OF ASHLAND RENTERS ARE HOUSING COST-BURDENED.

An estimated 37.9% of Ashland renters are cost-burdened, meaning 30% or more of their gross household income is being spent on housing costs such as rent and utilities.

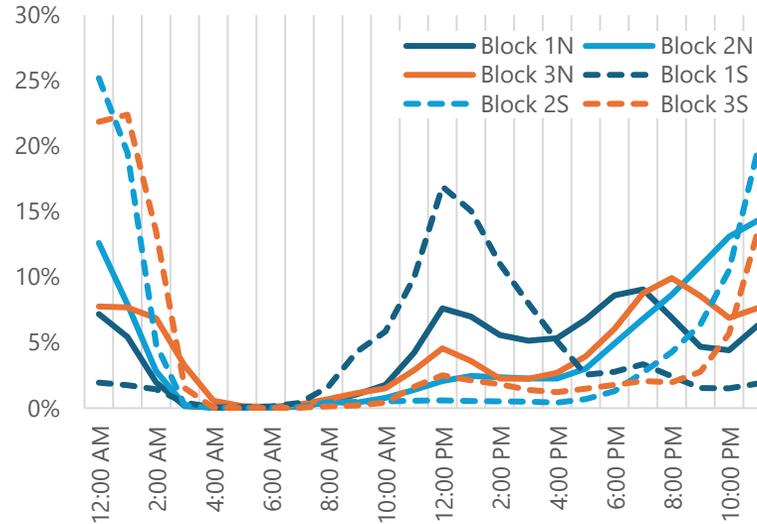


WHAT MAKES US UNIQUE: DATA COLLECTION

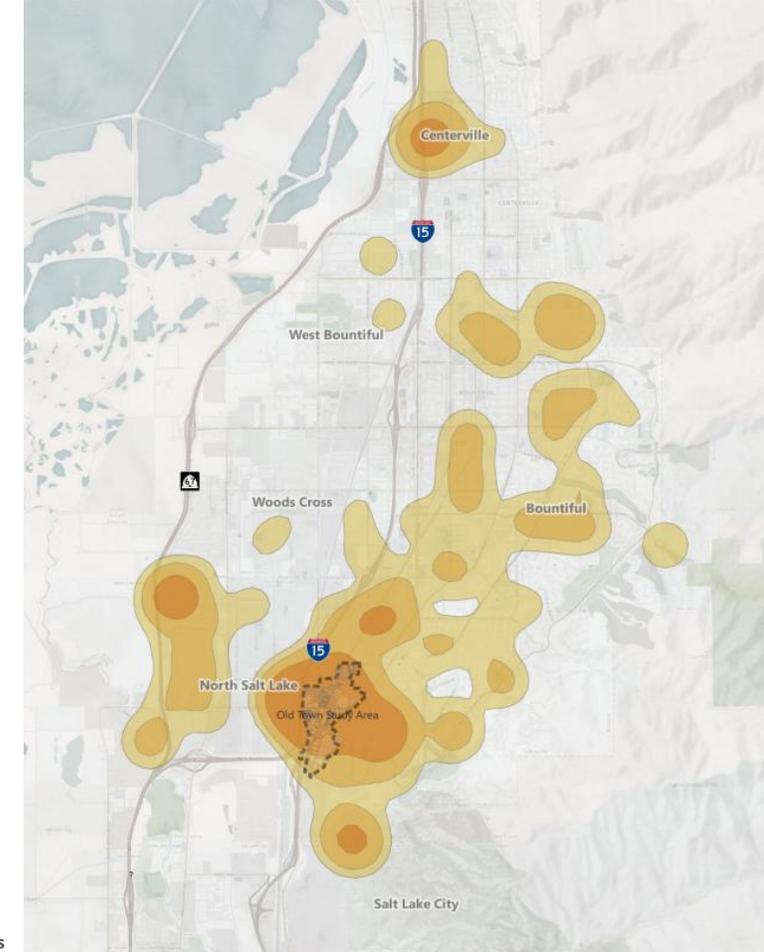
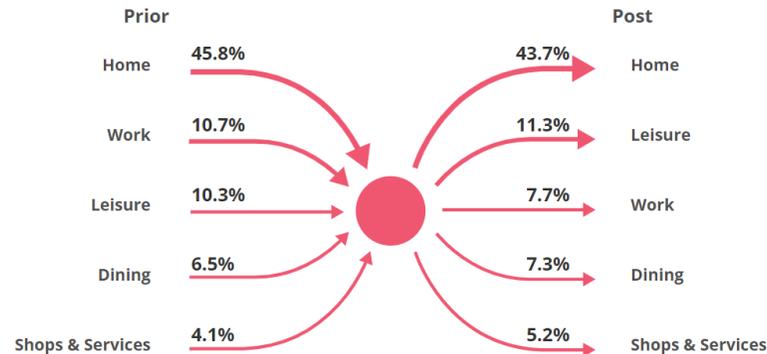
Placer.ai

- Up-to-the-moment data on:
 - Visitor patterns
 - Business-level activity
 - Seasonal trends
 - Hotspots of activity
 - Impacts of special events
 - Origin-destination data

Share of Visits by Time of Day



Visitor Journey



WHAT MAKES US UNIQUE: DATA COLLECTION

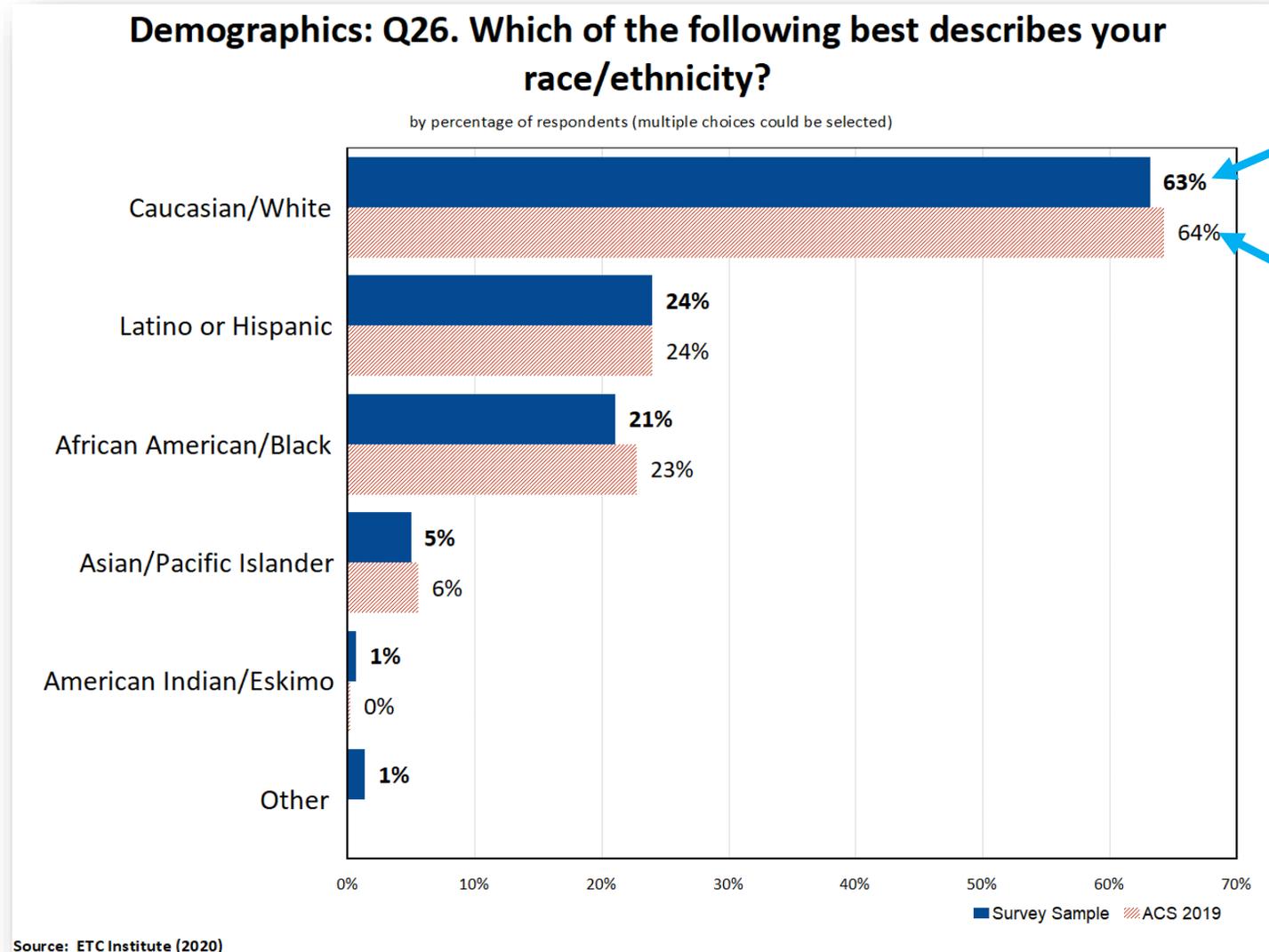
Placer.ai

- Total Visits by Zip Code (Trade Area)
 - General retail serving much larger area than local economy.
 - Regional Hub
 - Limited Capacity south of Fort Calhoun.
 - Influence land use decisions and total acreages of retail in future land use map.
- Blair, NE Walmart
 - 12 months - all visits
 - Total Visits: 1.3 million
 - Total Unique Visitors: 98,200
 - Visits Year over Year: +1.7%
 - Visits Year over 2 Years: +4.9%
 - Visits Year over 3 Years: +9.1%



