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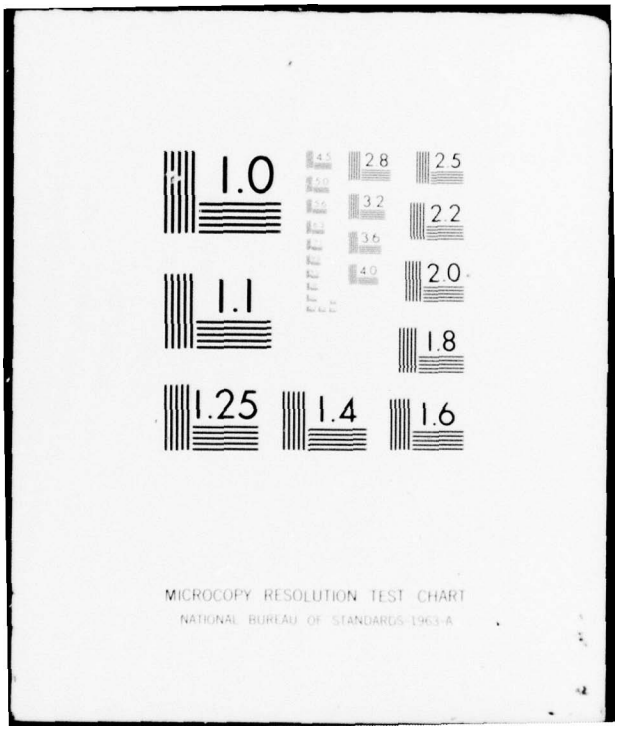
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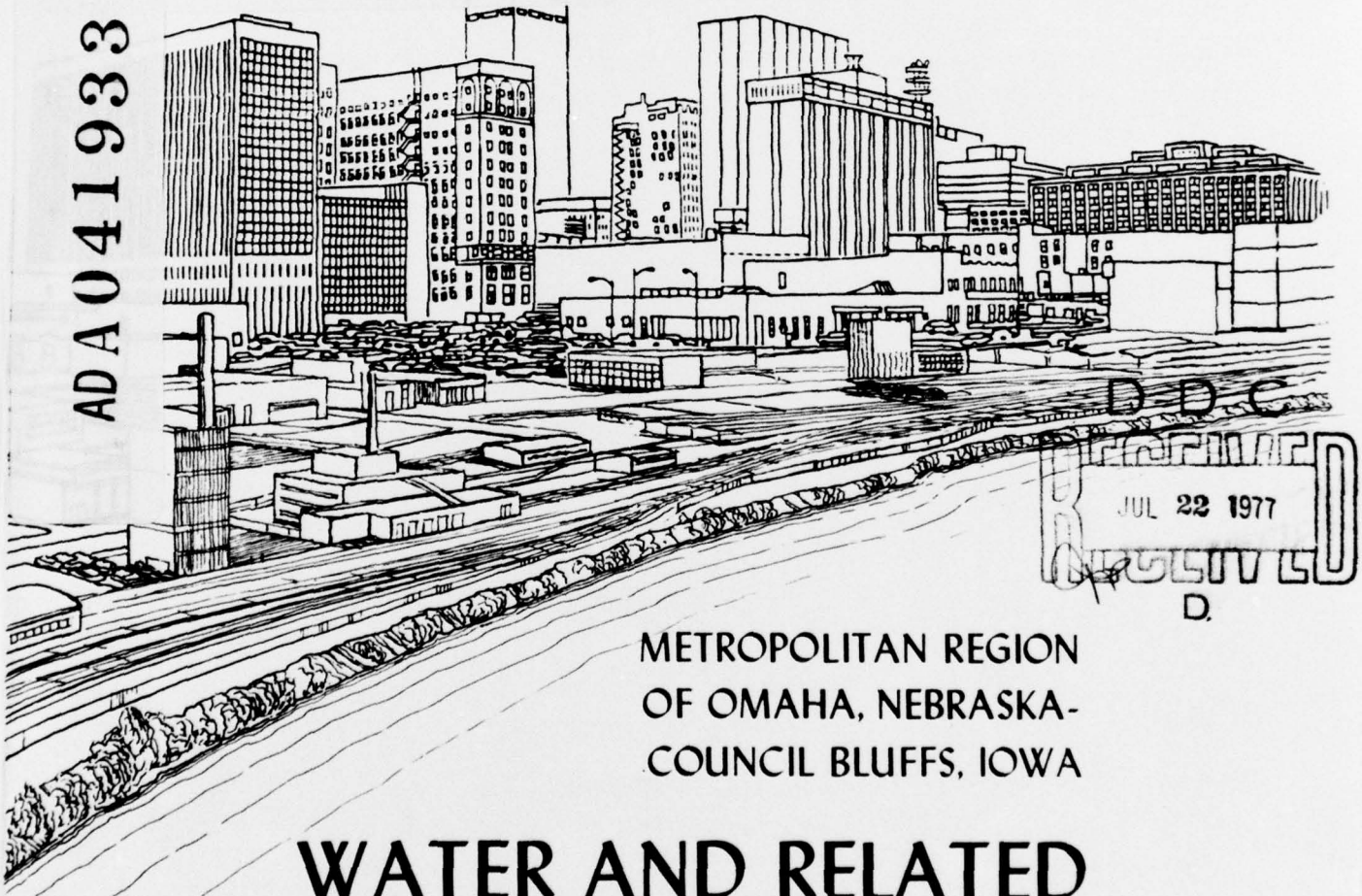

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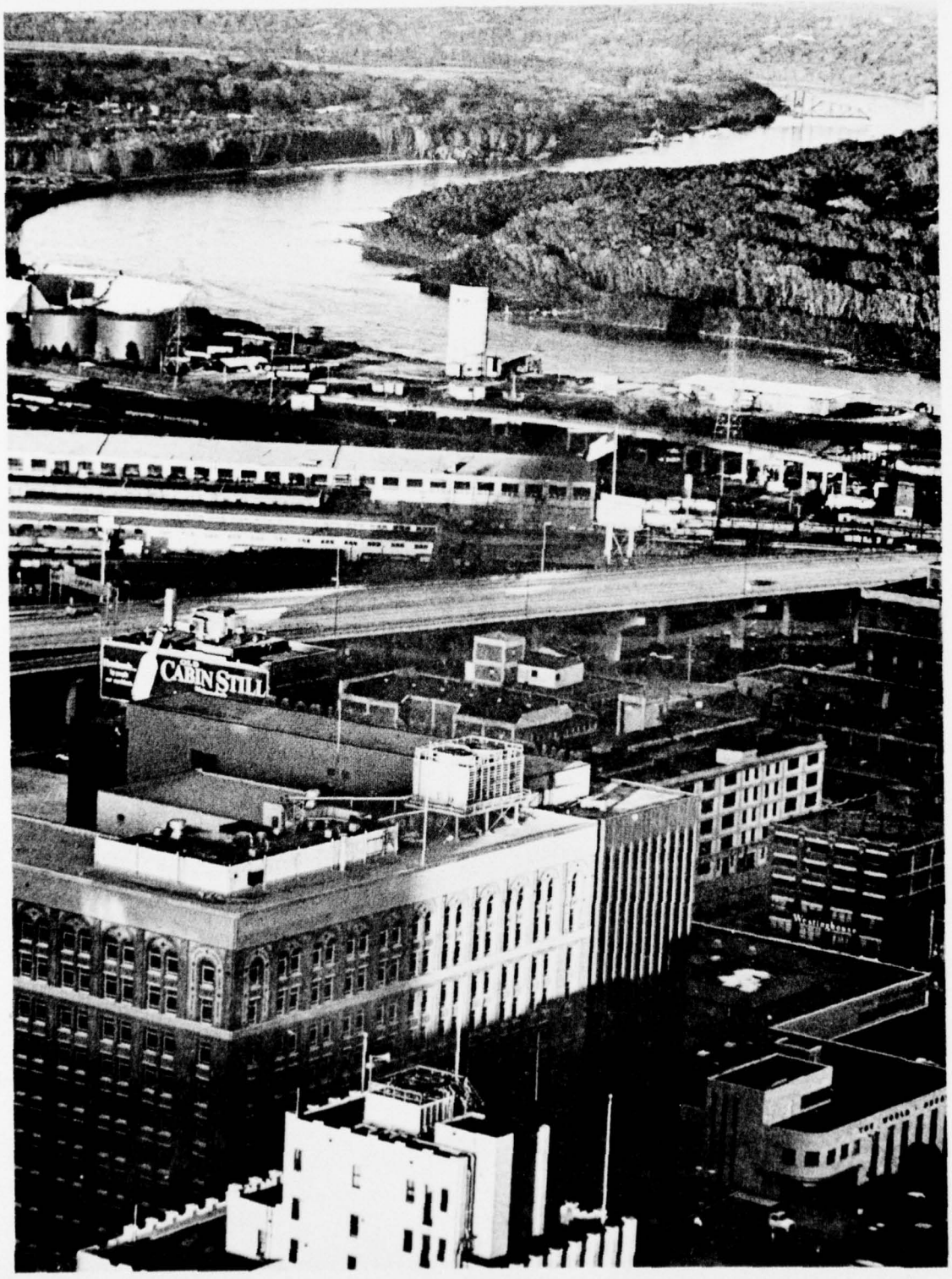
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REVIEW REPORT FOR

Metropolitan

Omaha, Nebraska-

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WATER AND RELATED LAND RESOURCES MANAGEMENT STUDY

REVIEW REPORT FOR METROPOLITAN OMAHA, NEBRASKA COUNCIL BLUFFS, IOWA WATER AND RELATED LAND RESOURCES MANAGEMENT STUDY

Volume V Supporting Technical Reports Appendix

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ANNEX B	INTASA LAND USE PAPER
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PREPARED BY THE

OMAHA DISTRICT CORPS OF ENGINEERS

DEPARTMENT OF THE ARMY

Credits

MISSOURI RIVERFRONT CORRIDOR LAND USE PLAN and PROGRAM

"The work upon which this report is based was performed under Contract No. RDP-02-020 with the Omaha-Council Bluffs Metropolitan Area Planning Agency."

The work was accomplished under the guidance of the Riverfront Advisory Committee and the Chairmen of the Riverfront Task Forces.

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prepared for: **MAPA--Riverfront Department**
by **Henningson Durham and Richardson, Inc.**

Executive Summary

This Land Use Plan and Program performs two functions: (1) it describes the land uses which exist or have been planned for the 60 mile Missouri River corridor from Harrison County, Iowa to Cass County, Nebraska and; (2) it describes the capital improvements program and priorities; the tax benefits derived from public and private investments; a general evaluation of environmental, social and economic impacts; the possible application of the Joint Funding Simplification Act of 1974; and the cooperative administration and program management of the projects which this composite development plan recommends.

The objectives of the Riverfront Development Program (RDP) emphasize the reduction of sprawling urban developments and the high expenditures for the public services which accompany them. Variety of choice in neighborhood types and locations, full employment opportunities, and conservation of energy are recommended to be implemented through development of coordinated residential, work and recreational environments. The conservation of agricultural land, the development of rural job opportunities and the preservation of open spaces and natural areas are described. Public participation in the establishment of objectives, the development of programs and projects, and the continuing planning-action process is emphasized.

The Land Use Plan locates over 100 projects which have been identified by the participatory Task Forces and by local governmental jurisdictions. This mapping of project locations is accomplished on a Land Use document prepared with the guidance of each unit of local government.

The Social, Economic and Environmental charactristics section describes the general impacts of the recommended programs. Preliminary findings of the Corps of Engineers support the RDP contention that the "Return to the River" will lower development costs, more evenly spread tax revenues throughout the metropolitan area, promote in-town redevelopment and lessen the threat that prime agricultural land will be used for urban development. Temporary negative environmental conditions such as transitory noise, dust, emission pollutants, solid waste and dredging conditions are acknowledged as well as the long term benefits of the program. Strong emphasis is given to the fact that some of the projects that have been recommended will require individual detailed environmental impact statements or reviews and the important elements and relevant laws that must be met are outlined to illustrate the importance of these environmental factors.

The Capital Improvement Program (CIP) gives a short description of proposed or initiated projects. Some of the projects listed in this report are a direct result of RDP planning and some are programs developed by others, but which have a beneficial impact on the RDP program. Projects shown as first priority public projects are recommended to be accomplished within a specific time frame in order to help insure achievement of most Riverfront goals. Second priority projects may be delayed to a later time or reduced in scope. Projects requiring further study are also listed. Each physical element is assigned a priority and is costed and time-phased for the six year period 1975 through 1980.

The total project costs of first and second priority programs in the 1975-1980 time period is approximately $690 million. Of this amount, $376 million, or just over half, is related programs developed by RDP process. The total local public share of all programs, non RDP as well as RDP is $65 million or 10% of the total programs from 1975-1980. The Federal share would be 41%, states (Iowa and Nebraska) shares would be 9% and the private share would be 40%. It is important to note that the private sector percentage is expected to go up dramatically after 1980 with a corresponding decrease in the public sector percentage. Inner city decay and neighborhood blight have reached the point where major public investment is required to turn the present declining development trend around so that private investment in industrial, commercial and residential construction can be profitable. The alternative to this "turn around" is the continuation of the deterioration of the in-town tax base and its replacement by continuing suburban development with its high public costs. It should also be noted that only major identifiable private investment is shown in the CIP. Even in the 1975-1980 time frame a substantial amount of presently unidentified private investment in the Riverfront Corridor, over what is shown in the CIP, can be expected because of public commitments that have already been made.

Although the figures shown above appear large, they are achievable. The private investment represents only 20% of the projected regional demand for housing, office space and new industrial development. The Federal share of the public investment is, on an annual basis, only two percent of the total Federal outlays in the region in 1974. Nearly one-half of the 1975-1980 public projects are already programmed and/or budgeted.

The private investments and tax benefits section of this report gives several examples of the relationship of private investment to public investment. These examples describe the property tax return that results from the expenditure of public money for capital improvement programs. While the examples presented here are over-simplified for the sake of clarity, they do suggest part of the rationale that should be used to evaluate individual programs as they reach final decision points.

The final section of this report presents recommendations for implementation and a possible strategy for joint funding. The Joint Funding Simplification Act of 1974 permits grouping of related projects into packages for efficiency and economy. This is a partnership approach for building the publicly-financed parts of the program. RDP suggests three joint funding packages which could assist local jurisdictions assemble the resources that they will need in order to implement their desired portions of the plan: Housing and Neighborhood Development; Parks, Recreation, Open Space and Historic Preservation; and Rural Development. The RDP program is recognized by the Federal government as one of the most successful jointly funded planning programs. For those projects which can be accomplished more efficiently in a joint program, it is logical that the RDP area construction programs could capitalize on this track record by becoming the first demonstration project for jointly funded regional development. It is recommended that zoning, utility extension, land use and agricultural policies be developed as a companion to the incentives provided by public investment. The policies and legal controls are vital to the orderly implementation of any plan.

This report might have been called "A Time to Build". Although many agencies must adopt the plan before it can be implemented, the RDP team is confident that they will. The plan makes sense for the region and each jurisdiction because all of these agencies have had a part in making the plan. The people of the RDP region can make this program happen. The investments, large as they are, represent money that would otherwise be spent on less desirable patterns of growth. To quote the latest RDP informational slide show, "The issue is whether we want to control the future or be controlled by it; whether we want to build according to a plan

we have made or continue to take the pot-luck which unplanned growth happens to dish-out; whether we continue a policy of junking out neighborhoods like we junk our cars or whether instead we will recycle them into a self-renewing, fulfilling human environment."

This report distills the results of an ambitious three year planning effort to its basic components--a land use plan and a list of specific projects which if implemented should cause actual development to follow the plan.

In his "Riverfront Implementation Memorandum" of April 24, 1975, Mayor Edward Zorinsky of Omaha stated, "Everyone involved in local government and Riverfront recognizes that many positive aspects have developed as a result of this program. All of us can point with pride to the new avenues of communication and cooperation which have opened in the last three to four years between the individual cities and counties. Moreover, we have seen difficult problems tackled by large numbers of concerned citizens on a voluntary basis. The first phase of this dynamic effort, however, is completed and it will soon be time for us to accept the conceptual master plan". Further, in his position paper of April 9, 1975, Mayor Zorinsky indicated that the Riverfront program, "offers an excellent potential for the systematic recycling of land areas which are either underutilized or not being used at all. A program of this type is not universally popular because its complexity is not easy to understand and because of present life styles. It must, however, be recognized politically and in the private sector as the only alternative at the present time to continuing urban sprawl and as an honest attempt to salvage a declining tax base".

Similarly, in his May 22, 1975 letter to the MAPA Board of Directors, Douglas County Commissioner Daniel C. Lynch stated, "The plans are almost finished, it is time to implement, it is time to begin our move to the river. I agree with Mayor Zorinsky, the time for implementation is here. So, how do we implement? The plans, like the river, respect no artificial boundaries; there are regional plans, not Omaha plans or Council Bluffs plans or Sarpy County plans, but truly regional plans. Because of this fact, no one jurisdiction can implement their portion of the plans without taking into account all other jurisdictions involved. The implementation must be coordinated on a regional level".