OUR APPROACH: STATISTICALLY VALID INSIGHTS

- Nation's leading market research firm for government organizations
- Partners with Confluence on over a dozen surveys
- Extensive experience conducting services in English, Spanish, and other languages as needed
- Over \$3 billion of voter approved initiatives



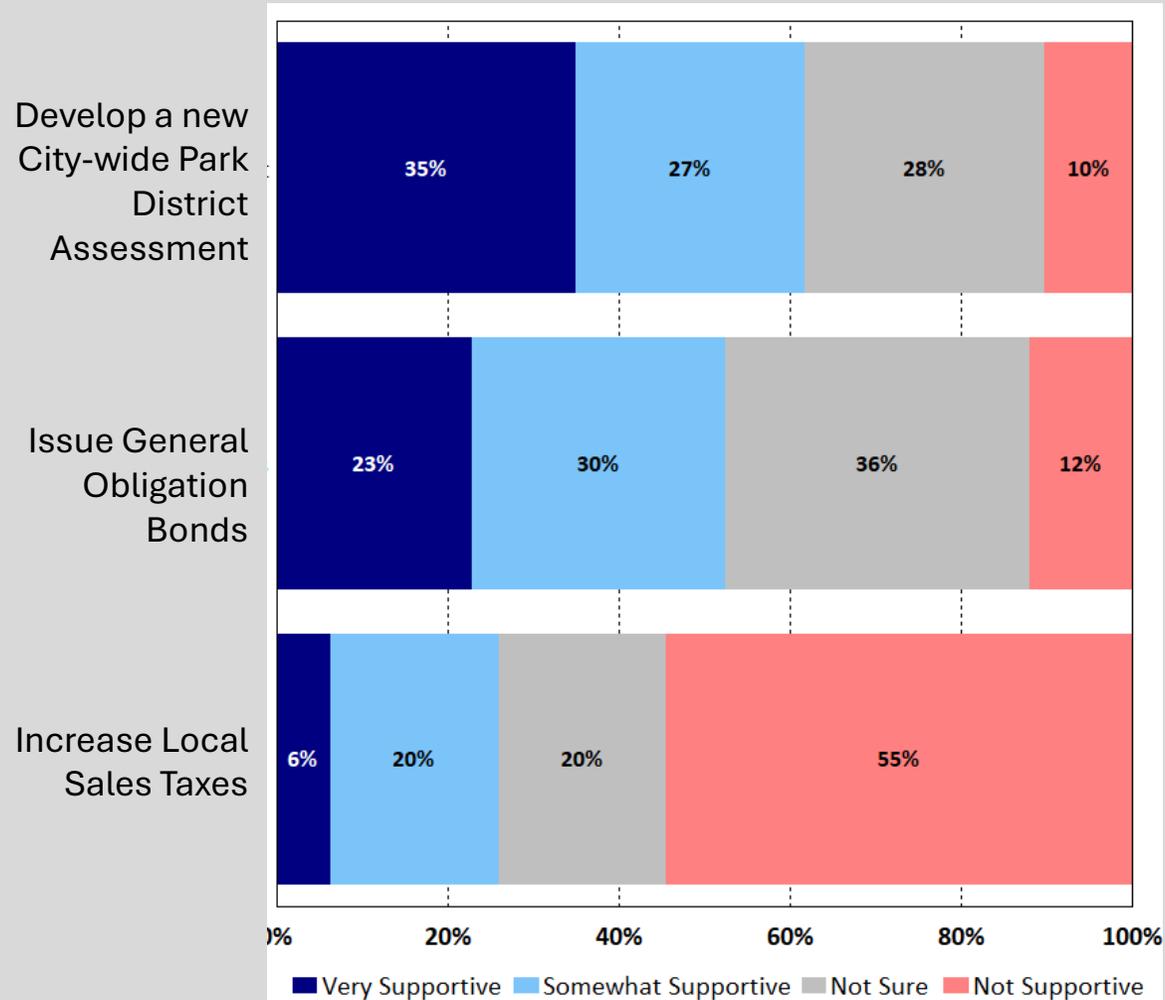
Survey Sample

Actual Community Makeup

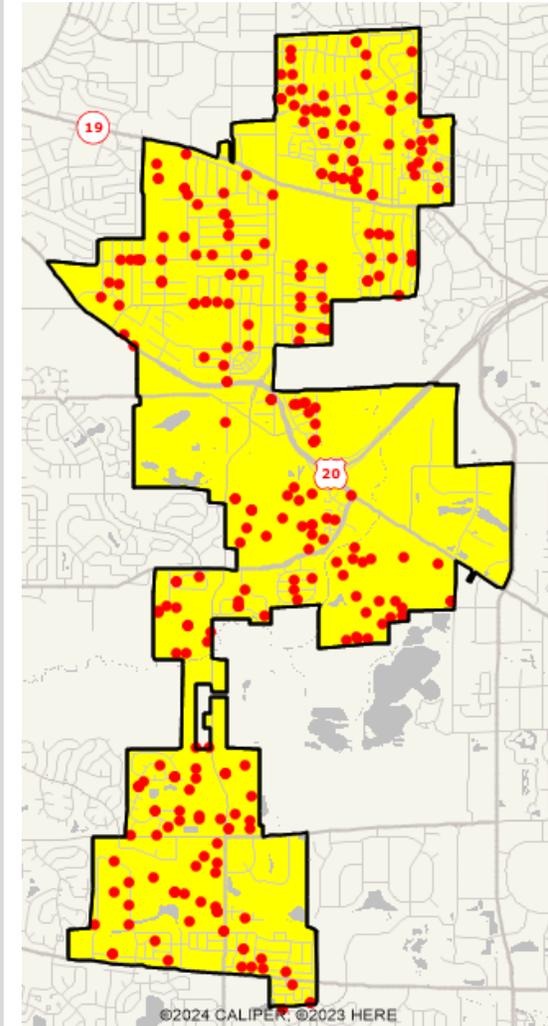
OUR APPROACH: STATISTICALLY VALID INSIGHTS

- Only scientific and defensible method to understand community needs
- Administered by mail/online/phone
- Developed in partnership with the City
- Methodology allows high return rate (25%-35%)
- Total of 300, 500, or 1000 completed surveys, 95% level of confidence with a margin of error of +/- 5.6%, +/-4.4%, or +/-3.0%
- Geographic balance across the City of Blair
- Demographically representative of community

Q16. Support for Funding Improvements



Geographic Distribution



OUR APPROACH: PUBLIC ENGAGEMENT

Tailored Approach For Blair

- Make this the community's plan that Leadership can implement.
- Unique brand.
- Diverse Focus Groups + consistent throughout.
- Building project champions.



OUR APPROACH: PUBLIC ENGAGEMENT

Reaching All Segments of the Community

- Use of a Steering Committee throughout the planning effort
- Joint Workshops with City Council and Planning Commission
- Community listening sessions and Public Visioning Neighborhood Workshops
- Stakeholder Interviews + Focus Groups with appointed committees
- Special Events - Box City, Pop-Up Booths, and Youth Workshops
- Workshop Charrette for downtown



OUR APPROACH: PUBLIC ENGAGEMENT

Getting the word out



PUBLIC INPUT WORKSHOP
Ashland 2035
Comprehensive Plan

Can't make it? Scan the QR code to visit the engagement website and provide feedback!
SCAN ME!