Foreword

The Riverfront Development Program (RDP) started as an idea in 1970 and by 1971 had developed into a highly generalized outline covering an area approximately 30 miles north and 30 miles south of the Omaha-Council Bluffs metropolitan area. The Riverfront concept was separated into components in 1972 as a part of the application for Federal planning funds, which were received in early 1973. Since that time the subelements that received planning funds have been studied by consultants under task force guidance and this process continues.

The Omaha-Council Bluffs Metropolitan Area Planning Agency has contracted with Henningson, Durham & Richardson, Inc. to undertake consolidation of the results of the Riverfront studies to date into a cohesive document. This wrap up report is intended as a clear and concise summary of the RDP program--one that answers the classic who, what, when, where and how much, in such a way that it is readily understandable to the citizen, elected official, businessman, professional staff and government administrator alike. It incorporates the results of the large number of RDP studies completed during the first two program years plus input from the MAPA staff and the various Riverfront Committees and task forces.

A study focusing on water and related land issues is being conducted in parallel by the Army Corps of Engineers. This RDP Land Use Plan and Program is designed as an appendix to the Corps report. The Corps report examines four alternative land use concepts, two of which closely conform to the "Return to the River" concept of RDP. The fact that the land use plan map and text will be a part of a report sent to the United States Congress dictates that it reflect the combined land use plans of the entities involved as nearly as possible. Congressional support and funding cannot be expected without formal commitment by the state and local governments concerned.

It is not the intent of this Land Use Plan and Program to evaluate the objectives and programs of the task forces or to test their feasibility. These functions of evaluation and testing were performed by the task force and the consultants who recommended them. It is the intent of this report to record, in a clear and concise document, the objectives and programs of the Riverfront Development Program in the form of a Land Use Plan, so that they can be understood and acted upon by the citizens and jurisdictions within the Riverfront corridor. This report is a working tool which indicates the current status and how the parts of the program fit together. The report is a tool by which citizens, developers and governmental agencies and jurisdictions can organize further activities to support, balance and implement the Riverfront Plan.

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Introduction

The form of organization for action on "A Return To The River" is unique. The first efforts in translating the idea of a return to the river into reality centered on developing what can be termed a "Riverfront Process" which brings together the public and private sectors who build the man-made world and the citizens who must live in it, in such a way that together they can decide what future they want and develop action programs to make that future happen.

The organizational elements of this "make it happen" process fall into the following general categories:

COORDINATED GOVERNMENTAL ACTION.

The lead agency representing local government is the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA), a council of governments.

The Federal government is active in supporting the process through the Federal Regional Council with a lead agency, the Department of Housing and Urban Development, administering an integrated grant program.

The two entities provide funds and contract with consultants who develop Riverfront oriented plans in cooperation with citizen task forces and the local governmental entities.

PUBLIC SECTOR-PRIVATE SECTOR-CITIZEN ORGANIZATION.

The Riverfront Development Committee includes some 600 concerned citizens, elected and appointed officials, businessmen, special interests including more than 100 persons from ethnic minority groups, and representatives of effected constituencies. Most serve on Task Forces organized on functional lines. During the planning phase the components of RDP included an Executive Committee, which met monthly, and was made up of official representatives of all local jurisdictions, organized labor, major civic and citizens organizations, business leadership, etc. The Advisory Committee carried out the management function. Its membership included "activists" from the Executive Committee, Task Force Chairman, staff directors from local jurisdictions, Federal Agency representation, local representatives of the U.S. Congressional delegation, and MAPA staff.

Task Forces were organized in the following functional areas; Central Business Districts; Community Facilities; Economic Development; Education; Environmental Enhancement; Grass Roots Communications; Housing; Human Resources; Indian Cultural Center; Marina City; New Towns; Parks, Recreation, Open Space and Historic Preservation; Public Participation; Public Safety; Rural Resources; Trails; and Transportation.

Several communities have formed Riverfront Steering Committees with their own Task Forces to deal with local issues. The Chairman of each local committee served on the overall Advisory Committee or Executive Committee. The Steering Committee Task Force Chairmen served on appropriate regional Riverfront Task Forces. The local committees provide breadth of involvement, detailed sub-project input to regional plans, and effective support for implementation.

THE RIVERFRONT COMMUNITIES DEVELOPMENT FOUNDATION (RCDF).

The RCDF is conceived as a mechanism whereby the private sector can participate properly and effectively in public projects. It is structured as a tax-exempt non-profit corporation. Examples of current activities include holding donated land until it can be used through Federal and State matching programs for land acquisition or construction; conducting private fund raising campaigns for projects selected by each community; design of Bicentennial projects using funds from a variety of Federal, state, local and private sources; and attracting national and international interest in capital investment or establishing programs within the Riverfront Corridor.

THE MAPA RIVERFRONT DEPARTMENT STAFF.

The Riverfront technical staff provides linkages between the governmental entities, the citizen organizations and private capital organizations.

The Riverfront Director was responsible to the Executive Director of MAPA as well as to the Riverfront Advisory Committee. The Riverfront technical staff of MAPA worked for, with, and through the Riverfront Task Forces in accomplishing its functions. Coordination among functional areas took place both within the technical staff and in the Advisory Committee. One technical staff member was assigned to each Task Force. It is the Task Forces that determined objectives, selected and guided consultants, and made the final recommendations to the Advisory and Executive Committees as to what action progrms should be undertaken. Task Forces occasionally took strong advocate positions. However, by the time a recommendation came from the Executive Committee it was generally acceptable to local government, the private sector and special interests because they all were part of the process.

The following sections of this report include: The Objectives of the Riverfront Development Program; The Land Use Plan; Social, Economic and Environmental Characteristics; Capital Improvements Program, Private Investments and Tax Benefits; and Implementation, Joint Funding and Recommendations.

This report summarizes the results of a large effort involving many people and interests who have worked together for three years within the "Riverfront Process". RDP has done a remarkable job of focusing the interest and talents of the area's citizens, all levels of government and the business community on the problems and opportunities of the region. If implemented, the program outlined herein will make the region a vastly different place. Although it has been the charge of this consultant to summarize, synthesize and report, it is our conviction that implementation would make the region not only a diffeent, but a better place to live, work and play.

Objectives of the Riverfront Development Program

The Riverfront Development Program (RDP) is a response to the problems of the region: indiscriminate urban sprawl with its attendant effects of inner-city decay, concentration of the disadvantaged into ghetto situations, traffic congestion, public safety problems, an eroding tax base, conversion of prime agricultural land to urban use, loss of open space and natural areas, and the economic and population decline of rural communities. The formal goal of the program as adopted by the MAPA Board of Directors on September 14, 1973 is:

> To achieve the highest quality of life for present and future residents of the region through rational economic, social and physical development in harmony with the human and natural environment.
>
> This RDP goal is an overall statement reflecting the more specific Regional Goals for Environmental Concerns, Open Space and Recreation, Housing, Transportation, Human Resources, Community Facilities and Services, Development Policies, and Implementation as adopted by the MAPA Council of Officials March 8, 1973.

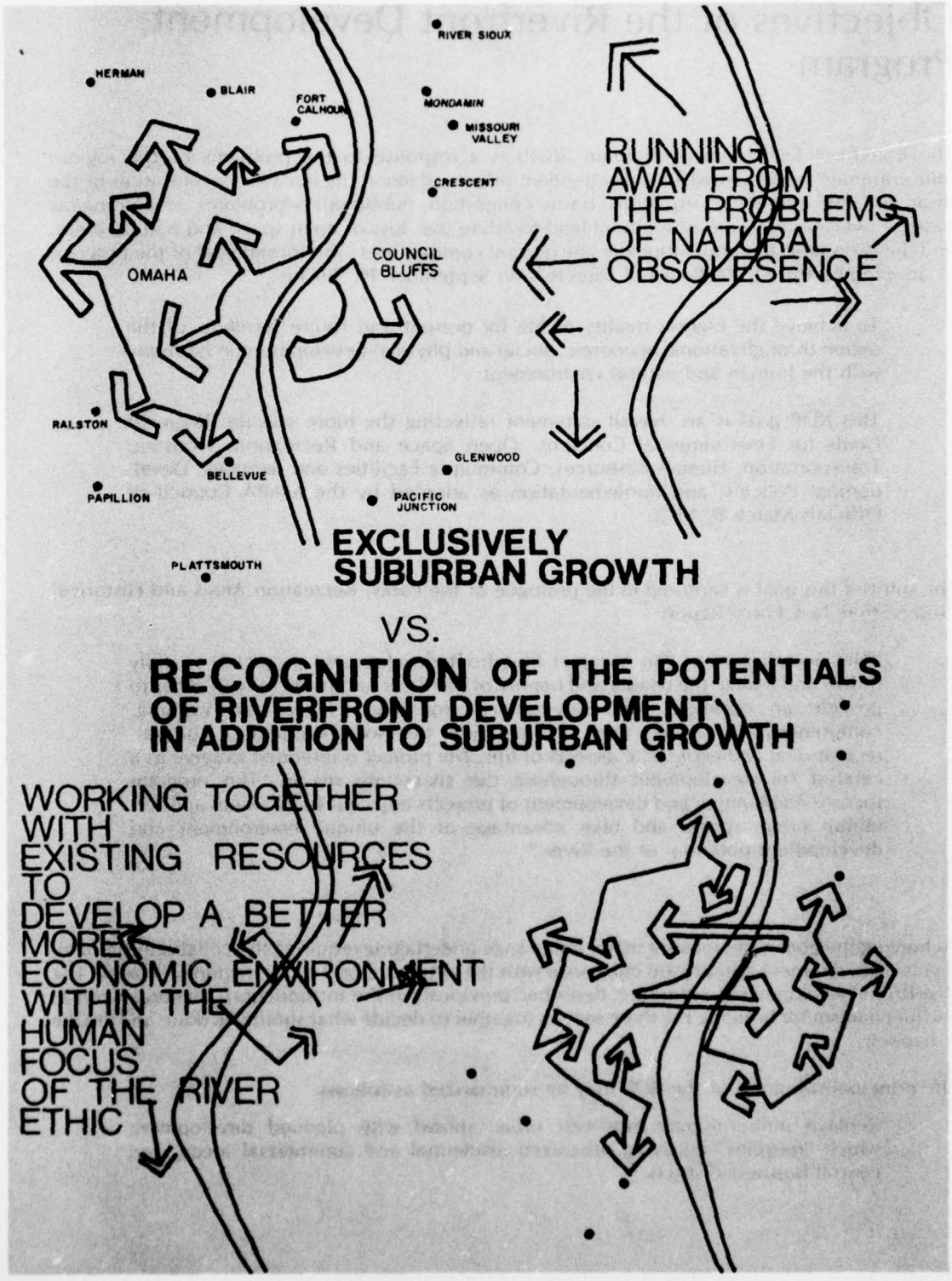
The spirit of this goal is captured in the prologue of the Parks, Recreation Areas and Historical Preservation Task Force Report:

> "The overall goal of the Missouri Riverfront development project is to fully utilize and realize the beauty and bounty of the River and its vicinity in order to provide an optimum total environment for man's living and working, comprehensively taking into consideration the socio-economic, cultural, recreational and ecological aspects of life. The project is intended to serve as a catalyst for development throughout the six-county region. The program focuses on planning and development of projects adjacent to the River and will inhibit urban sprawl and take advantage of the unique environment and development potential of the River."

Achieving the goal is obviously a major long-range undertaking requiring the collaboration of all levels of government and private enterprise with the active support of the region's citizens. The Riverfront Development Committee, described previously in the Introduction, was organized as the mechanism for bringing the three sectors together to decide what should be done and "make it happen."

The principal sub-goals of the RDP may be summarized as follows:

> Replace indiscriminate east-west urban sprawl with planned development which "recycles" decaying urbanized residential and commercial areas, and central business districts.


RIVER SIOUX
HERMAN
BLAIR
FORT CALHOUN
MONDAMIN
MISSOURI VALLEY
CRESCENT
COUNCIL BLUFFS
OMAHA
RALSTON
BELLEVUE
PAPILLION
GLENWOOD
PACIFIC JUNCTION
PLATTSMOUTH
RUNNING AWAY FROM THE PROBLEMS OF NATURAL OBSOLESENCE
EXCLUSIVELY SUBURBAN GROWTH
VS.
RECOGNITION OF THE POTENTIALS OF RIVERFRONT DEVELOPMENT IN ADDITION TO SUBURBAN GROWTH
WORKING TOGETHER WITH EXISTING RESOURCES TO DEVELOP A BETTER MORE ECONOMIC ENVIRONMENT WITHIN THE HUMAN FOCUS OF THE RIVER ETHIC

Provide a variety of choice of neighborhood types and locations, including in-town living.

Provide a viable economic base and full employment opportunity through attracting desirable and diverse industry to locations near employment centers and provision of relevant skill training to the unemployed and underemployed.

Conserve Agricultural land.

Preserve open space and natural areas and make them available and accessible to the public.

Conserve energy by bringing the places where people live, attend school, work, shop and play closer together and by encouraging and facilitating movement by foot, bicycle and mass transportation.

Make rural communities viable by balancing the industrial employment base with the available labor force, and by gaining adequate housing with suitable amenities and convenient access to the metropolitan core--with its full range of educational, cultural and entertainment facilities, retail outlets, health maintenance services and the like.

Provide a high quality of life at reduced cost by eliminating the causes and burdens of human, physical and economic blight.

To achieve any goal it is necessary to set objectives or steps toward the goal. Within the Riverfront Process, objectives were set by the citizen task forces and then action programs to reach the objectives were developed by MAPA staff or consultants under task force guidance. In effect, this report is a summary program for the orderly and systematic accomplishment of these objectives so that the overall goals will be attained. Each Riverfront task force developed many objectives and many projects and programs to achieve them. A more complete listing of the objectives gleaned from various RDP studies is included as an Appendix to this report. Task Force projects are included in the section on the Capital Improvements Program.

The Land Use Plan

The integrated plan presented here has a horizon year of 1995. It is generalized and land area designations may or may not fall on property lines which eventually form the land use boundary. The Plan is not a zoning map, although most of the areas conform with present zoning boundaries.

The high degree of generalization of the land use areas was dictated by two prime considerations. The first consideration was the vast geographic area to be mapped. Detail would be lost and confusion would result when every inch of map represents almost two miles of actual distance. Secondly, the detail will evolve as the policies and programs are further developed and carried out over time.

The first step in the preparation of the composite Land Use Plan was the collection and review of existing reports related to the Riverfront corridor. These documents include appropriate reports sponsored by Riverfront Task Forces, adopted regional plans of MAPA, and plans published by the local jurisdictions. A preliminary map was reviewed with officials of the Riverfront jurisdictions and at the date of this writing, it is believed that all major conflicts have been resolved in favor of local policy. All decisions on land use areas have been made after a discussion of the pros and cons with the responsible local officials.

The residential development shown on the land use map is that of projected urbanization to be substantially completed by 1995. Platted areas which would average four or more lots per net residential acre and be served by sewer, water and other municipal services have been shown as urban. Areas not meeting these criteria have been shown as agricultural. In delineating the extent of urban residential development, attention was given to MAPA planning studies completed and adopted, the plans of the jurisdictions involved, and general feasibility. The extent of urbanization did not materially deviate from future population forecasts which are a part of the logic for the MAPA water quality and transportation planning programs.

The commercial-area symbol on the land use map shows only major business areas in the built-up sectors of the six county region. Potential commercial areas at Interstate interchanges are shown in a magnified form. Omaha and Council Bluffs have dramatic central business district projects under development. The Council Bluffs CBD shopping center was committed before the Riverfront Program began. In the Omaha CBD, the Central Park Mall, Marina City, Superblock, the Downtown Education Center and other Riverfront projects which are anticipated or are nearing completion should help revitalize the CBD.

The industrial areas shown on the plan come from four sources: the local master plans, the Riverfront report on Industrial Parks, Industrial Development Committees of local Chambers of Commerce, and the comments of local elected officials. The Riverfront Economic Development Task Force reported on 20 "Industrial Parks" near the River. Each county has at least one such park. In addition to the industrial parks there is a considerable amount of land now used in unorganized industrial districts and a much larger acreage in master planned industrial use. This latter category is misleading in that there is no expectation that all of the land master planned for industry will be used for industry.

No industrial district proposed by the Riverfront Task Force was opposed by local officials. However, the Council Bluffs Planning Commission questioned the wisdom of indicating competing industrial sites near the Morman Bridge when sites much better served by utilities and transportation are still in ample supply in Council Bluffs. The Morman Bridge sites were not identified by the Riverfront Task Force.

The open space and recreation symbol on the land use map indicates a variety of situations and policies. It includes institutional and school grounds of sufficient size to show at the map scale; publicly owned parks--municipal, state and Federal; game refuges; private conservation areas such as the Fortenelle Forest; semi-public outdoor camps; low lying riverfront land which is suggested as permanent open space; buffer strips of vegetation on the river bank; scenic parkway routes where they deviate from otherwise reserved open space, and the rough, wooded hill areas where general policies will discourage a change in character of the countryside.

The composite Land Use Plan is displayed on four map sheets. Enlargements of the Omaha and Council Bluffs central city area are displayed because of the large number of projects proposed in those locations. A narrative of project highlights for each map follows.

MAP 1 NORTH SEGMENT

The north section of the RDP area contains portions of Washington County, Nebraska and Harrison County, Iowa. This area is not only the northernmost section of the riverfront corridor, but is also the most distant from the Omaha-Council Bluffs Metropolitan core.