Joe Smith
1234 Main Street
City, State ZIP



PUBLIC INPUT WORKSHOP
Ashland 2035
Comprehensive Plan

The Comprehensive Plan is a strategic document crafted to steer the future actions of a community. It outlines a visionary framework with long-term goals and objectives, serving as a blueprint for all activities that influence local government operations.

Can't make it? Scan the QR code to visit the engagement website and provide feedback!
SCAN ME!



DATE AND TIME: May 12, 6:30-8PM
LOCATION: Ashland Public Library - 1342 Silver St.
45 minute formal presentation to start at 6:30 sharp with engagement activities to follow.

The City of Ashland is excited to begin the process of updating their Comprehensive Plan to create a long-term vision for their community. **Get involved** in shaping the future of your community! Stop by to learn more about the project and provide input on your ideas for the future of the city!



 City of Ashland, Nebraska
December 2, 2025 - 📍

Tomorrow is the day to take get a sneak peak and give input on the City's updated Comprehensive Plan! Please join us!

Please join us for a
PUBLIC INPUT OPEN HOUSE

Your input has been invaluable in shaping the future of Ashland — thank you! Join us for a come and go event to review the draft components of the Comprehensive Plan. Stop in, connect with your neighbors, and see what the community has been working on together to shape the future of Ashland!

December 3rd, 2025
6:30 - 8:00

 Ashland Public Library
1324 Silver Street



Scan the QR Code below to explore the draft components of the Plan!

SCAN ME!



City of Ashland, Nebraska
Government organization

 Send message

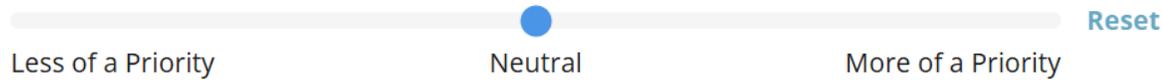
OUR APPROACH: PUBLIC ENGAGEMENT

Online

Implementation Matrix Prioritization

Promote Smart and Balanced Growth throughout Springfield

1. (P-2.1) Preserve sensitive environmental areas, such as streams, floodplains, and areas with significant tree cover. Future regulatory tools for this could include a floodplain and/or stream buffer ordinance and others.



Springfield Comprehensive Plan

Help us plan for the future of Springfield!

+ Follow

Welcome!

The City of Springfield is updating its Comprehensive Plan to create a long-term vision for the community and is in the final stages of drafting the plan. Draft chapter summaries and the implementation matrix is now available for review and comment.

The comment period will close April 4th, 2025.