The Composite Land Use Plan envisions little change in the predominantly agricultural and open space land use pattern of the north section. Future population growth of the metropolitan urbanized area is not expected in this segment of the river corridor. Furthermore, regional active use recreation facilities which would attract large numbers of people from outside the local areas are not planned.

Nevertheless, the north section plays a key role in the total RDP plan in that it forms the northern terminus of an environmental conservation, open space, scenic drive and major highway network which extends down the total river corridor, paralleling the river. It is expected that as the Riverfront concept and its geographic scope become more familiar, greater numbers of residents of the region will drive and hike in this area of the corridor to enjoy and appreciate its rural and natural character. A modest increase in "scenic" visitors to this area could serve to expand visitor-oriented commercial opportunities.

Three incorporated rural communities are located in this north section. They are Little Sioux and Mondamin, Iowa and Herman, Nebraska. Land uses in these communities will remain stable with only small population increases. Urban metropolitan growth will not be encouraged.

In addition to commercial uses which exist in each of these communities, the Plan indicates new commercial land uses at the two Interstate highway interchanges. This represents traditional highway related services and facilities.

Interstate Highway # 29 parallels the Missouri River and is the primary traffic artery in Iowa that serves the metropolitan area. On the Nebraska side of the river, U.S. Highway # 73 links the town of Herman to the southern portions of the region.

The proposed scenic roads on both sides of the Missouri River represent the northernmost portion of a scenic drive and recreational access road network which extends throughout the Riverfront Development Area. This proposed system is a low volume facility aimed at scenic and leisure enjoyment. The road focuses on the beauty of the river and its surrounding natural areas. It will provide access to open space areas for hiking, camping and other recreational activities.

The dominant existing and future land use in the north section is agriculture. As pointed out in a RDP study, the large amount of prime agriculture land in the Riverfront region presents one of the greatest assets and economic resources in the area. Therefore, a major objective of the river corridor land use plan is the protection of this land and the prevention of unnecessary conversion to other uses.

In the north section there are essentially no competing uses for agricultural land. Residential development caused by metropolitan population increases should not exert pressure to take this

land out of crop production. Nevertheless, sporadic development could occur if land use controls are not properly administered. Both Harrison and Washington Counties have zoning ordinances. The responsibility will rest with these counties to make zoning decisions which are supportive of the composite Land Use Plan for the river corridor. If new residential development occurs, it should be in the form of additions to existing communities or new planned districts rather than scattered dwellings along rural roads. New programs to establish an economic balance between agricultural and urban uses will need to be established.

The open space-recreation areas on the north section can be characterized as natural area perservation and wildlife management. No major intensive-use recreation areas are planned in this section. Existing protected open space land consists of the Round Lake State Wildlife Management Area north of Mondamin, the Deer Island State Game Management Area and Tyson Island State Wildlife Management Area located adjacent to the Missouri River.

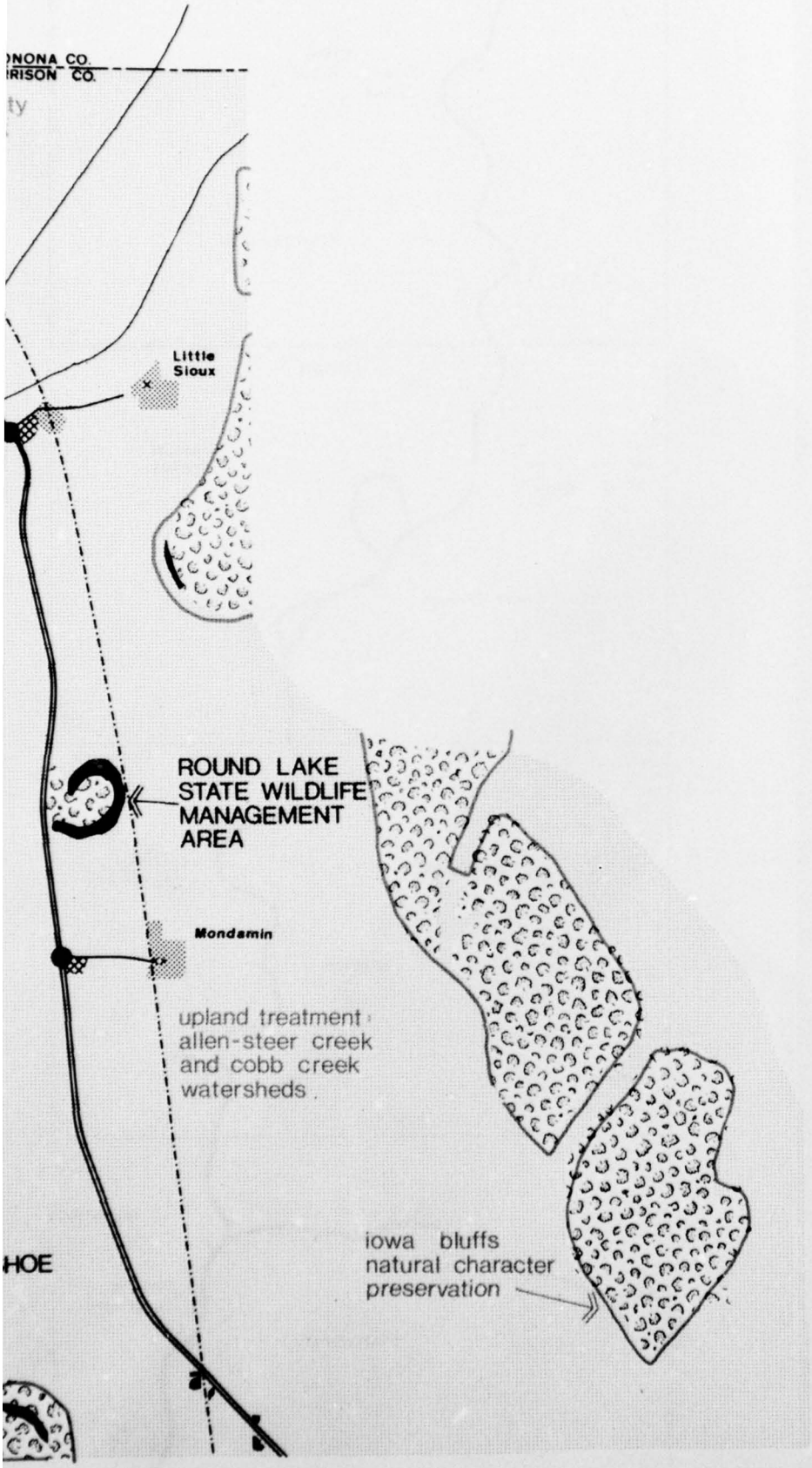
The two Iowa State Game and Wildlife Management Areas on the river form a nucleus for the northern portion of an open space network which extends along both sides of the Missouri as it winds its way through the entire RDP Area. As indicated on the land use plan, additional designated open space is recommended in a continuous strip paralleling the river, thus preserving the natural beauty of the riverbanks, allowing control of the visual panorama and protecting the wildlife which lives there. Generally, this land is marshy and heavily wooded. The open space designation is therefore not inconsistant with the policy of preserving prime agricultural land for crop production.

The other major open space recommendation involves the bluffs on the eastern edge of the corridor. This area consists of rough terrain and is not suited for agriculture or building sites. Official open space designation will serve to protect the natural character and visual beauty of these bluffs and ensure public access for limited recreational use such as hiking, although no acquisition is intended.

The surest method for ensuring open space is through public ownership of the land. Since complete ownership is not possible over the short-range future, county zoning ordinances must be administered so that they are effective in preventing residential and other urban type land uses from occuring in designated open space areas. Although agriculture has a high priority in the land use plan, the protection of certain existing natural areas and locations of high scenic value must also be ensured. Economically, it is nearly impossible to reverse the effects of clearing a forest, leveling a bluff or draining a marsh for agricultural or urban use.

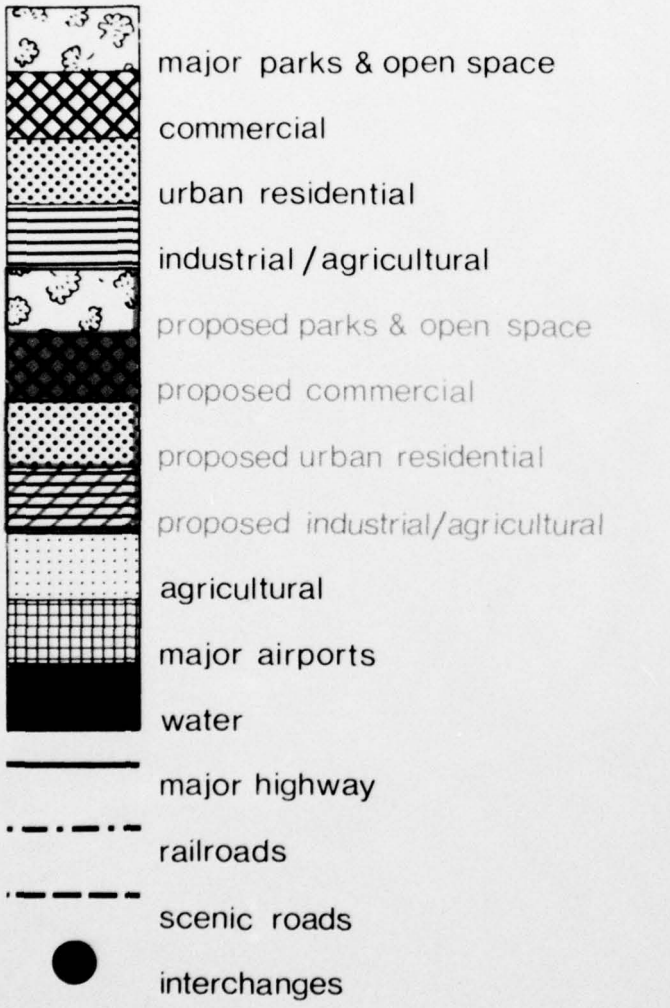
MISSOURI RIVERFRONT CORRIDOR
1995 LAND USE PLAN

north
NORTH SECTION
JUNE 1975

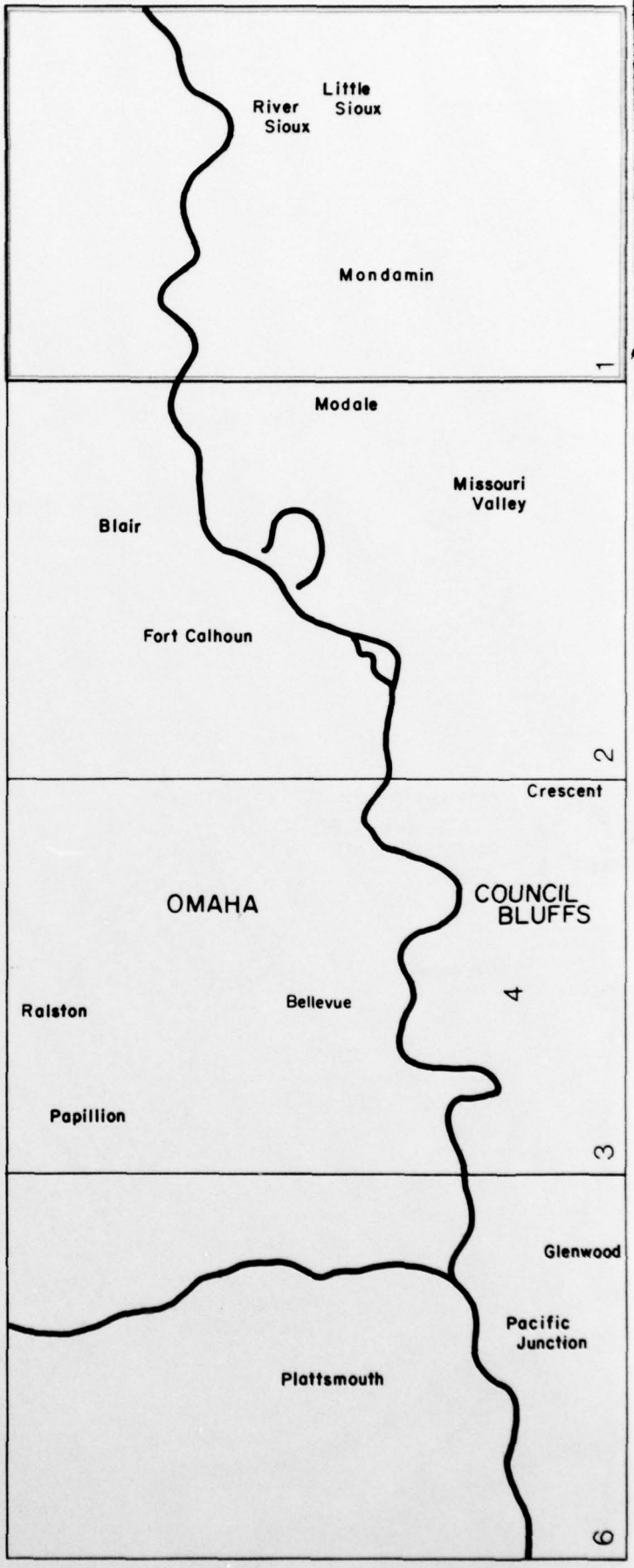

NONA CO.
RISON CO.
Little Sioux
ROUND LAKE STATE WILDLIFE MANAGEMENT AREA
Mondamin
upland treatment allen-steer creek and cobb creek watersheds
iowa bluffs natural character preservation
HOE

2

MAP 1



several land uses established since the start of the Riverfront Development Program are shown as proposed to illustrate the effect of land use development since 1971.



MAP 2 NORTH-CENTRAL SEGMENT

The north central section of the RDP area contains portions of Harrison and Pottawattamie Counties in Iowa and Washington and Douglas Counties in Nebraska. The land uses portrayed on the map are clear examples of the transition or fringe area between city and country uses.

The proposed land uses in the north-central section of the Riverfront corridor are a positive attempt to preserve the integrity of country areas through development of rural community employment centers. These employment centers are intended to provide employment for the rural labor force, particularly for youth entering the labor market. Population growth is intended to concentrate in the existing towns of Blair and Ft. Calhoun in Nebraska and Missouri Valley Modale in Iowa.

Coordinated development is the key to the future stability of rural communities and their agricultural partners. The downtown Blair beautification project, development of Black Elk-Neihardt Park, Blair Industrial Park, and the Missouri Valley industrial, sewer, water and flood plain projects will tend to enhance the viability and appeal of these communities. At the same time, convenient access to the facilities, services and amenities that can only be supported by major metropolitan centers will allow rural citizens to have access to the best aspects of both urban and rural living.

Existing industrial areas shown on the land use map include a quarry operation near Ft. Calhoun, the OPPD facility midway between Ft. Calhoun and Blair and industry already developed in Blair and Missouri Valley. The land use plan indicates a significant amount of additonal land designated for industrial purposes.

The largest portion of the proposed industrial land is at Blair in the area between the Chicago and Northwestern Railroad tracks and the Missouri River. This proposed industrial district extends from the area north of the Missouri River bridge at Blair to the OPPD power generating facility. This designated area is very similar to a plan prepared for Washington County in 1970.

The remaining planned industrial land is located at Missouri Valley. The industrial district in this city is on the south edge of the town with planned expansion to the west and south, including the area west of the I-29 interchange.

The amount of proposed industrial land in the north-central section of the Riverfront Corridor is greater than that which can be feasibly developed in the twenty-year planning period. The designation of such a large area for industrial use represents a policy by the two communities and counties which indicates that industry is both welcome and desired. The industrial designation also conveys the message that residential development in these areas is not welcome and that continued agricultural use of the land is desirable until such time that an industrial prospect has decided to locate or expand in the area. However, if incoming firms desire sites isolated from existing planned industrial areas yet still within the designated industrial district, the extension of necessary services to these sites would be quite costly to the county or community and could cause disruption to surrounding land users.

The major transportation linkages serving the north-central segment of the corridor include: I-29 in Iowa which provides north-south service to Omaha-Council Bluffs with interchanges at

Modale and Missouri Valley, I-29 connects to I-80 which provides east-west service to Des Moines; U.S. 30 connects Missouri Valley, I-29, Blair and Fremont to the west; U.S. 73 in Nebraska, connects Blair and Ft. Calhoun to Omaha. Blair also has an additional route to Omaha by way of Nebraska 133.

Transportation improvements programmed for the north-central segment include up-grading of U.S. 73 north and south of Blair as well as U.S. 30 at the west edge of Blair. A grade separation structure is proposed over the railroad in Blair to assist through traffic and local circulation. A U.S. 30 bypass to the south of Blair has been proposed.

In addition to direct rail service, privately owned barge facilities are in use on the Nebraska side of the Missouri River directly north of the Blair bridge. Additional facilities are contemplated on the Nebraska side directly south of the bridge. Eppley Airfield, in North Omaha, is easily accessible from these two communities. Blair and Missouri Valley have municipal airports. Blair has proposed a new airport with hard surface runways.

Open space recommendations incorporated into the Land Use Plan involve the bluff areas in both Iowa and Nebraska. The areas in Iowa are identified as proposed natural character preservation areas. In Nebraska they become part of a Missouri Riverfront Nebraska State Park. Earlier plans for a Boyer Chute Wildlife Area, which is near the proposed state park, met opposition because they caused the loss of prime agricultural land in the area between the chute and the river. This Land Use Plan retains the existing agricultural use and designates the bank and bluff areas as open space. The proposed State Park features a system of connecting trails which tie together low density recreation areas. This planned open space system plays a key role in limiting northward residential growth.