Upcoming Dates

April 8 - Joint Planning Commission and City Council workshop

May 13 - Planning Commission review and consideration of the Comprehensive Plan

May 20 - City Council review and consideration of the Comprehensive Plan

Mapping Activity

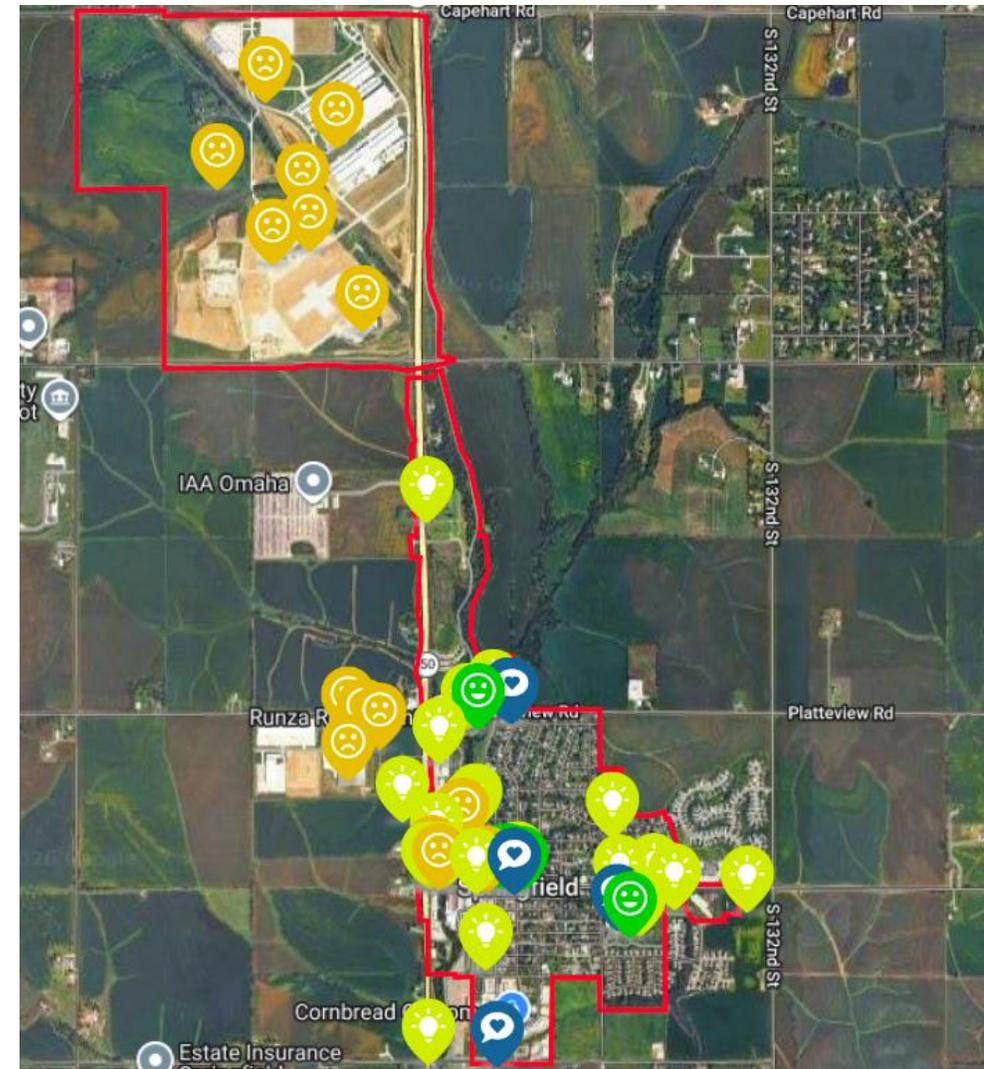
Image Voting

Visioning Questions

Idea Wall

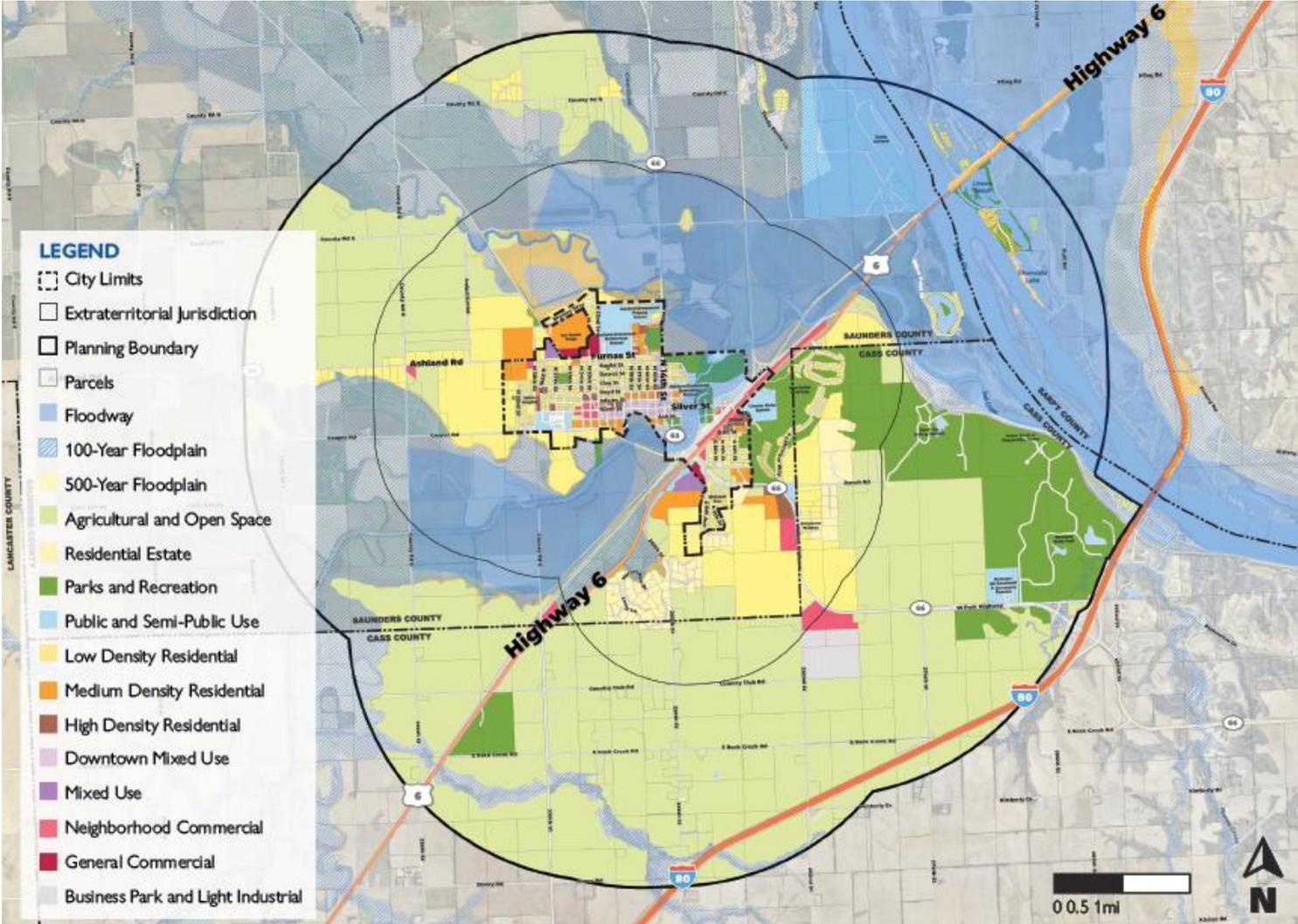
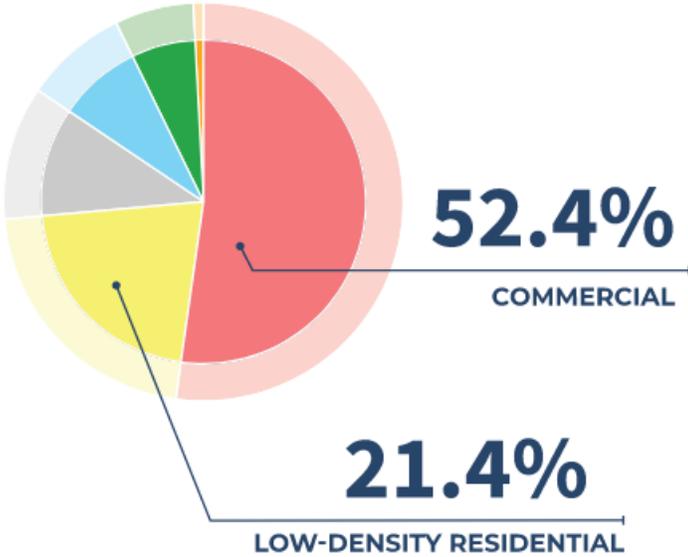
Take a few moments to drop a comment onto a map of Springfield!

Zoom through a map of Springfield and tell us your feedback on the community! Choose from the following comment types:



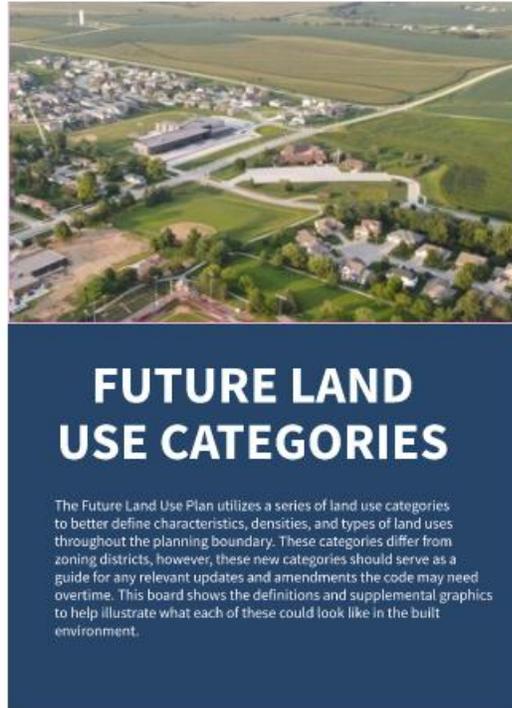
OUR APPROACH: FUTURE LAND USE

- Data based land use planning
- Building upon community preferences
- Develop multiple scenarios
- Final framework



OUR APPROACH: FUTURE LAND USE

- Start with current comp plan + zoning definitions
- Develop categories that work for Blair.
- Clearly articulate stories, densities, parking.

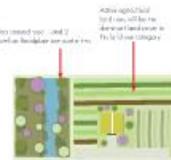


FUTURE LAND USE CATEGORIES

The Future Land Use Plan utilizes a series of land use categories to better define characteristics, densities, and types of land uses throughout the planning boundary. These categories differ from zoning districts, however, these new categories should serve as a guide for any relevant updates and amendments the code may need overtime. This board shows the definitions and supplemental graphics to help illustrate what each of these could look like in the built environment.

GREEN CORRIDOR/OPEN SPACE/AGRICULTURE

The Green Corridor / Open Space / Agriculture use is intended to accommodate continued agricultural uses while allowing for residential acreages with lower intensity land uses. This designation is applied to determine that the land is best suited as productive farmland with farmsteads and acreages, less than ideal locations for city infrastructure, and lack of current development pressures. As current conditions provide, these less-demanding land uses are best served by individual septic and water.



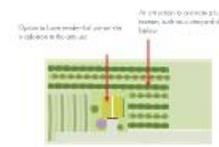
PARKS AND RECREATION

Public and semi-public land dedicated for active and passive recreation including parks, golf courses, indoor and outdoor recreation facilities, and playfields.



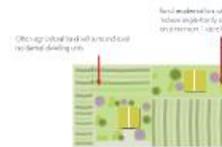
RURAL ARTS

The Rural Arts land use is intended to accommodate continued residential in rural and agricultural land uses with low densities. 1) Location outside of corporate limits south of Pflug Road. 2) Accessory buildings are at a scale between typical low-density development and farm buildings. 3) Uses within this area include agricultural uses (except livestock feeding operations), arts and tourism, wineries, single-family residential, parks/recreation/open space, and associated accessory uses.



RURAL RESIDENTIAL

The Rural Residential land use is intended to accommodate continued residential in rural and agricultural land uses with low development densities. As Springfield builds outward and infrastructure is extended, these areas may become future Low Density Residential. As the current conditions provide, these areas are best served with individual wells and septic.



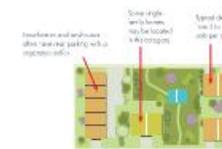
LOW-DENSITY RESIDENTIAL

The Low-Density Residential land use area is intended for typical suburban scale residential development densities. This category represents one of the most common residential land use types and is located throughout town and in the one-mile zoning jurisdiction. Densities range from **1 to 3 dwelling units per acre**. This land use category may also include schools, churches, and civic uses.



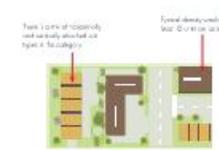
MEDIUM-DENSITY RESIDENTIAL

This land use is a mix of detached and horizontally attached single-family residential dwellings including single-family detached homes, cottage courts, duplexes, triplexes, rowhouses, and townhomes of various designs and layouts. This area will also have a significant role as a transitional use between most commercial areas and lower density residential development. Densities range from **3 to 12 dwelling units per acre**. This land use may also include schools, churches, and civic uses.



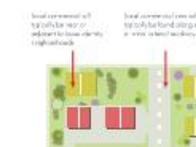
HIGH-DENSITY RESIDENTIAL

This land use category includes horizontally and vertically attached residential dwellings including rowhouses, townhomes, apartments, and condominiums with a density of **12 or more dwelling units per acre**. Uses may also include schools, churches, and civic uses as well as senior housing, residential care facilities, and commercial day care centers.



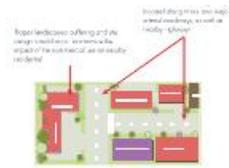
NEIGHBORHOOD COMMERCIAL

This category is designed for smaller scale, neighborhood-friendly retail and office uses that provide services to meet the daily needs of the area residents. Sites are generally less than **10-acres in size** and are designed to accommodate pedestrians and cyclists as well as vehicular traffic.