Low denisty subdivisions have already been planned north of Omaha in northwest Douglas County. Such new development will continue to spread northward in a fragmented sprawling fashion unless some form of land use controls are implemented. By capping this northward residential growth, much future residential development can occur to the south of the State Park at a high, more efficient density and can be served by Omaha urban services. Widely scattered residential development extending into Washington County should be discouraged, thus preventing the disruption of agriculture and natural open-space areas and lessening the impact on smaller communities, especially Ft. Calhoun, which are not capable of providing expanded urban services. The Land Use Plan presents an alternative to Omaha's westward growth. However, the Plan does not intend to replace urban sprawl in the westward direction with sprawl in another area. This alternative does not suggest that no growth should take place on Omaha's west side, but that any growth must take account of metropolitan needs better than has been the case in the past.

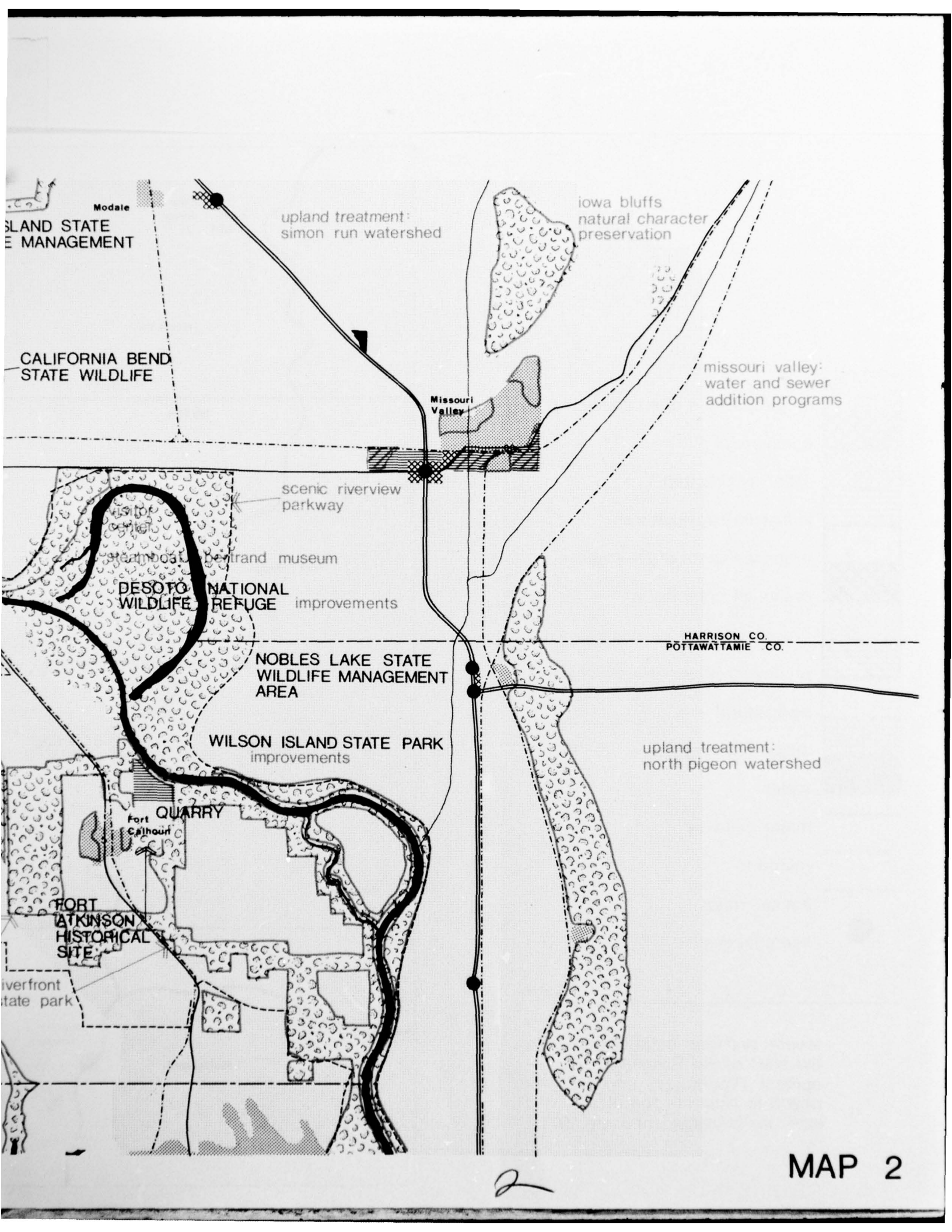
The continuation of the river bank open space system will link the Tyson Island State Wildlife Management Area, California Bend State Wildlife Refuge, DeSoto Bend National Wildlife Refuge, Nobles Lake State Wildlife Management Area and Wilson Island Sate Park.

MISSOURI RIVERFRONT CORRIDOR
1995 LAND USE PLAN

north

NORTH CENTRAL SECTION

JUNE 1975


Modale
SLAND STATE
E MANAGEMENT
CALIFORNIA BEND
STATE WILDLIFE
upland treatment:
simon run watershed
iowa bluffs
natural character
preservation
missouri valley:
water and sewer
addition programs
Missouri
Valley
scenic riverview
parkway
visitor
center
museum
DESOTO NATIONAL
WILDLIFE REFUGE
improvements
HARRISON CO.
POTTAWATTAMIE CO.
NOBLES LAKE STATE
WILDLIFE MANAGEMENT
AREA
WILSON ISLAND STATE PARK
improvements
upland treatment:
north pigeon watershed
QUARRY
Fort
Calhoun
FORT
ATKINSON
HISTORICAL
SITE
iverfront
tate park
MAP 2

major parks & open space

commercial

urban residential

industrial / agricultural

proposed parks & open space

proposed commercial

proposed urban residential

proposed industrial/agricultural

agricultural

major airports

water

major highway

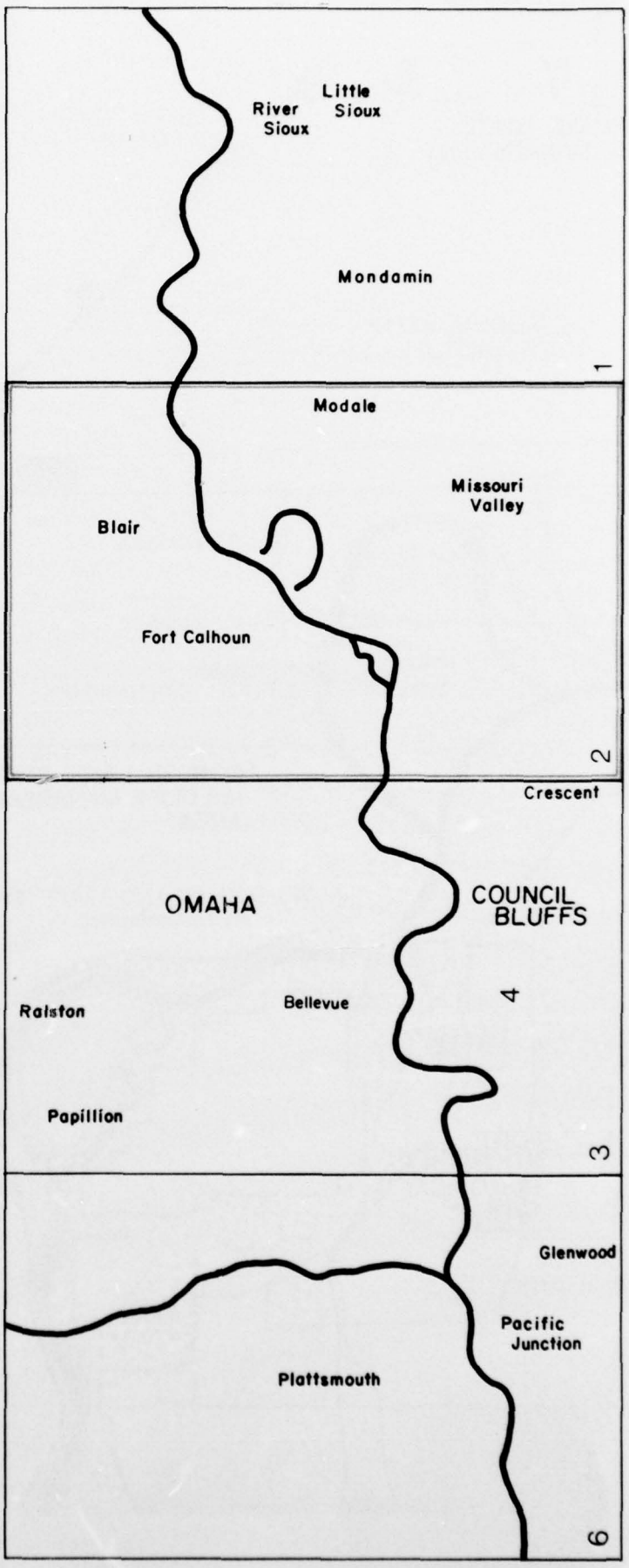
railroads

scenic roads

interchanges

0 1 2 3 4 5 6 Miles

several land uses established since the start of the Riverfront Development Program are shown as proposed to illustrate the effect of land use development since 1971.



MAP 3 SOUTH-CENTRAL SEGMENT

The south-central segment of the RDP area contains portions of Douglas and Sarpy Counties in Nebraska and Pottawattamie and Mills Counties in Iowa. Council Bluffs and Crescent, Iowa and Omaha, Ralston, Bellevue and Papillion, Nebraska are also shown on this segment of the river corridor maps.

The area that is described by this map contains the major population centers and a significant number of the projects in the Missouri Riverfront Corridor. Two additional maps will be used to illustrate sections of these areas and the relationships between them.

One of the principal objectives from which the "Return to the River" program evolved was the rebuilding of in-town resources by redirecting a portion of future growth into decaying areas that could be recycled to better serve some of our future needs. The goal is not to eliminate growth on the east-west edges of the metropolitan area, but rather to manage future growth in a way which reduces the public costs of municipal services and which more effectively relates and balances work, shopping and play areas with residential opportunities. Such a program could reverse in-town decay and economic decline, conserve energy, reduce time spent in commuting and produce a more environmentally sound and aesthetically pleasing urban setting.

To support the residential development which is necessary to achieve balanced growth, emphasis is given to in-town residential rehabilitation and new housing construction rather than new towns or suburban development. Bayliss Park Housing, a New-Town-In-Town redevelopment area, and inner-city rehab housing in Council Bluffs as well as projects in North and South Omaha, are intended to strengthen the quality of in-town living. The South Omaha Neighborhood Association Community Facility, Terrace Homes, improvements to public housing projects such as Logan-Fontenelle and other Housing Authority projects will complement private housing development. Public improvements will be required to support private housing improvements, but will cost less than extending services into newly developed areas on the urban fringe.

In the future, new economic and population trends may, in fact, suggest satellite towns or planned integrated residential, commercial and industrial districts located in the margin between city and county. At the present time, in-town commercial, industrial and office development will add necessary work and shopping opportunities. South Omaha Commercial Development, the Bellevue Central Business District revitalization, Council Bluffs Central Area Modernization, the Riverfront Industrial Park and many other projects are intended to promote the future vitality of the metropolitan area as well as in-town residential areas. Additional commercial, residential, industrial and public facility projects are illustrated on the two maps which follow this south-central segment map.

Many of the facilities which are illustrated on this map serve the fringe areas of the metropoplitan area as well as the in-town project areas. The Metropolitan Technical Community Colleges at Ft. Omaha and at the South Omaha Industrial Park are excellent examples of this regional impact. Area roadway improvements which effect the entire Riverfront Corridor area are defined in the 1995 COATS Interim Transportation Plan. Four proposals from this plan warrant particular attention-North Freeway, Airport Freeway, Abbott Drive and Kennedy Freeway

The North Freeway connects I-480 to Hamilton Street; Hamilton to Lake Street is scheduled for completion in 1975. North of Lake Street, three alignments are being studied. Although no decision has been made on the final routing, the North Freeway has significant long-range impact on area circulation and the local economy. Completion of the North Freeway will be highly beneficial to the Riverfront because it provides a better link between Omaha and the northern Iowa-Nebraska Counties. This facility would also provide long-range traffic relief for 30th Street and John Pershing Drive.

The Airport freeway would extend from the North Freeway east to Eppley Airfield in the corridor north of Carter Lake Park. This facility would relieve the traffic usage on the Park Road in Carter Lake Park, and on John Pershing Drive, and greatly enhance access to the industrial land north and northwest of the Airport. This facility is currently included in the North Freeway Corridor Study.

Abbott Drive is currently scheduled for widening to 4 lanes divided between 9th Street and the Northern Limits of Carter Lake Village. Future widening is envisioned into downtown Omaha. This facility is important for access to the Airfield, adjacent industrial lands and recreation oriented activities.

The Kennedy Freeway is complete only from I-80 to L Street. The next section for construction in the near future is from L to W Street. South of W Street and into Sarpy County, the freeway is known as the Nebraska City Freeway and is currently in a corridor study phase with decision on the alignment pending.

At Bellevue, improvements for Nebraska 370, including an interchange, are in the Department of Roads Five Year Program.

Interstate 29 and Interstate 80 are the major highways serving the Iowa side of the corridor with supplemental service provided by I-680, and I-480, U.S. 275, U.S. 6, and Iowa 183, 191 and 92. Major river crossings are the Mormon Bridge to the north, the I-480 bridge, I-80 bridge, the South Omaha bridge and the Bellevue bridge.

Within Council Bluffs, the Washington Avenue bypass of U.S. 6 in the downtown area will be highly beneficial to cross-town traffic movements. Completion of this project should be given high priority for the economic growth of the City's retail trade center.

The completion of the second dual bridge, the eventual elimination of tolls on the Mormon bridge and the construction of a 4 lane connector to I-29 will contribute to improved circulation and interstate travel in the northern area of this section.

In Nebraska, U.S. 73 is the primary connector north into Washington County and is supplemented by Nebraska 133. Travel south into Sarpy County is principally by U.S. 73-75. Westward travel is by I-80, U.S. 275, U.S. 6 and Nebraska 64 and Nebraska 36, I-80, I-680 and I-480 serve the combined function of Omaha circulation, access to Iowa via river bridges and east-west accessibility.

In the southern region of the map segment, Nebraska 370 is an east-west link from Bellevue to I-80.

Air service for the Missouri Riverfront Corridor Area is by air carrier service at Eppley Airfield and general aviation needs are further supplemented by numerous publicly and privately owned airports in the area.

In 1970, the Metropolitan Airport Advisory Committee, appointed by the Governor of Nebraska investigated the possible advantages of constructing a new regional airport between Lincoln and Omaha. The study concluded that the need for a new regional airport had not been shown to exist for years to come. Thus, the Omaha Airport Authority's Development Directory concentrated on making the best possible use of the limited airport site available at Eppley Airfield to meet the future expectations of the air traveler. The Old West Regional Commission is also studing regional air transportation needs.

By 1995, projections indicate that the number of passengers will quadruple and the tonnage of air cargo will increase by a factor of 7, compared to the 1975 movements through the present facility. Future land development at Eppley Airfield is constrained by virtue of the airport's location within a large oxbow of the Missouri River. To maximize expansion potential, approximately 22,000 lineal feet of levee is being relocated closer to the river, providing approximately 600 acres of flood prone land for future airport development. This levee relocation also provides an opportunity to develop recreational facilities on the west side of the relocated levee.

Additions to the present terminal facilities and to the runways are proposed to handle the increased traffic. In the future, much of the general aviation aircraft will need to be absorbed at other airports in the area. In addition to Eppley Airfield, other municipal airfield in the south-central riverfront corridor segment exist at Council Bluffs and Millard. Private airfields are located in North and South Omaha. Military air traffic is handled by Offutt Air Force Base.

Numerous privately owned barge facilities are in use on the Nebraska side of the Missouri River directly downstream from the Omaha Public Power District power plant. Additional installations are under construction at the Riverfront Industrial Park. Additional private barge facilities are located north of the I-480 bridge on the Nebraska side, and the municipal dock of the City of Omaha is also located in this area. Numerous private facilities are located in the vicinity of the South Omaha bridge on the Nebraska bank. In Iowa, private barge facilities are located downstream from the Union Pacific Railroad Bridge. Future barge terminal sites include a location in Iowa across from Eppley Airfield, and a site at Bellevue.

Railroad, major highway, air service, public transit and water transport facilities are important forces in the location of industrial sites. Employment centers are major factors in community stability. The ability of homeowners to maintain their dwellings is related to the ability to secure employment. For the underemployed and unemployed, it is very important to be able to secure employment at a reasonable distance from the home. As our current economic and energy situation points out, in the future it will become increasingly desirable that employment centers be located closer to the place of residence for all workers.