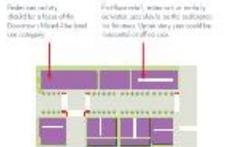
REGIONAL COMMERCIAL

This land use category is reserved for larger scale retail and office uses that provide services to the greater community and the motoring public. Uses include shopping centers, office parks, medical centers, large box retailers, drive-thru restaurants, and other auto-oriented retailers. Sites are generally **10 or more acres in size** and located along major roadways.



DOWNTOWN MIXED-USE

Parcels within Downtown Springfield reserved for traditional 1 to 3 story, main street style buildings. First floor uses are restricted to retail and office. Upper floors may include residential dwelling units. Parking is generally provided on-street or within shared, off-site facilities.



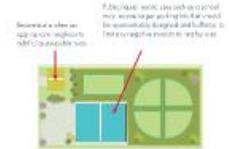
MIXED-USE

This category includes a pedestrian-friendly mix of housing, office, and retail space in the form of a multi-story, mixed-use building (vertical mixed-use), but could also be a cohesive, planned development of single-use buildings (horizontal mixed-use). Uses in this category may have a density of **12 or more dwelling units per acre**. Buildings should be 2 to 3 stories in height with shared parking facilities located on-street, under-building, or in structured parking to the rear of the buildings.



PUBLIC/QUASI-PUBLIC

Includes government-owned land, schools, churches, museums, and other institutional uses.



BUSINESS PARK

The Business Park land use category is set aside to include business park office complexes and very light industrial uses. Business Park developments include larger office complexes and corporate campuses, with limited warehouse and distribution facilities and activities such as testing, fabrication, manufacturing, and limited assembly of materials. All activities are contained within the buildings with no outdoor storage. Limited support retail or commercial activities would be allowed including gas stations, convenience stores, or coffee shops. Business Park does not include intense uses such as data farms.



INDUSTRIAL

Land reserved for industrial uses such as manufacturing and assembly of goods, shipping and distribution centers, rail yards, data farms, self storage facilities, and transload/intermodal facilities. Uses may include outdoor storage of bulk materials, goods, and equipment with adequate screening.



OUR APPROACH: HOUSING

Housing as a Unifying Focus

- Asking community for housing preferences.
- Inform public of housing styles through imagery and density.
- Assess trends & demand fundamentals, including Missing Middle Housing
- Leverage recent housing study.
 - 2021 housing study
 - 400+ new homes by 2025 vs 40 in Washington Co.
 - Blair Crossing – 132 units;



DEVELOPMENT DATA:	
TOTAL ACRES:	1.5
RESIDENTIAL DENSITY:	14.67 UNITS / ACRE
PARKING:	GARAGE / SURFACE
# OF BUILDINGS:	5
# OF STORIES:	2.5
# OF UNITS:	22

TOWNHOMES AT BUCKLEY COURT
Overland Park, Kansas



OUR APPROACH: DOWNTOWN

- “Plan ready” when trucks go away.
- Give reason to have people stop.
- Visualizing the future
 - Parking + Bike-Ped Access
 - Roadway cross section opportunities
 - Safety improvements
 - Streetscape + Amenity Spaces



OUR APPROACH: DOWNTOWN

Crete Comprehensive Plan - Downtown



STREETSCAPING



PARKLET OUTDOOR SEATING



FAÇADE IMPROVEMENTS



TRANSIT SERVICES - KEY HUB



EXPANDED COMMERCIAL ALONG E 13TH ST



MAIN AVENUE STREETSCAPING + CONNECTIONS



OVERPASS



OUR APPROACH: INFRASTRUCTURE MASTER PLANNING

WATER, SEWER, DRAINAGE

- Utilize existing information to assess existing conditions
- Assess future growth areas infrastructure needs
- Recommend implementation measures to protect existing and future land use



SHARE

f Designed for Future Growth, Safety and Efficiency

X

in

✉

The City of Blair's Water Treatment Plant treats water from the Missouri River. With large-scale industrial growth and steady residential expansion over the past 25 years, the City has expanded the plant from 20 million gallons per day (MGD) to its current capacity of 27 MGD. More than 75% of the plant's capacity supports the food giant Cargill's 650-acre bioscience complex — the company's largest global investment — located less than a mile away.

CLIENT
City of Blair

LOCATION
Blair, NE
United States

SIZE
27 MGD capacity

Flooding in Blair after storms

KETV - Omaha
Sat, August 9, 2025 at 3:47 PM CDT

Add Yahoo on Google



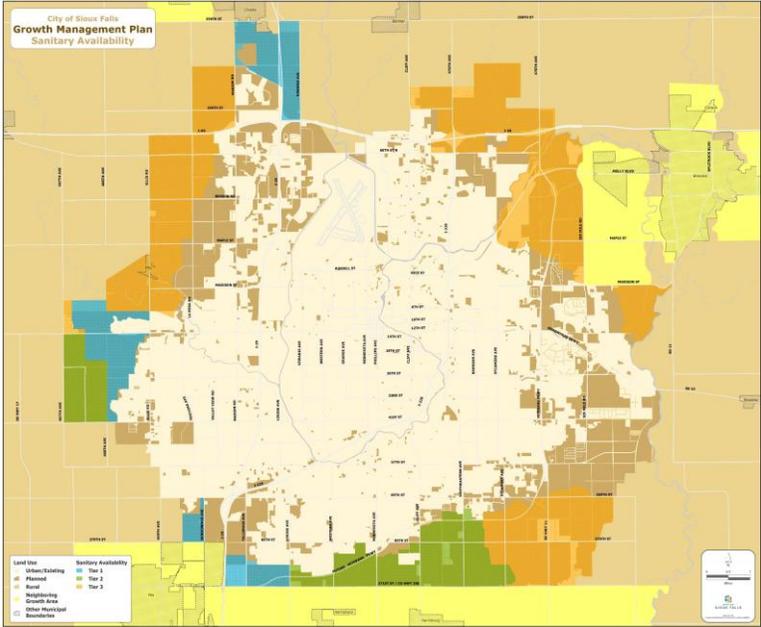
Courtesy
Katie Yeaton

A KETV viewer capture footage of flooded streets due to severe weather in Blair.