The open space and recreation uses shown on this segment of the corridor maps include some which are of metropolitan and regional interest as well as facilities which serve the needs of the local community. The Lake Manawa improvements and the Gifford Environmental Education Center, which includes virgin forest preservation and environmental education and research programs, are regional facilities. They are singular resources which are available to citizens from a large area. The hiking, camping, and picnic facilities at Longs Landing, Chain of Lakes Park and Bellevue-Fontenelle Forest Trail which links Haworth Park with the Gifford Environmental Education Center, are metropolitan area attractions. Carter Lake Park, N.P. Dodge Park, Airport Bend Park, Haworth Park expansion which includes a proposed Riverfront Pioneer Village with civic facilities, and the Levee Lakes Parks which are proposed to be developed from the borrow

pits of the new levees, will serve local as well as community needs. Education and cultural facilities such as the Peter Sarpy Trading Post, the Old Hog Farm, the Logan-Fontenelle Trading Post and the Dodge House Area Preservation projects round out the facilities which support the enhancement of leisure activities of the Riverfront area. These facilities are part of the total needs of the communities and when added to existing facilities such as Big Lake Park, Henry Doorly Zoo, Fontenelle Forest, Dodge Park and YMCA Camp Pokamoke, they will play a central part in the Riverfront Development Program objectives which support the interests of the entire corridor population.

MISSOURI RIVERFRONT CORRIDOR
1995 LAND USE PLAN

SOUTH CENTRAL SECTION

JUNE 1975

north

papio watershed
flood control
project

MORMON
PIONEER
CEMETERY

riverfront industrial park

carter lake:
civic center & community
facility
water system, sanitary &
storm sewer system
kiwanis park
public park

north freeway

creighton project

omaha cbd

metropolitan technical
community college

south omaha commercial development
terrace homes
south omaha neighborhood association
community facility

Ralston

DOUGLAS CO.
SARPY CO.

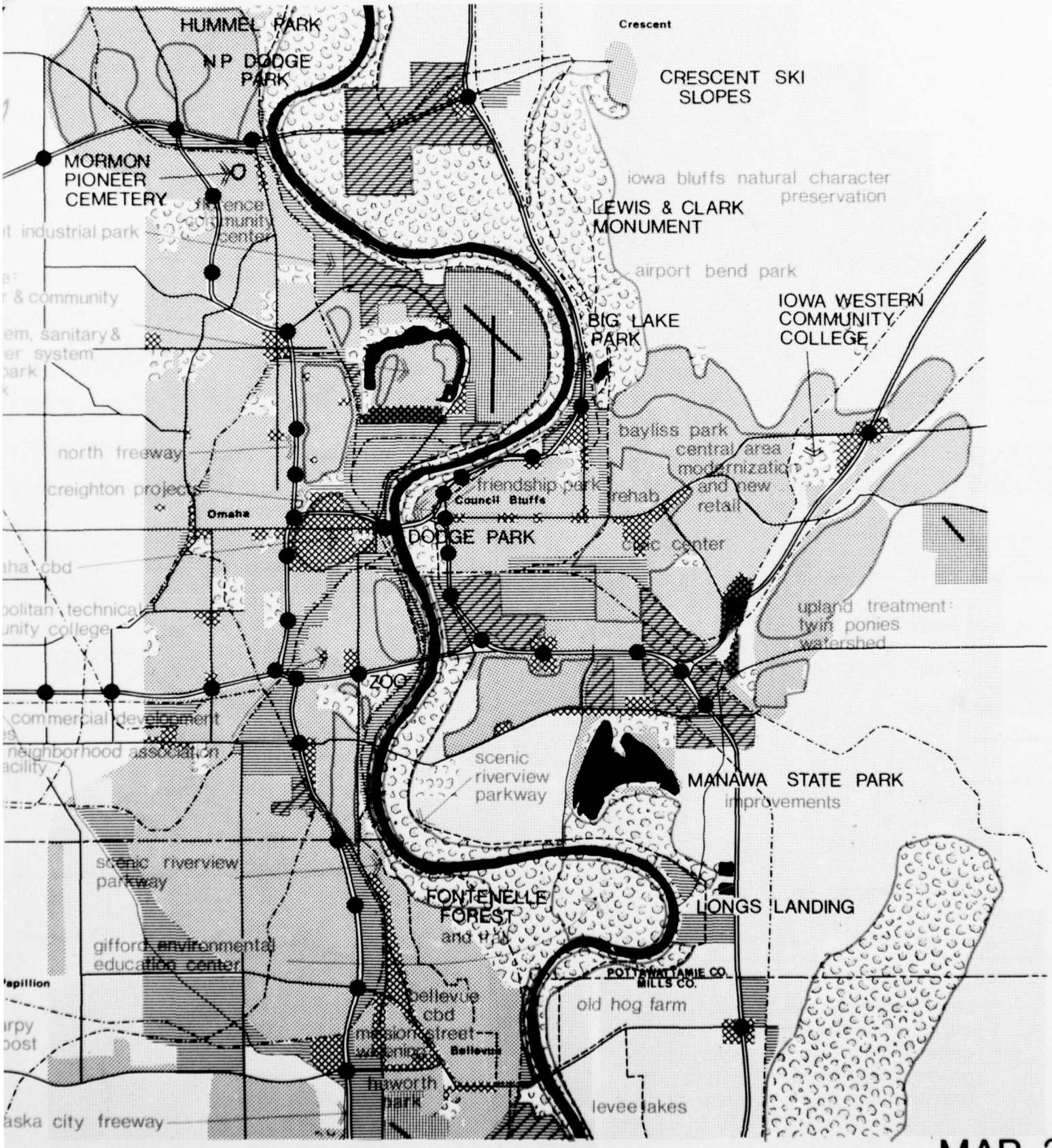
scenic river
parkway

gifford environ
education ce

Papillion

peter sarpy
trading post

nebraska city freeway


HUMMEL PARK
N P DODGE PARK
Crescent
CRESCENT SKI SLOPES
MORMON PIONEER CEMETERY
iowa bluffs natural character preservation
LEWIS & CLARK MONUMENT
airport bend park
IOWA WESTERN COMMUNITY COLLEGE
BIG LAKE PARK
bayliss park
central area modernization and new retail
north freeway
creighton projects
friendship park
rehab
Council Bluffs
Omaha
DODGE PARK
civic center
upland treatment twin ponies watershed
ZOO
scenic riverview parkway
MANAWA STATE PARK improvements
FONTENELLE FOREST
LONGS LANDING
gifford environmental education center
POTTAWATTAMIE CO.
MILLS CO.
old hog farm
bellevue cbd
mission street widening
Bellevue
haworth park
levee lakes
aska city freeway

MAP 3

major parks & open space

commercial

urban residential

industrial / agricultural

proposed parks & open space

proposed commercial

proposed urban residential

proposed industrial/agricultural

agricultural

major airports

water

major highway

railroads

scenic roads

interchanges

0 1 2 3 4 5 6 Miles

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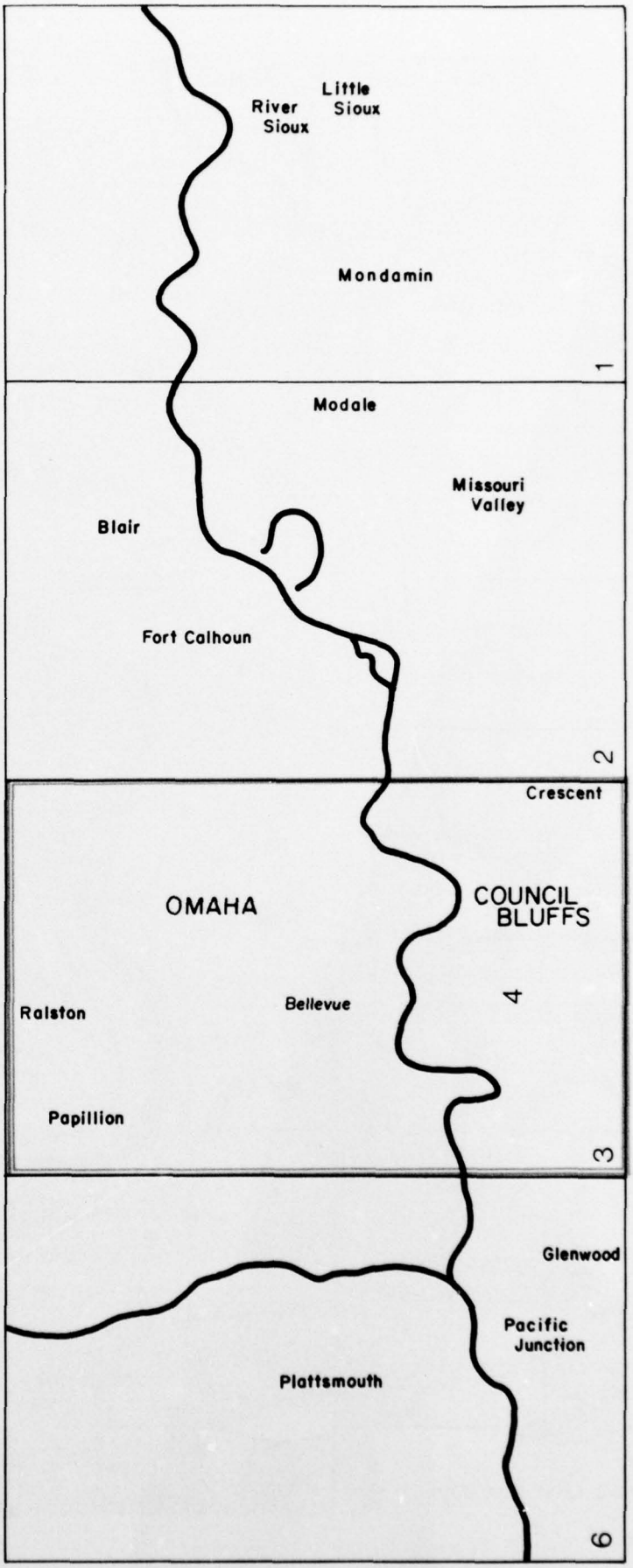


MAP 4 OMAHA-COUNCIL BLUFFS SECTOR

This map enlarges the area on the south-central corridor map which shows Omaha and Council Bluffs.

The land uses and project areas on this map illustrate one of the major objectives of the Riverfront Development Program--the development of job opportunities which are easily accessible to underemployed and unemployed workers, and the coordinated reorganization of areas now blighted or underused through economic development in harmony with the human and natural environment. York Park Housing, Wesley House Area Housing, Logan Fontenelle Homes, Terrace Homes, Park East, Cathedral Area, and South Omaha in-town redevelopment programs in Omaha, together with the Bayliss Park and new-town-in-town programs in Council Bluffs, supply the housing first phase and the first priority component of the response to these Riverfront objectives.

Commercial, industrial and office programs which support the major objectives include Central Area Improvements and the West Broadway Corridor development program in Council Bluffs, the Blair industrial site and downtown beautification, Bellevue CBD development, and a number of major projects in the Omaha CBD and North Omaha.

Transportation programs which support the development of job opportunities and reorganization of in-town resources, which are in addition to those described in the narrative for the proceeding map which covers a larger portion of the south-central corridor segment, include the following: the Washington Avenue Bypass, and the 8th Street Improvements in Council Bluffs and the Abbott Drive and Warehouse District street and sewer improvements in Omaha. Air and water transporation for this area has also been previously discussed. Rail transportation, related to the major existing and proposed industrial areas shown on this map, is of primary concern.

The Omaha-Council Bluffs area is the 4th most important railroad center in the United States. History and geography dictated that the two cities should become a major transportation center even before the railroads opened up the west. Today eight railroads enter and leave the metropolitan area by routes reflecting the needs and competitive structure established in the past.

In the metropolitan area there is a heavy concentration of railroad lines entering from almost all parts of the compass, following in some instances rather indirect paths before converging on an area within several miles of the Union Pacific Railroad bridge over the Missouri River.

Beyond the metropolitan area, the railroads radiate from the area much as spokes radiate from a hub. To the east, five lines provide direct service to Chicago and one railroad is a direct line to St. Louis. To the west, three railroads have direct service to Denver with one providing service to the northwest and with one also providing service to most of the west. To the south, two railroads parallel the Missouri River to Kansas City, and to the north one railroad parallels the Missouri river to Sioux City. Additional trackage provides branchline service to communities in the surrounding area.

In the area of the Riverfront corridor, it is anticipated that some of the branchline trackage will be abandoned in the future. Undoubtedly government policies, both national and state, will dictate the extent of the abandonments. In the metropolitan area, there is a need for relocation

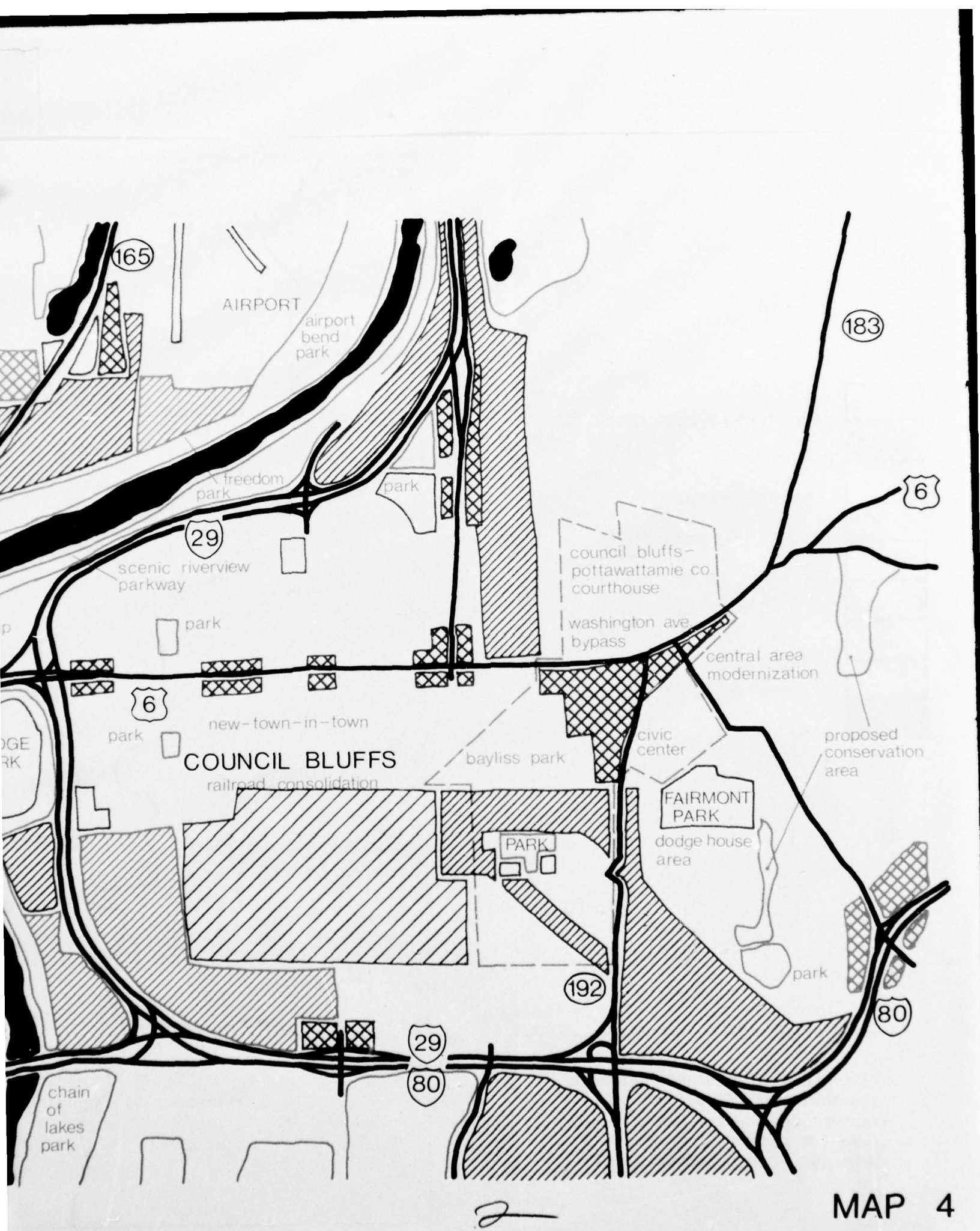
and/ or consolidation of trackage to reduce the railroad-highway and railroad conflicts. The establishment of selected rail corridors would assist in improving the efficiency of the rail operations and eliminate many duplications of rail facilities. A large amount of land is devoted to rail yards, particularly in the Council Bluffs area. Many of these yards are inadequate for today's needs and in many cases the area is not put to its highest and best use. A study of the entire region is necessary to develop a comprehensive plan for the railroad system of the region.

Public facilities, open space and recreation projects have been developed to support in-town residents and workers. Although land uses and projects noted in this report are stated in terms of physical developments and capital improvements, the Riverfront planning process, with its citizen task forces, has considered the social and economic impact of each project. As the priority rankings of later chapters of this report will indicate, some of the items presented here must still be tested to determine their feasibility or perfect their desirability. The Land Use Plan suggests the types of elements which must be developed to build and maintain the human community in the city as well as the country-side. This river corridor land use study only touches upon the variety of styles and densities and motives which together make up the region.

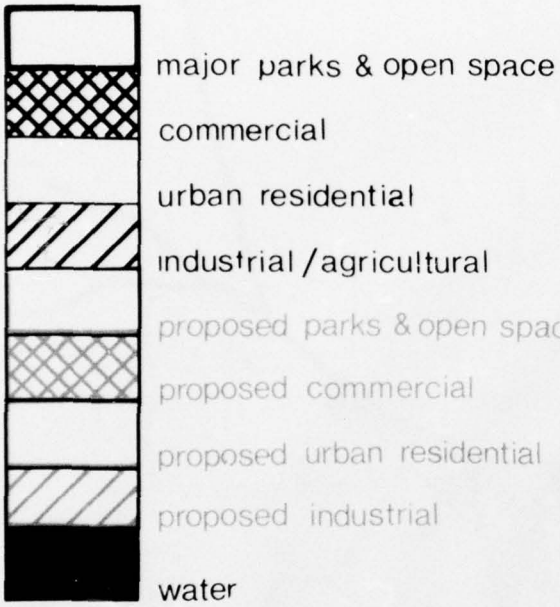
The following illustration shows the features of the Omaha Central Business District which make it a regional center and a symbol of the business, governmental and social activities that occupy this region. The reorganization of the Omaha "downtown" includes specialized recreation and residential areas which are necessary for the sustained life of this regional center itself as well as a variety of educational and cultural activities which enrich and contribute to the people of the entire region.

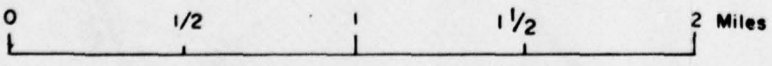
MISSOURI RIVERFRONT CORRIDOR
1995 LAND USE PLAN

north → OMAHA-COUNCIL BLUFFS SECTOR
JUNE 1975


165
AIRPORT
airport bend park
183
freedom park
park
6
29
scenic riverview parkway
council bluffs-pottawattamie co courthouse
park
washington ave bypass
central area modernization
6
new-town-in-town
park
civic center
proposed conservation area
COUNCIL BLUFFS
railroad consolidation
bayliss park
FAIRMONT PARK
PARK
dodge house area
park
192
80
29
80
chain of lakes park

MAP 4





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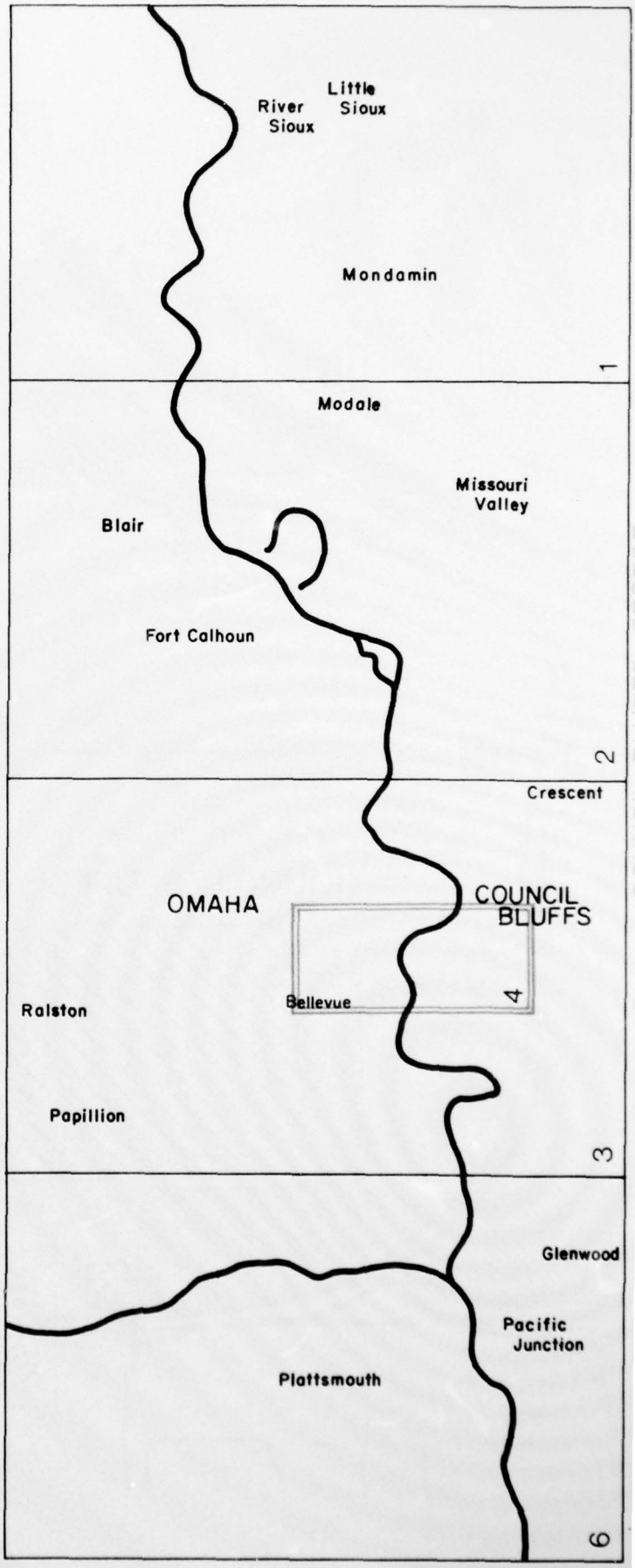


MAP 5 OMAHA CENTRAL BUSINESS DISTRICT

The Central Business District (CBD) Plan for Omaha emphasizes the importance of this regional center in the context of the whole riverfront corridor. The following narrative is taken from that report, which was published by the Omaha City Planning Department from several studies performed under contract to MAPA's Riverfront Department with guidance and input from the Riverfront Central Business District Task Force.

"The Open Space element provides the visual and activity focal point or 'backbone' for the entire (CBD) plan. The malls and parks with their fountains, pools, conservatories, skating rinks, marinas, and other attractions will act as magnets for people from the entire region. The Open Space also provides a spatial tie between the various land uses and provides the extra amenities which make Downtown competitive with the suburbs."

"The Central Park Mall will be the principal open space in the Central Business District providing the philosophical reunion of the heart of the City with the Missouri River, and physically providing a sphere around which the downtown can grow."

"The commercial element emphasizes the role specialized types of retailing and entertainment should play in the CBD, with special emphasis on increased activity in the Old Market area."

"Diverse quality retail facilities will provide a great attraction, bringing many of the citizens of Omaha back into the Central Business District. The major retail core will continue to be centered around 16th Street which will be redeveloped as a pedestrian transit mall providing people facilities all along the street and creating an environment which is conducive to strolling and enjoying the shopping experience in safety and comfort."

"Other small specialty retail centers, which will house boutiques, gallaries, restaurants, etc. will develop along the Central Park Mall, in Marina City, the Warehouse Housing Area and the Old Market."

"The concept of a retail core for major shopping needs with dispersed speciality areas in different neighborhoods will circulate shoppers throughout the Central Business District exposing them to other interests and happenings in the area."

"The development of the Financial District and the Government Center will continue following its present trends. The open space and pedestrian network will be extended into the area and the redesign and landscaping of the streets will be an integral part of the areas development."

"Service industries and small business presently existing in the Central Business District will be encouraged to remain and new ones to develop. If new development forces a business to relocate, every effort will be made to find the most appropriate new location."

"Alternative office accommodations other than in the Financial District will be available in the Marina City area, the Warehouse Housing Area and the Old Market. This space will be oriented towards professional and small business uses." New office structures in the CBD may include a new Federal Rerserve Bank, a new State Office Building and a new Federal Office Building.

"The Residential element explores the possibility of two types of housing in the study area. First, a large scale new Planned Unit Development called Marina City, adjacent to the riverfront. Second, the conversion into studio type apartments of some of the areas' fine older structures."

"Marina City will be the largest residential area in the Central Business District; located on the site of the existing railroad yards, it will provide more than 1,000 dwellings, arranged in several terraced levels around a lagoon."

"Alternative types of housing will be provided in the adjacent Warehouse Housing neighborhood. This area will provide a variety of house types and commercial facilities in the existing warehouses."

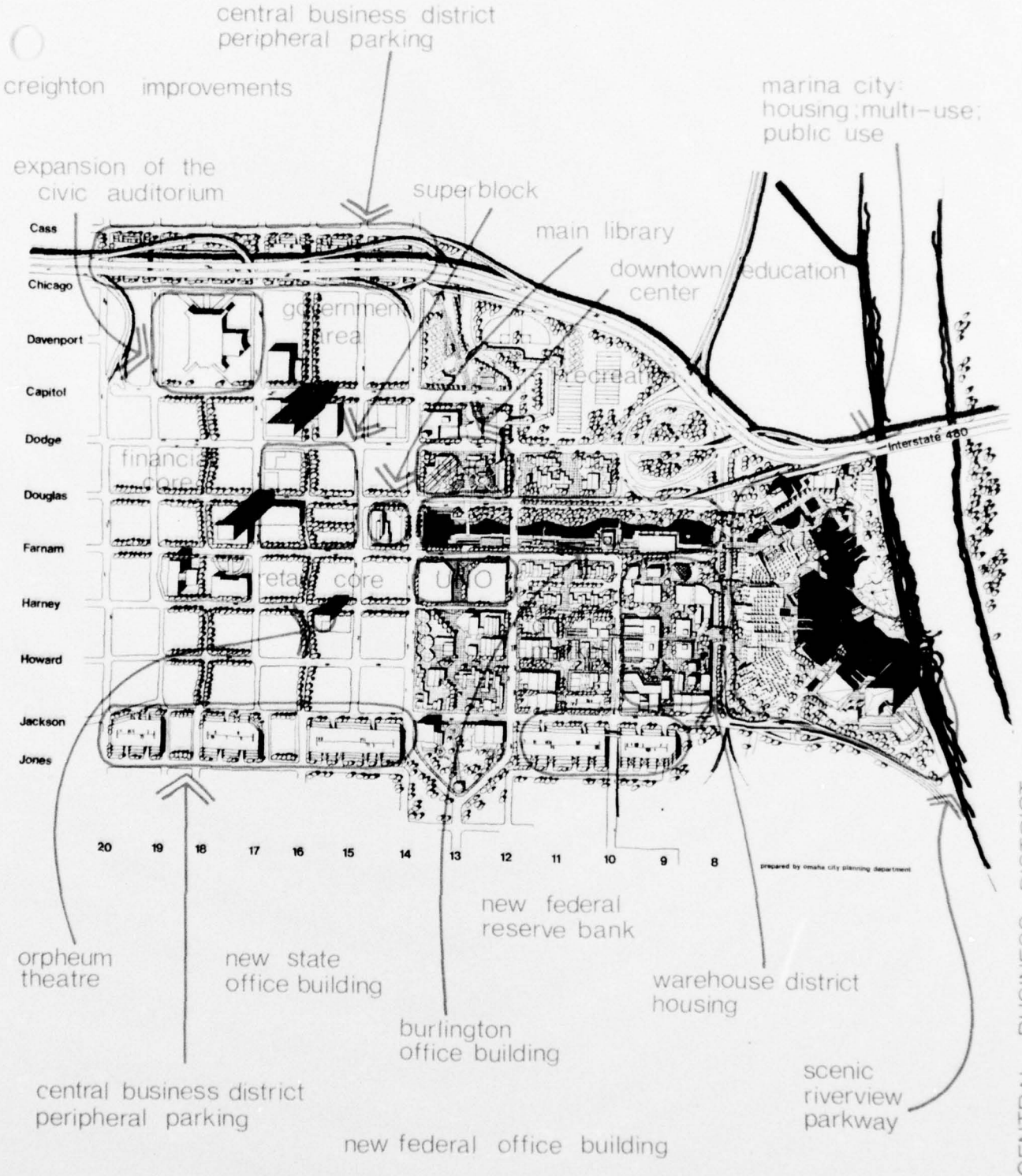
"The Old Market neighborhood is already developing apartments over the retail facilities and will continue to develop more residential units. Residential units for students are to be a part of the downtown Education Center providing housing facilities for transient needs. New Hotels and Motels in various parts of the Central Business District will provide accommodation for visitors to the City."

"The Educational Center element, like the Open Space element, is another key element in the plan. The central feature... is a downtown facility of the University of Nebraska at Omaha. This facility would bring a host of people to the area and would stimulate the establishment of nonpublic educationally oriented institutions such as business colleges, trade schools, and associations, together with the host of campus oriented business, entertainment and residential establishments. While the UNO facility would require new structures, the allied educational organizations and business would be encouraged to utilize some of the better existing buildings in the immediate area."

"The Downtown Educational Center will provide educational and cultural facilities in the heart of the downtown attracting people from all over Omaha and the surrounding counties to participate in the educational and cultural programs offered. The vitality of this area will add greatly to the quality of the Central Business District environment."

The CBD will be much more pedestrian oriented than it is today. Long term parking on the fringe of the CBD is being considered as part of a system which would include shuttle bus loops and short term parking in the lower levels of a "superblock" retail mall just east of the financial core.

A hotel on air rights over the superblock would complement existing facilities. An expanded Civic Auditorium, the recently refurbished Orpheum Theater and Union Station converted to a Western Heritage Museum would all enhance Omaha's attractiveness as the site of major convention activities.



5 OMAHA CENTRAL BUSINESS DISTRICT

MAP 6 SOUTH SEGMENT

The south section of the Riverfront Development program area contains portions of Sarpy and Cass County, Nebraska and Mills County, Iowa. This area is the southernmost section of the riverfront corridor.

Some population growth is expected to occur outside of the existing communities in this area and the Land Use Plan illustrates major new industrial areas in Sarpy and Mills Counties, with over 6,000 acres planned for industry in Mills County alone. Mills County officials expect that only a small part of this area will be used by industry. What this industrial designation does mean is that industry is invited to search for sites in the area. Additionally, it says that housing development are not welcome in that industrial area. In the interim, the land will be used for its current best use of highly productive agriculture. The extension of necessary utility and transporation services to the more remote portions of these sites would be quite costly to the counties and communities and could cause disruption to surrounding land users.

I-29 is the primary roadway connecting Mills County to the Riverfront region. U.S. 275 meanders to the Bluffs and also from Glenwood to Council Bluffs. U.S. 34 is an east-west arterial across southern Iowa with a river crossing to Plattsmouth, Nebraska. In Nebraska, U.S. 73-75 is the north-south arterial highway. Nebraska 66 provides a route from Plattsmouth west along the south side of the Plate River. The Nebraska City Freeway, as proposed, will be the most important link through Sarpy County. The freeway will replace existing U.S. 73-75.

Private barge terminal facilities are located on the Nebraska side north of the junction of the Platte River with the Missouri River. For the future, facilities on the Iowa side in the vicinity of Pacific Junction are comtemplated.

Commercial and residential development shown on this map segment is centered around Plattsmouth, Nebraska and Pacific Junction and Glenwood, Iowa.

Open space areas designated by the Land Use Plan are for natural area preservation and a wildlife preserve, with a recreation access road proposed concurrent with construction by the Corps of Engineers of twenty miles of agricultural levees. No major intensive-use recreation areas are planned in this section except for the development of four or five recreational lakes to take advantage of the deep borrow areas to be created during the construction of agricultural levees.

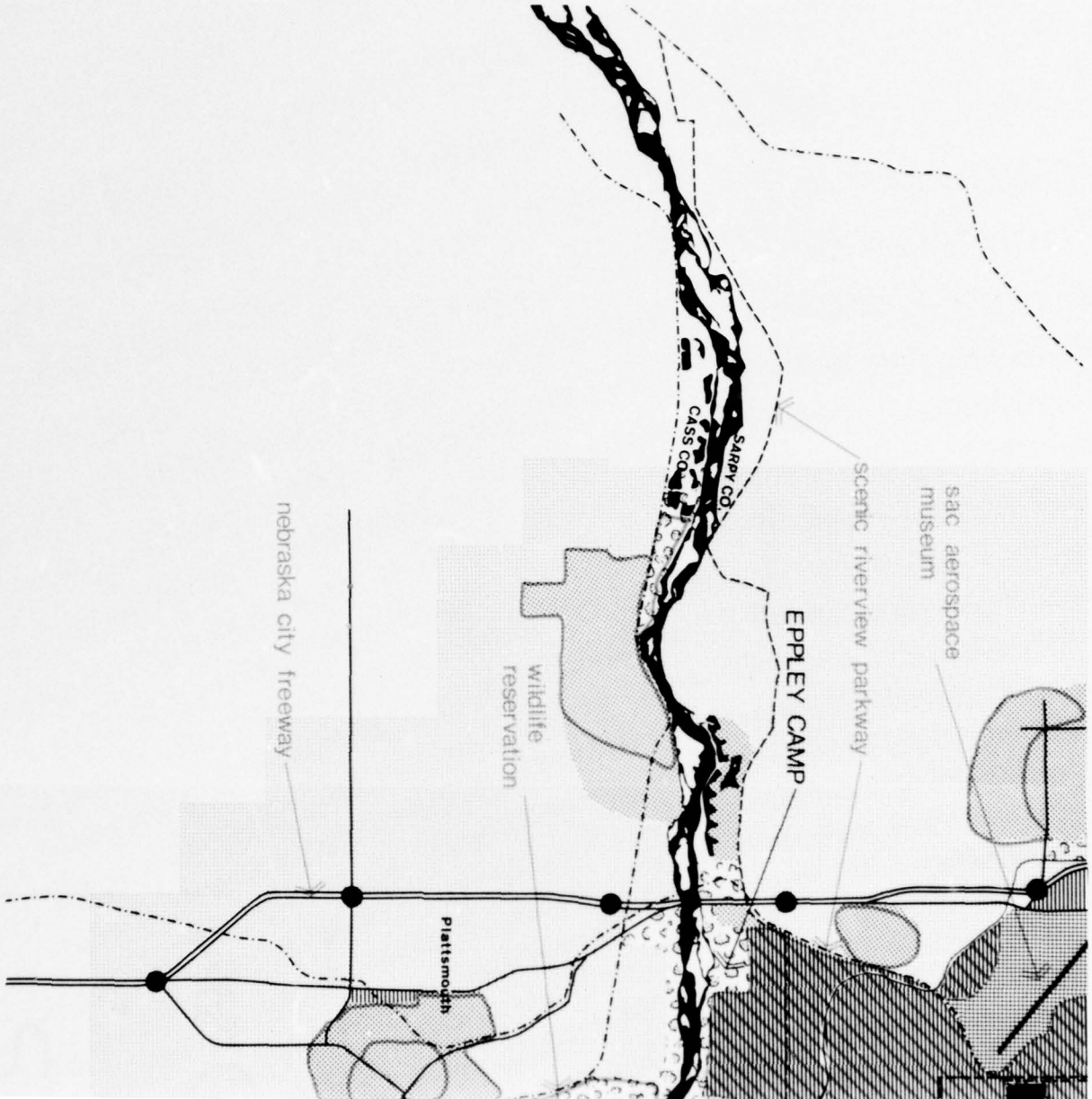
The southern terminus of the scenic drive network which extends throuthout the river corridor occurs at the Sarpy County line in Nebraska and near the southern end of Mills County in Iowa. As a result of the open space and scenic roads designation, it is expected that greater numbers of residents of the regional area will use and benefit from the rural and natural character.