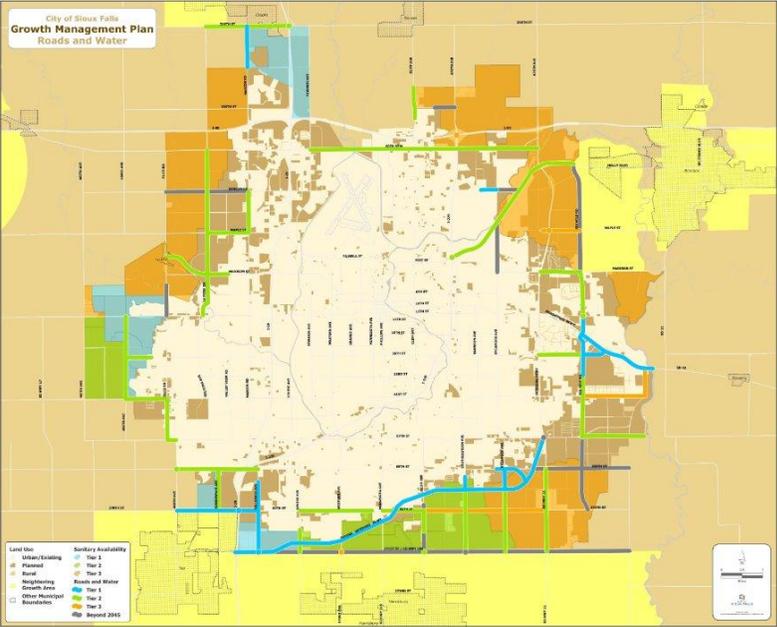


OUR APPROACH: GROWTH MANAGEMENT

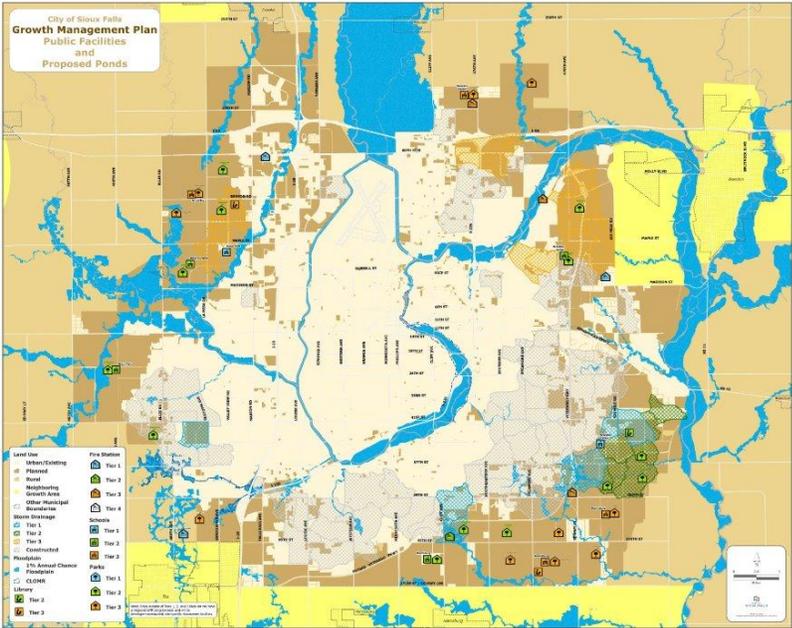
THROUGH AN INFRASTRUCTURE AND FACILITIES MASTER PLANNING PROCESS



Sewer Availability Map



Water and Arterial Roads Availability Map

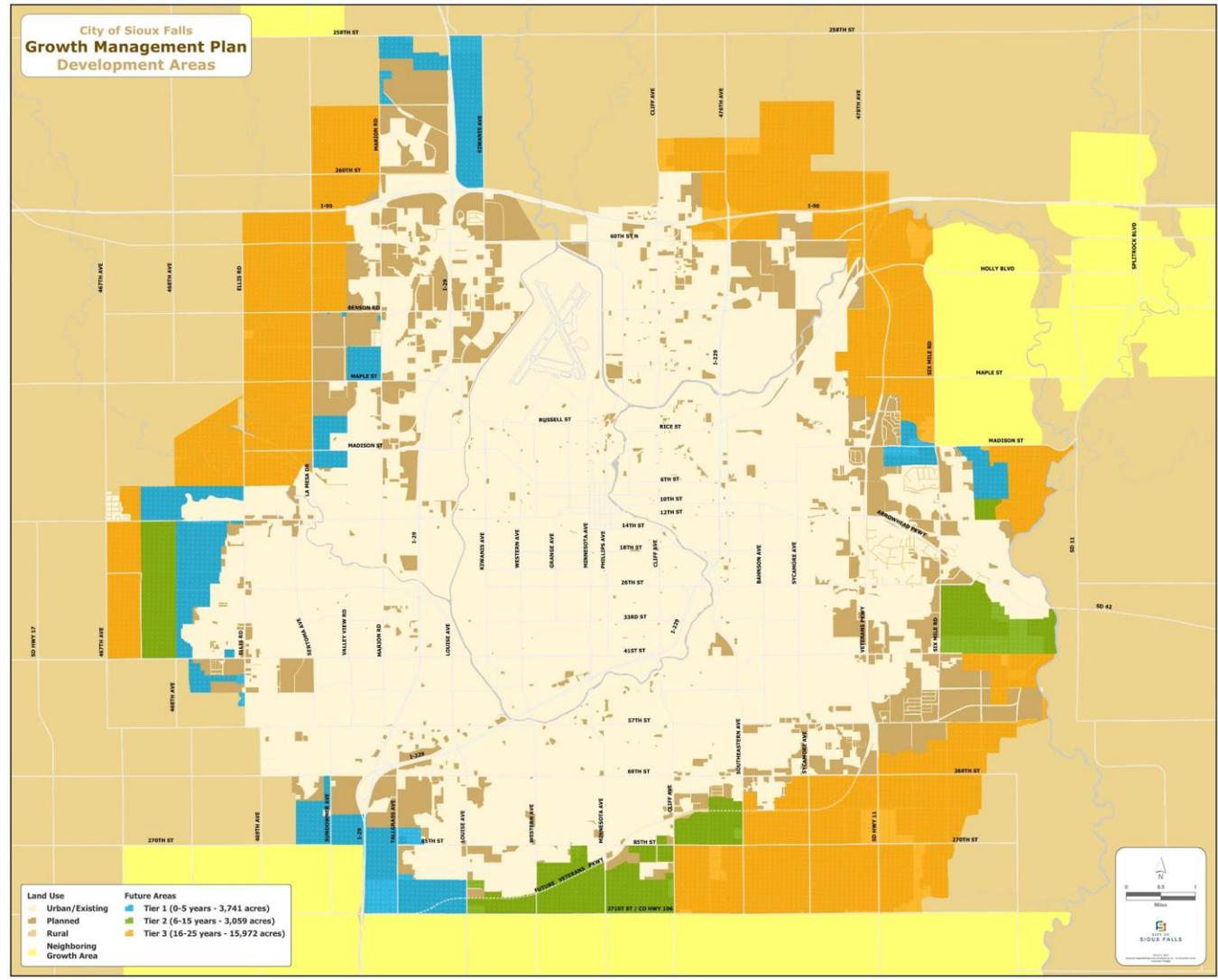


Drainage and Public Facilities Availability Map

-  Tier 1 (0-5 years)
-  Tier 2 (6-15 years)
-  Tier 3 (16-25 years)

OUR APPROACH: GROWTH AREA PHASING PLAN

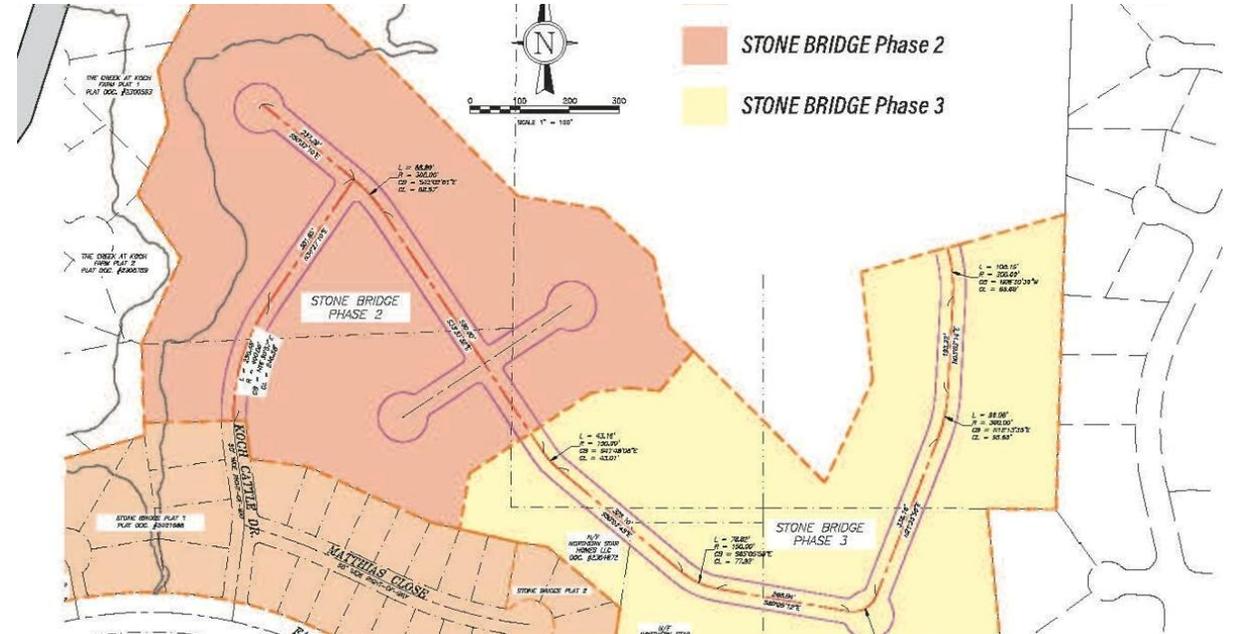
- Tier 1:** Annexation advised within five years. All City services available within the five-year CIP period.
- Tier 2:** Annexation not advised. City services are projected to be available for development within 6 to 15 years (additional monetary resources needed).
- Tier 3:** Annexation not advised. City services are projected to be available for development within 16 to 25 years (additional monetary resources needed).