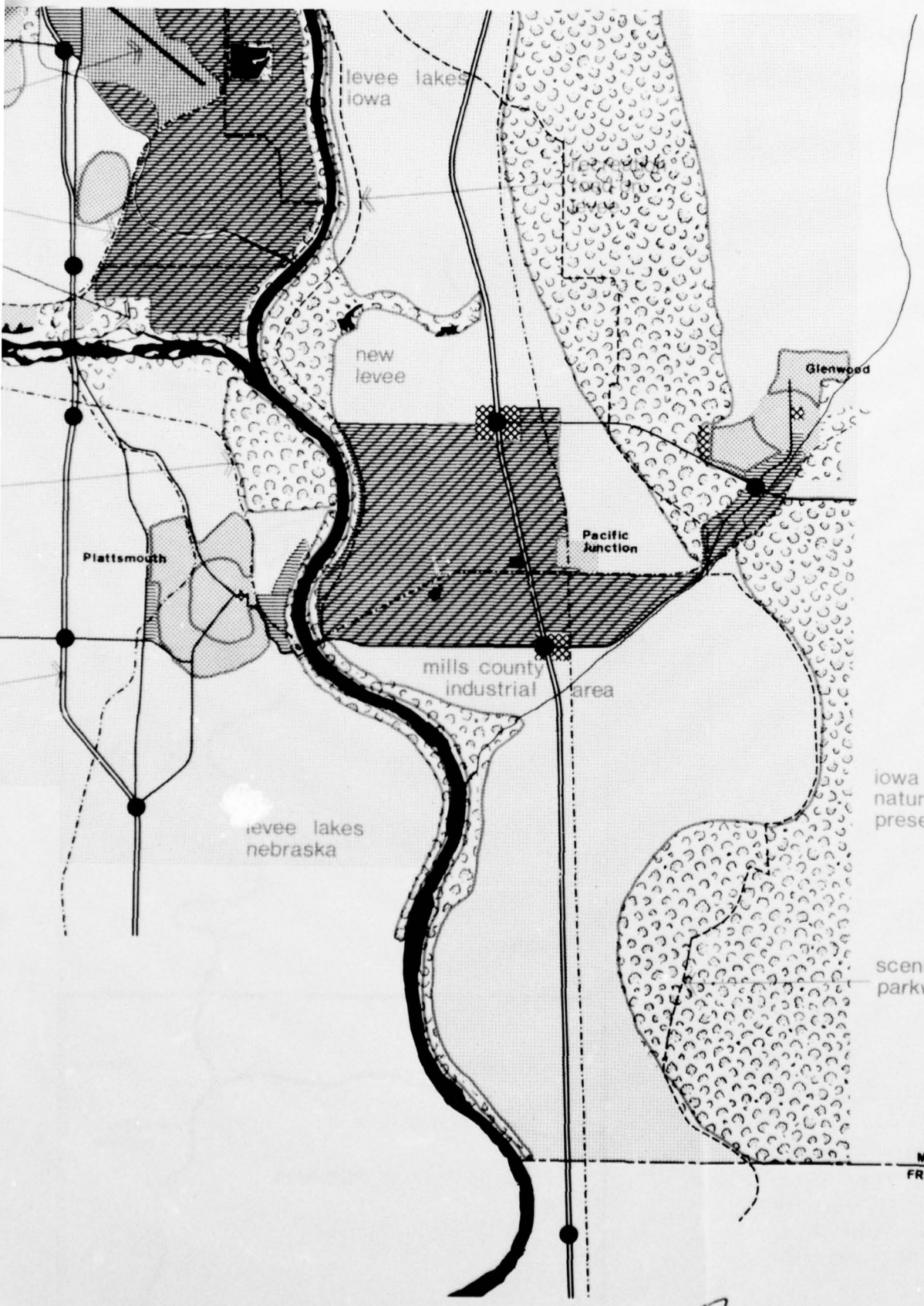
Some form of official open space designation will help protect the character of the Iowa bluffs and allow public access for limited recreational use, although no acquisition of bluffs open space is planned at this time.

MISSOURI RIVERFRONT CORRIDOR
1995 LAND USE PLAN

north →

SOUTH SECTION
JUNE 1975




levee lakes
iowa
new
levee
Glenwood
Pacific
Junction
Plattsmouth
mills county
industrial area
levee lakes
nebraska
iowa bluffs
natural character
preservation
scenic riverview
parkway
MILLS CO.
FREMONT CO.

2

MAP 6

major parks & open space

commercial

urban residential

industrial / agricultural

proposed parks & open space

proposed commercial

proposed urban residential

proposed industrial/agricultural

agricultural

major airports

water

major highway

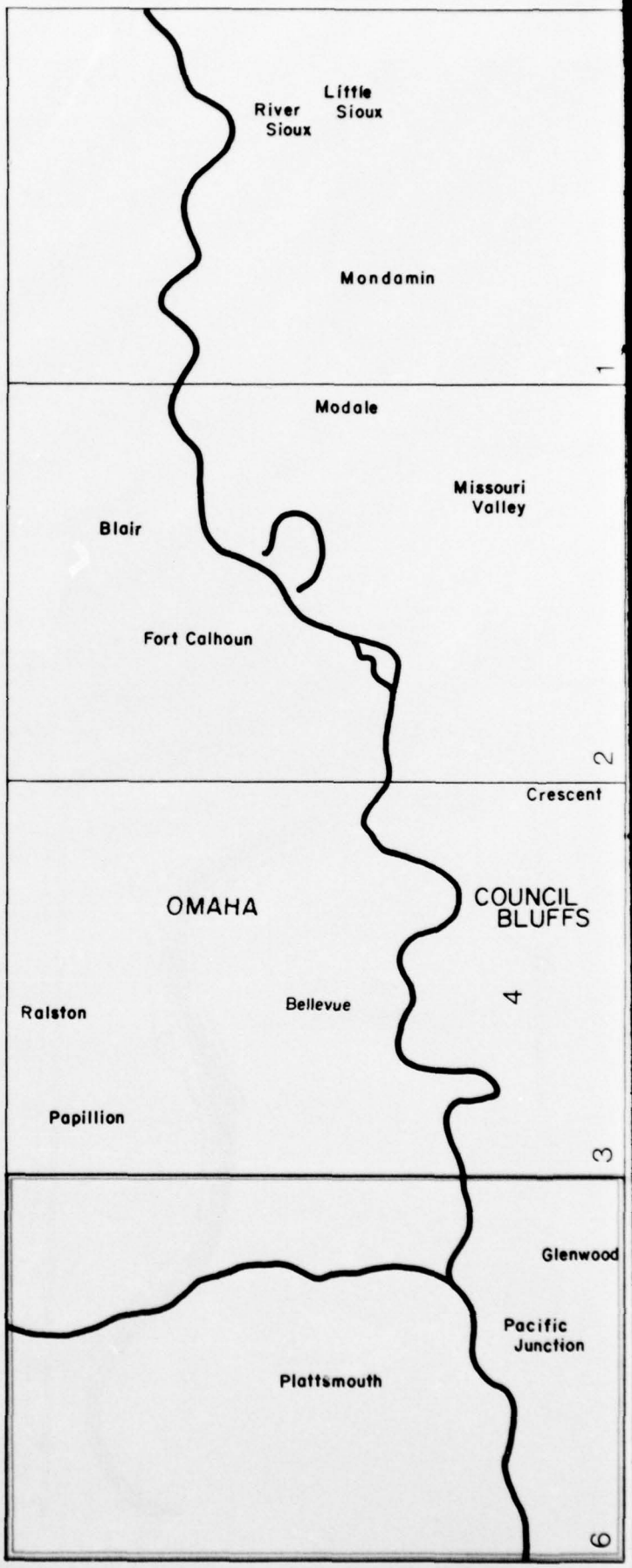
railroads

scenic roads

interchanges

0 1 2 3 4 5 6 Miles

several land uses established since the start of the Riverfront Development Program are shown as proposed to illustrate the effect of land use development since 1971.



Social, Economic and Environmental Characteristics

There is perhaps no more critical or difficult activity given present uncertainties and the unpredictable future status of the sources and costs of energy, nationwide economic distress, and the evolving Federal policies for land-use and pollution control than a process of planning that recognizes the needs of the jurisdictions that comprise the region and also respects the strengths and limitations of the existing resource base.

The impetus for such long-range regional planning in Harrison, Mills and Pottawattamie Counties, Iowa and Washington, Douglas and Sarpy Counties, Nebraska has in a large part been spearheaded by the Riverfront Development Program (RDP) and its numerous Task Forces over the course of the past three years. For the first time in the history of the region, government officials, businessmen, planners, private consultants, neighborhood representatives and concerned citizens have brought their diverse talents and perspectives together. Through joint effort they have produced blueprints for a series of related programs--in effect, a coherent regional development plan. This plan is intended to guide the region toward attainment of its goals and objectives during the remainder of this century.

The vision of a more compact and orderly progression of urbanization that underlies the RDP proposals reflects serious thought about the wasteful and chaotic pattern of growth, "the exploding metropolis", that characterized the past decade. These proposals include the integrated physical, economic and social development of areas now blighted or under-utilized along both sides of the Missouri River in the six county area. Developments now in the planning stage include downtown renewal and revitalization; rehabilitation or rebuilding of decaying residential areas (new towns in-town); neighborhood development programs; and economic development through attracting desirable industry to 20 existing or proposed industrial parks. Programs are being organized to encourage minority business enterprises; a downtown Omaha educational facility; an environmental education center; public safety programs; a linear park paralleling the river on both sides; both facility and program development for cultural enrichment and recreation; broadening of rural opportunities to participate in metropolitan area economic growth; and attordable housing and environmental enhancement. The project involves both the public and private sectors. It is implementation-oriented and effectively involves citizens in the decision-making process. Physical development is used to drive economic and social development. Public investment is used to stimulate and guide private investment. Taxes on the private investment are used to pay off the public investment as shown later in the section on Tax Benefits and Private Investments.

The Riverfront Development Program should enhance the environment. Projections of 2020 population in the six-county area vary between 1,033,000 and 800,000 versus 584,028 in 1970. Where this increase in population will live, work, and play is the essence of the Riverfront Development Program. With RDP becoming a reality, some transporation problems will be created or intensified due to crosstown movements resulting from residents of the redeveloped RDP areas who will continue to work on the periphery of the metropolitan area. Conversely, some residents may choose to retain their present suburban residence although their place of employment may locate in the RDP area. Without RDP, continuation of urban spawl with its attendant problems of transporation, public safety, inner city decay, and concentrations of the disadvantaged is a near certainty. Currently nearly all growth is on the western, northwestern and southwestern urban fringe through conversion of prime agricultural land to scattered

low-and medium-density residential development supported by large suburban shopping centers and scattered commercial and industrial development. RDP seeks to attract a major share of this growth back to downtown and inner city locations at medium and high densities supplemented by measures to halt rural to urban migration. As an integral part of the RDP concept, the Missouri Riverfront environment would be enhanced to create a "magnet" to overcome the forces now attracting the more affluent segments of society to the suburbs. Favorable environmental impacts of RDP would include: (1) Activity centers, where we work, live and play, would be much closer together. Walking distances and short bus rides would reduce energy consumption and air pollution; (2) Higher densities would provide more efficient use of land, utilities and public services; (3) Renewal of aging areas would relieve economic, social and visual blight and would make optimum use of existing streets and utilities; (4) Provision of close-in recreational facilities of all types would afford opportunities for preserving most of the existing natural areas and would conserve energy; (5) Control over both planning and development by both the private and public sectors would assure appropriate land uses for all purposes; (6) RDP would provide some 2,500 acres of additional wildlife refuge, 11,000 acres of open space and energy efficient recreation area, the preservation of the scenic loess bluffs overlooking the river, and the restoration of points of historic interest: (7) Reorienting growth north-south along the river versus present east-west growth patterns affords opportunities for a more efficient and balanced regional transportation system. The major airport, both N-S and E-W interstate highways, eight rail carriers and the navigable Missouri River are all in the project area; (8) Community facilities of the highest standards would be provided as part of the "magnet" referred to previously; and (9) Concern for high standards of design is evidenced by a grant from the National Endowment for the Arts to develop a program to ensure the aesthetic quality of the project. The U.S. Army Corps of Engineers is performing a study which will develop a series of alternatives to meet the latest Federal water quality standards. The alternative wastewater management plan selected by the MAPA Board of Directors will become an integral part of RDP. This will represent a significant improvement over present water quality.

An informational booklet published by the Corps of Engineers in January 1975 on their Water and Related Land Management Study compares the amount of agricultural land converted from rural use to urban use by four alternative land development concepts. Concept A is representative of low density and urban sprawl with density ranges from 1 to 9 persons per acre. Concept B shows noncontiguous urban growth in satellite communities. Concept C, which is closest to the RDP plan shown in this report, is similar to B although it has no satellite towns. This plan does not suggest zero growth but that the future growth be at densities up to 19 persons per acre in redeveloped areas and up to 18 persons per acre in new growth areas contiguous to Omaha. Concept D is similar to A but it presumes that substantial growth will occur in strip-like fashion along major transporation corridors with fill-in between the corridors at a later time. Densities for Concept D are similar to A. The table below describes the possible impact of these four schemes on agricultural land over the next 20 to 45 years.

CONVERSION OF LAND FROM RURAL TO URBAN USE BY GROWTH CONCEPT (ACRES) [1]

Concept	1995	2020
A	49,000	72,000
B	22,000	30,000
C	29,000	43,000
D	45,000	71,000

[1] Omaha District Corps of Engineers, Information Booklet, Metropolitan Omaha, Nebraska-Council Bluffs, Iowa: Water an Related Land Management Study, January 1975: p. 15.

"Two citizen groups, the MAPA Growth Policies Committee and the Environmental Committee of the American Association of University Women have evaluated the alternative futures from a social, economic, and environmental perspective. For reasons based primarily on the productive use of land and on implementation feasibility, the following order of preference has been indicated by the two groups: Concept C, B, A or D." [2]

Although the Corp of Engineers notes that its role in its study was to illustrate future uncertainties--ie., if a certain development pattern occurs, then the result will be such a cost for the water resources system--it is clear that the development plans which are chosen and enforced by governmental action do become self-fulfilling prophecies. The RDP plan, which is nearest to concept C in its form, is part of a solid strategy to control development costs and impacts on the tax structure.

The validity of the RDP concept is supported by the conclusions of a recent study conducted for the Federal government in which the costs related to different types of developments were assessed. Its primary conclusions are as follows:

1. Planned development of all densities is less costly to create and operate than sprawl in terms of environmental costs, economic costs, personal costs and energy consumption. These cost differences are particularly significant in terms of those costs borne by local governments. [2]

2. Planned development shows signficant environmental advantages over sprawl through twenty to thirty percent less air pollution resulting from reduced automobile travel, conservation of open space, preservation of wildlife and vegetation habitats, improved site design to minimize noise impacts, and careful land use design to minimize soil disturbance. [2]

The adverse environmental impacts which will be associated with the RDP program are similar to those associated with any major construction program. These include transitory noise, dust, and emission pollution. Solid waste such as demolition debris will have to be disposed of but will be considered useful in filling low sites. Drainwater from dredging operation will cause increased turbidity of a transient nature in receiving waters. Some natural areas will be despoiled, but this will be held to a minimum through careful planning, mitigated by landscaping and more than offset by restoring large acreages of presently despoiled land to a natural state as part of the open space and recreation portion of the project. The waste loadings caused by people and industry attracted to the area will be provided for with appropriate disposal and treatment facilities.

While it is the intent of this section of the report to provide the reader with a generalized framework against which the benefits and costs of individual program components can be evaluated, there is no attempt here to actually measure the RDP impacts. In all specific projects that involve Federal funding and in numerous other instances where large-scale developments are contemplated, there are specific requirements for a broad review of the changes that may occur in the physical, social or economic environment. A representative listing of the subject areas that should be reviewed in the applications for specific projects is presented as a separate list at the end of this chapter.