Combination of previous 3 maps

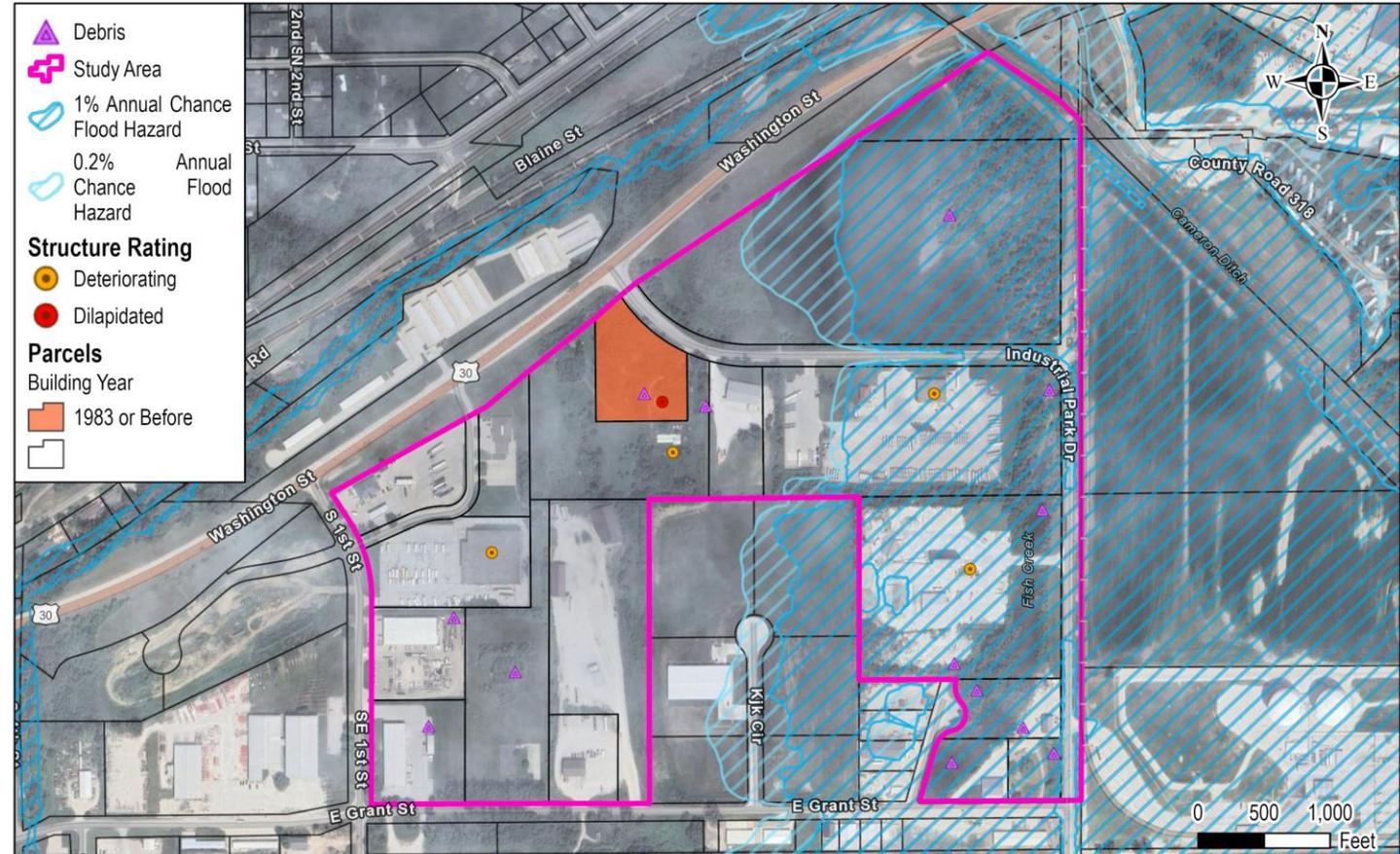
OUR APPROACH: ANNEXATION

- A transparent, policy-driven approach that supports orderly growth and responsible public investment
- Establish a clear, defensible annexation policy that supports long-term community goals
- Define thresholds and timing to guide consistent, predictable annexation actions
- Evaluate alternatives such as Sanitary Improvement Districts when appropriate
- Assess service capacity, infrastructure needs, and fiscal impacts before action
- Use mapping and data analysis to identify logical, cost-effective annexation areas



OUR APPROACH: REDEVELOPMENT AREAS

- Use Redevelopment Areas to catalyze reinvestment in underutilized or deteriorating areas
- Apply clear, objective criteria to evaluate redevelopment eligibility and need
- Consider “de-blighting” where they are needed for private investment
- Use micro-TIF selectively for infill housing
- Support balanced growth consistent with adopted plans and citywide priorities



RELEVANT EXPERIENCE: ASHLAND NE COMPREHENSIVE PLAN

Future truck route Safety

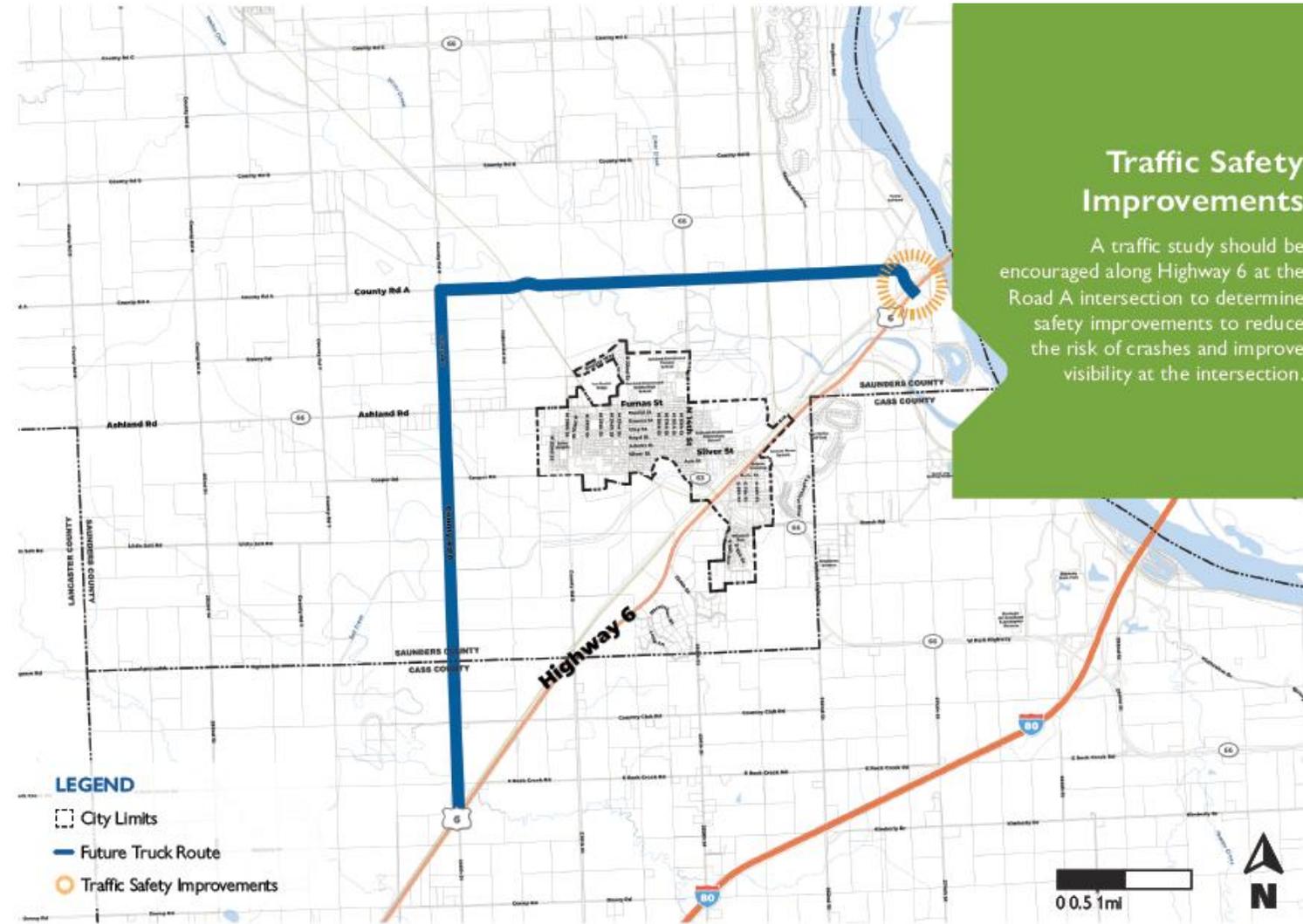
Future Truck Route

A future truck route is proposed to divert truck traffic currently traveling through high-pedestrian areas and local historic areas, such as Downtown Ashland. The new route will divert truck traffic to County Road 6 and County Road A, as shown in Figure 8.2.

To coordinate future improvements to these networks, the City of Ashland should work with Cass County, Saunders County, and the Nebraska Department of Transportation (NDOT) to provide an improved system and identify future maintenance.

Highway 6/Road A Intersection

According to NDOT, the intersection at Highway 6 and County Road A has had eight (8) recorded vehicle crashes between 2016-2020. A traffic study is encouraged to determine intersection improvements to improve safety, should the system become a part of a future truck route.



RELEVANT EXPERIENCE: ASHLAND NE COMPREHENSIVE PLAN

CREATING ACTIONABLE RECOMMENDATIONS

Our plans are designed to do more than sit on a shelf

Ashland Comprehensive Plan Implementation Matrix Tracker

CHAPTER 4: FUTURE LAND USE							
GOAL FLU-1: PROTECT AND ENHANCE ASHLAND'S UNIQUE SENSE OF PLACE AND SMALL TOWN FEEL.							
		Status	Completion	Responsible Agency	Key Partners + Stakeholders	Resources + Grants	
Policies							
Future Land Use	* P-4.1.1	Practice strategic growth and decision-making by supporting developments that align with the goals and vision of Ashland.	Not Started	<input type="checkbox"/>	City of Ashland	Developers / Property Owners	-
	P-4.1.2	Ensure adequate connectivity when developing the Future Land Use Map by ensuring through street connections and requiring and expanding the sidewalk/trail system.	Not Started	<input type="checkbox"/>	City of Ashland	Nebraska Department of Transportation (NDOT)	-
	P-4.1.3	Partner with developers and landowners to aid development and redevelopment utilizing specific funding mechanisms, such as Tax Increment Financing (TIF), on a case-by-case basis, prioritizing blighted or underperforming sites.	Not Started	<input type="checkbox"/>	City of Ashland	Ashland Community Development Corporation (ACDC) Developers / Property Owners	Tax Increment Financing (TIF)
	P-4.1.4	Plan for high density residential uses along commercial centers, potential transit stops, parks, schools, and civic centers.	Not Started	<input type="checkbox"/>	City of Ashland	Developers / Property Owners	-
	* P-4.1.5	Encourage the redevelopment of downtown structures and buildings within historic Downtown Ashland, including first-level commercial/office spaces and upper-story housing spaces.	Not Started	<input type="checkbox"/>	City of Ashland	Ashland Community Development Corporation (ACDC)	Community Development Block Grants (CDBG) Downtown Revitalization Funds

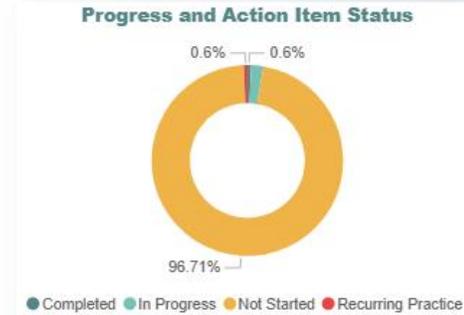
Ashland Comprehensive Plan Implementation Summary Snapshot

CHAPTER 4: FUTURE LAND USE							0%
Implementation Status Overview							
	# of Goals	# of Policy Items	# of Action Items	Progress Status	#	%	
	2	13	10	Items Not Started	23	100%	
	Number Completed	0	0	Items On-Going	0	0%	
	Percent Complete	0%	0%	Items In-Progress	0	0%	
Goal FLU-1: Protect and Enhance Ashland's Unique Sense of Place and Small Town Feel							0%
	Number of Policy Items	5	Total Completed	0	Total Not Completed	5	
	Number of Action Items	5	Total Completed	0	Total Not Completed	5	
Goal FLU-2: Utilize Best Practices when Considering New Development							0%
	Number of Policy Items	8	Total Completed	0	Total Not Completed	8	
	Number of Action Items	5	Total Completed	0	Total Not Completed	5	

RELEVANT EXPERIENCE: GRIMES IA COMPREHENSIVE PLAN

CREATING ACTIONABLE RECOMMENDATIONS

Web Tracker



Total Number of Action Items

334

Welcome to the Grimes 2050 Comprehensive Plan Dashboard!

Explore how the City of Grimes is putting its Comprehensive Plan into action through this interactive dashboard. Use the filters to view progress by chapter, priority, or department, and click into specific items for more detailed updates. This tool is designed to provide transparency and keep residents informed about ongoing initiatives.

Comprehensive Plan Core Chapters

Select a chapter to filter the results on the dashboard. Unselect that chapter to return to the original view.



All Chapter Recommendations

Use the scroll bar to navigate the table. Filter the results by clicking on the column headers or chapter buttons above. Click the column a...

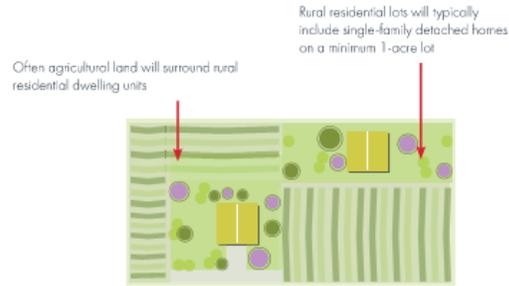
Chapter	Goal	Theme	Strategy Number	Strategy
Transportation	Build a strong and connected street network that supports future growth in a safe and efficient manner.	Build a Strong + Connected Multi-Modal Network	8.1.1	As redevelopment occurs, the City should support consolidating access points along congested arterial corridor
Transportation	Build a strong and connected street network that supports future growth in a safe and efficient manner.	Build a Strong + Connected Multi-Modal Network	8.1.1	As redevelopment occurs, the City should support consolidating access points along congested arterial corridor
Transportation	Build a strong and connected street network that supports future growth in a safe and efficient manner.	Build a Strong + Connected Multi-Modal Network	8.1.2	Proactively preserve the necessary Right-of-Way for corridors identified in the Future Streets Plan in accordance with the Grimes Street Design Guide.
Transportation	Build a strong and connected street network that supports future growth in a safe and efficient manner.	Build a Strong + Connected Multi-Modal Network	8.1.2	Proactively preserve the necessary Right-of-Way for corridors identified in the Future Streets Plan in accordance with

RELEVANT EXPERIENCE: SPRINGFIELD NE COMPREHENSIVE PLAN

Housing Defined!

RURAL RESIDENTIAL

The Rural Residential land use is intended to accommodate continued residential in rural and agricultural land uses with low development densities. As Springfield builds outward and infrastructure is extended, these areas may become future Low Density Residential. As the current conditions provide, these areas are best served with individual wells and septic.



GOAL H-4: PROMOTE BEST PRACTICES AND RESIDENTIAL REHABILITATION TO CREATE STRONG NEIGHBORHOODS.

Policies

- P-4.1 Do not allow any residential development within the floodplain to maintain the safety and welfare of current and future residents.
- P-4.2 Prioritize contiguous boundaries and limit leapfrog development to reduce strains on infrastructure.
- P-4.3 Limit cul-de-sacs to allow for greater through connections to the roadway network.
- P-4.4 Preserve the existing housing stock to maintain community character and unique nodes of development.
- P-4.5 Promote walkability and connectivity for pedestrians and bicyclists.
- P-4.6 Encourage strong neighborhood characteristics throughout new residential developments with varied residential design, sidewalk connections, landscaping, lighting, and other quality of life features.

Action Items

- AI-4.1 Consider requiring sidewalks to be constructed on at least one side of the roadway with any new residential developments.
- AI-4.2 Explore partnerships or funding opportunities to create a small-scale housing fund for rehabilitation projects.
- AI-4.3 Allow for residential infill redevelopment projects to leverage vacant lots and provide much needed housing.

MOST PREFERRED RESIDENTIAL STYLES

In June 2024, a Public Workshop was held at Springfield Platteview Community Schools Office. During the workshop and the following online exercises, participants voted on images to provide feedback on preferred land use types, including residential areas. The images below highlight the most and least preferred residential style.



REHAB EXISTING HOUSING
LOW-DENSITY RESIDENTIAL



ENTRY LEVEL HOME, MEDIUM LOT
LOW-DENSITY RESIDENTIAL



DOWNSIZE HOME, COTTAGE DEVELOPMENT
LOW DENSITY RESIDENTIAL

LEAST PREFERRED RESIDENTIAL STYLES



3-4 STORY APARTMENTS
HIGH-DENSITY RESIDENTIAL



3 STORY ATTACHED ROWHOMES
MEDIUM-DENSITY RESIDENTIAL



QUADPLEX
MEDIUM-DENSITY RESIDENTIAL

WHAT MAKES US UNIQUE?



**PROVEN
PARTNERSHIPS**



**HOMEGROWN
VISION**



**FISCALLY
GROUNDED**