[2] The Costs of Sprawl, by Real Estate Research Corporation for the Council on Environmental Quality, the Department of Housing and Urban Development, and the Environmental Protection Agency, April, 1974

The environmental review process must also consider, where applicable, the criteria, standards, regulations and policies set forth in the following:

1. Guidelines of the Council on Environmental Quality (40 CFR, Part 1500).

2. Section 104 (1) of Title I of the Housing and Community Development Act of 1974 (PL93-383)

3. The National Historic Preservation Act of 1966 (PL89-665).

4. HUD Handbook 1390.2, Noise Abatement and Control, 1971.

5. Flood disaster Protection Act of 1973 (PL93-234) and implementing regulations

6. Clean Air Act (PL90-148) and Clean Air Act Amendments of 1970 (PL91-604, and applicable Environmental Protection Agency implementing regulations.

7. Federal Water Pollution Control Act (PL92-500).

8. Fish and Wildlife Coordination Act (PL85-624).

Cumulatively, these laws and the guidelines set forth by the involved Federal agency and related state agencies form a viable philosophical basis and a frame of reference for wise use of our physical resources in the public interest. As social values evolve, we can expect to see modification of some of these laws, although to what extent is presently unpredictable.

From the material presented elsewhere in this report, it is apparent to even the most critical observer that the Riverfront plan is and will continue to be a worthwhile stimulus to regional economic growth. This will remain true even if the concept is not implemented in its entirety, or if the scale of certain activities is reduced. Jobs and revenues will be created that would not otherwise have occurred if the plan had not been formulated and actions taken by the various task forces and political leaders. Environmental enhancement, particularly in the sense of improved urban design, will make the area a more pleasant and sophisticated place for shopping, living and work activities.

Perhaps the best perspective from which to judge the social, economic and environmental merits of the Riverfront concept is to take the position of an observer in the year 1995, looking back over the past twenty years at three alternative development strategies.

Alternative 1 - "do nothing". If this alternative is followed, present urban sprawl will continue. The overall transportation system will have to be given increased capacity, the inner city decay will accelerate, the ghetto area will continue to deteriorate and expand, remaining open space will suffer continued attrition and natural areas will be converted to farmland at the same time that farmland is being converted to urban uses.

Alternative 2 - establish and enforce a "no growth" policy. If this alternative is implemented it would "freeze" the urban area in its present configuration. The 260,000 to 500,000 expected population increase could go elsewhere, double-up in existing facilities, or occupy new construction at higher densities on present open space within the urban limits.

Alternative 3 - "planned and controlled growth" in other locations than RDP. If this alternative is implemented it would have the same impacts as Alternative 1 on transportation, the inner city, the ghetto and decaying residential areas but to a lesser degree. RDP is consistent with planned and managed growth elsewhere since it plans to accommodate only some major fraction of the expected growth. At this time it appears that the most desirable growth pattern is a combination of RDP plus planned development along the inner arc formed by the flood control and recreation lakes now under construction by the U.S. Army Corps of Engineers.

If our observer of 1995 asks himself if the RDP program was worth the effort and expense, there is no doubt that his answer would be a positive one that mirrors satisfaction with the outcome of a well-conceived process.

The following section, Implementation Program Priorities, describes the programs which move the RDP program from planning to action.

REPRESENTATIVE LISTING OF ENVIRONMENTAL SUBJECT AREAS

PHYSICAL
- Geology
  - Unique Features
  - Resource Value
  - Slope Stability/Rockfall
  - Foundation Stability
  - Depth to Impermeable Layers
  - Subsidence
  - Weathering/Chemical Release
- Soils
  - Slope Stability
  - Foundation Support
  - Shrink-Swell
  - Frost Susceptibility
  - Liquefaction
  - Erodibility
  - Permeability
- Special Features
  - Sanitary Landfills
  - Wetlands
  - Costal Zones/Shorelines
- Water
  - Hydrologic Balance
  - Aquifier Yield
  - Groundwater Recharge
  - Groundwater Flow Direction
  - Depth to Water Table
  - Drainage/Channel Form
  - Sedimentation
  - Impoundment Leakage and Slope Failure
  - Flooding
  - Water Quality
- Biota
  - Plant and Animal Species Lists
  - Vegetative Community Types
  - Diversity
  - Productivity
  - Nutrient Cycling
- Climate and Air
  - Macro-climate Hazards
  - Forest and Range Fires
  - Heat Balance
  - Wind Alteration
  - Humidity and Precipitation
  - Generation and Dispersion of Contaminants
  - Shadow Effects
- Energy
  - Energy Requirements
  - Conservation Measures
  - Environmental Significance

SOCIAL
- Service
  - Education Facilities
  - Employment
  - Commercial Facilities
  - Health Care/Social Services
  - Liquid Waste Disposal
  - Solid Waste Disposal
  - Water Supply
  - Storm Water Drainage
  - Police
  - Fire
  - Recreation
  - Transporation
  - Cultural Facilities
- Safety
  - Structures
  - Materials
  - Site Hazards
  - Circulation Conflicts
  - Road Safety and Design
- Physiological Well-Being
  - Noise
  - Vibration
  - Odor
  - Light
  - Temperature
  - Disease
- Sense of Community
  - Structural Organization
  - Homogeneity and Diversity
  - Physical Stock and Facilities
- Psychological Well-Being
  - Physical Threat
  - Crowding
  - Nuisance
- Imageability
  - Visual Conform
  - Formal Coherence
  - Apparent Access
- Historic Value
  - Historic structures
  - Historic Sites and Districts.

Capital Improvements Program

This 1975-1980 list of initiated, planned and proposed capital expenditures has been developed by assembling information from many sources including local government officials, existing plans and studies, Riverfront Development staff and the Riverfront Task Forces. The numerous projects comprising the implementation program have been organized into seven categories as follows: Housing and Neighborhood Development; Office, Industrial and Commercial; Transportation and Parking; Public Facilities and Services; Parks, Recreration and Open Space; Historic Interest, Culture and Education; and Soil Conservation and Flood Protection. Within each category the projects are arranged geographically from north to south and by state.

Because of the composite nature of the improvement program, not all of the projects listed have received formal endorsement and financial commitment from those agencies and governments identified with a particular project. The final decision as to if, what, when and how to implement rests with the agencies and local jurisdictions involved. As a regional program, the Riverfront Development Program is concerned with policies and developments which either cross jurisdictional boundaries or strongly effect regionwide goals. The intent of river corridor planning is therefore not to preempt local actions but to provide a regional framework for local and private decision-making.

The Riverfront Process uses the principle that public investment can be used to stimulate and guide private investment. Taxes on the private investment then repay the public investment. This section lists the investments which the Riverfront task forces believe will accomplish their objectives. Continuing the present wasteful "urban sprawl" development trends will cost much more in the long run in all terms; tax dollars, environmental damage, blight and decay of older areas, and the social consequences which follow such unplanned development. In general, the public costs of building the essential components of the Riverfront Development Program are not in addition to, but instead of equal or greater costs that will be incurred elsewhere under alternative growth policies. Several funding factors help to set the proposed public investments in proper perspective. Some of the most expensive projects such as the North Omaha Freeway, Kennedy Freeway, Metropolitan Area Transit and Creighton University expansion, are not Riverfront proposals but are considered vital to Riverfront success. Most are already included in the program and budgets of cognizant agencies. The total program requires that only 20% of the new industrial, commercial and residential development occuring in the next twenty years be located in the Riverfront corridor. As of early 1975, approximately $80 million in RDP assisted projects were complete, under construction or funded. An additional $165 million was in the advanced planning stage with a high probability of early implementation. The intensity of these accomplishments during the planning phase of the program signals a positive record of further implementation in the 1975-1980 period. Unless such investments are made, welfare, transportation, public safety, public services and other costs will continue to rise faster than the tax revenues to support them.

The composite list of capital improvement projects which follows includes both public and private projects. Projects completed, underway or funded are listed first, followed by first priority projects, second priority projects and projects requiring further study. Completion of the first priority public projects during the time frame indicated would insure achievement of most Riverfront goals and should cause most of the projected private investment to take place. Second priority items could be deferred to a later time frame or reduced in scope without jeopardizing overall program goals. It is emphazied that all second priority items should be completed as quickly as resources permit. When projects requiring further study are evaluated, those projects which are found to be feasible should be implemented as resources permit.

This summary is restricted to the general Riverfront corridor. It does not address the full spectrum of government services. For example, health maintenance, public safety, general education and general transportation are not addressed here but must be considered by public agencies in making decisions on resource allocations. In general, Riverfront has concentrated its planning efforts on projects and functional areas which are intended to have the greatest effect in stimulating the types, locations and amount of investment by the private sector.

A capital improvement program represents a vital link between a conceptual plan and its actual implementation. Projects listed in the schedule below are an expression of goals and objectives embodied in the plan and thus translate policies into real-world, result-oriented actions. Capital expenditures, particularly those initiated by the public sector, can have a significant impact on future land use patterns and hence on such factors as tax revenues, employment opportunities and recreation facilities. Carefully timed and formulated public investments will induce private investments of certain types and in certain locations by providing a range of development incentives. The capital implementation program therefore represents a potentially strong and effective planning tool and should be used as a decision-making guide throughout the region.

The process of compiling the composite list of River Corridor capital projects has been valuable in terms of resolving conflicts among the many projects which have been planned and proposed in relative independence of each other over the last several years. Although the capital implementation program is comprehensive in nature, it should never be considered totally complete and finalized. The challenge of future Riverfront Develolpment planning will be to continually refine the program and resolve inconsistencies which potentially still exist. An updated version of the program should be prepared on an annual basis.

This section is intended to assist Federal, state and local governments in their program and budget processes. Orderly execution of the high priority items will achieve program goals. It must be said again that the decision as to what, when and how to implement, rests as it should, with local government. The Riverfront Development Committee and MAPA staff can and will support local governments' decisions with citizen participation, linkages to the private sector, and in securing support from state and Federal agencies. The Riverfront Development Committee strongly recommends that the first and second priority items be considered a "package" by all levels of government. The items are mutually reinforcing. Implementation of the entire package should insure desired private investment, revitalization of blighted areas, substantial state and Federal assistance, and the highest practicable quality of life. A specific proposal for a package approach to joint Federal funding of over-all Riverfront Development Program implementation is presented in the last chapter of this report, entitled Implementation, Joint Funding and Recommendations.

CAPITAL IMPROVEMENTS PROGRAM--ABBREVIATIONS

ASCS	Agriculture and Stabilization and Conservation Service
BOR	Bureau of Outdoor Recreation
CD	Civil Defense
CMP	Comprehensive Manpower Program
CO BLUFFS	Council Bluffs
COMSN	Commission
DOI	U.S. Department of Interior
DOT	U.S. Department of Transportation
DSC	Department of Soil Conservation (Iowa)
EDA	Economic Development Administration
FHWA	Federal Highway Administration
FRA	Federal Railway Administration
G & P	Game and Parks Commission (Nebraska)
GSA	General Services Administration
GOMHS	Greater Omaha Military Historical Society
GRS	General Revenue Sharing
HCD	Housing & Community Development Act of 1974
HEW	*Health, Education and Welfare*
HUD	U.S. Department of Housing and Urban Development
IA	State of Iowa
ICC	Iowa Conservation Commission
IDC	Iowa Development Commission
LEAA	Law Enforcement Assistance Administration
LWCF	Land and Water Conservation Fund
MAT	Omaha-Council Bluffs Metropolitan Area Transit Authority
MJ	Multiple Jurisdictions
NDED	Nebraska Department of Economic Development
NE	State of Nebraska
NEA	National Endowment for the Arts
NRBA	National Revolutionary Bicentennial Association
NRD	Natural Resources District
NSF	National Science Foundation
OIF	Omaha Industrial Foundation
RDA	Rural Development Administration
RDP	Riverfront Development Program
RECP	Rural Environmental and Conservation Program
SCS	*Soil Conservation Service*
UMTA	Urban Mass Transit Administration
USCE	U.S. Army Corps of Engineers
USDA	U.S. Department of Agriculture

missouri riverfront corridor

June 1975

STATUS

total dollars in thousands

projects completed

N.P. Dodge Park, Phase I	186
N.P. Dodge Park, Phase II	550
North Freeway, I-480 to Hamilton St.	4,500
Airfield Plaza Inn	3,500
Kiwanis Park	193
Orpheum Theater	2,400
Kennedy Freeway, I-80 to "L" St.	2,100
Sub total: projects completed	13,429
	100%

projects underway

Ft. Atkinson Historical Site	192
N.P. Dodge Park, Phase III	250
Rivertront Industrial Park	12,332
Florence Community Center & Library	1,069
Freedom Park	450
Abbott Drive, Browne & Ave. G.	2,600

project implementation

estimated capital expenditurs 1974 dollas in thousands

type	Federal	State	County	City	Private
—	93 (USCE)	—	—	93 (Omaha)	—
RDP	440 (EDA)	—	—	110 (Omaha)	—
—	2250 (FHWA	—	—	2,250 (Omaha)	—
RDP	—	—	—	—	3,500
RDP	97 (BOR)	48 (NE)	—	23 (Omaha)	25
—	—	—	—	1,940 (Omaha)	460
—	700 (FHWA)	—	—	1,400 (Omaha)	—
	3,580	48	—	5,816	3,985
	27%	—		43%	30%
—	—	192 (NE)	—	—	—
RDP	—	—	—	250 (Omaha)	—
RDP	4,400 (EDA)	—	—	2,400 (SID)	5,532 (OIF)
RDP	—	—	—	1,069 (Omaha)	—
RDP	—	—	—	—	450
RDP	1,750 (FHWA)	—	—	850 (Omaha)	—

missouri riverfront corridor

June 1975

STATUS

total dollars in thousands

projects underway continued

Levi Carter Park	75
Omaha Compacter and Bailing Center Phase I	4,100
Adams Park Community Center	640
Omaha Central Park Mall	7,500
Omaha New Downtown Library	9,798
Brown Park	32
Spring Lake Golf Course Improvements	65
SONA Community Facility	1,094
SAC Areospace Museum	499
Council Bluffs Urban Renewal Amendatory	7,200
Pottawattamie County Court House	5,346
Landmark Park	189
Chain 'O Lakes Park	776
Long's Landing	251
Sub total: projects underway	54,485 100%

project implementation

estimated capital expenditures 1974 dollars in thousands

type	Federal	State	County	City	Private
—	—	—	—	75 (Omaha)	—
—	—	—	—	4,100 (Omaha)	—
—	—	—	—	640 (Omaha)	—
RDP	2,975 (HUD)	—	—	4,525 (Omaha)	—
RDP	—	—	—	9,058 (Omaha)	730
—	—	—	—	32 (Omaha)	—
—	—	—	--	65 (Omaha)	—
—	626 (HUD)	—	—	468 (Omaha)	—
—	—	499 (NE)	—	—	—
RDP	4,800 (HUD)	—	—	2,400 (Co. Bluffs)	—
—	1,000 (LEAA)	—	4,346 (Pott)	—	—
RDP	86 (USCE)	—	—	103 (Co. Bluffs)	—
RDP	440 (EDA)	—	—	110 (Co. Bluffs)	226
—	115 (BOR)	—	136 (Pott.)	—	—
	16,192	691	4482	26,155	6,938
	30%	1%	8%	48%	13%

missouri riverfront corridor

June 1975

STATUS

total dollars in thousands

projects funded

Black Elk-Neihardt Park	278
North Freeway-Hamilton to Lake Sts.	5,000
OIC Facility	1,800
Omaha Bale Fill Site	300
Sub total: projects funded	7,378 100%

projects partially funded

Metropolitan Technical Community College North Campus	1,800
Abbott Drive, Ave "g" to Viaduct	400
Downtown Education Center	5,000
Gifford Environmental Education Center	1,270
Sub total: projects partially funded	8,470 100%

project implementation

estimated capital expenditures 1974 dollars in thousands

type	Federal	State	County	City	Private
RDP	131 (BOR)	—	—	16 (Blair)	131
—	3,500 (FHWA)	500 (NE)	—	1,000 (Omaha)	—
RDP	1,000 (EDA)	225 (NE)	425 (Douglas)	—	150
—	—	—	—	300 (Omaha-HCD)	
	4,631 62%	725 10%	425 6%	1,316 18%	281 4%
RDP	—	1,800 (NE)	—	—	—
RDP	200 (FHWA)	100 (IA)	—	100 (Omaha)	—
RDP	—	—	—	—	5,000
RDP	185 (HEW)	—	—	—	1,085
	385 5%	1900 22%	—	100 1%	6,085 72%

missouri riverfront corridor

June 1975

STATUS

total dollars in thousands

grand totals

Projects Completed	13,429
Projects Underway	54,485
Projects Funded	7,378
Projects Partially Funded	8,470
grand total	83,762
	100%

project implementation

estimated capital expenditures 1974 dollars in thousands

type	Federal	State	County	City	Private
	3,580	48	—	5,816	3,985
	16,192	691	4,482	26,155	6,938
	4,631	725	425	1,316	281
	385	1,900	—	100	6,085
	24,788	3,364	4,907	33,387	17,289
	29%	4%	6%	40%	21%

IMPLEMENTATION PRIORITIES SUMMARY

	total dollars in thousands
First Priority Projects	627,137
Second Priority Projects	61,793
Grand Totals	688,930
	100%

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

	Federal	State	County	City	Private
	251,557	57,405	3,350	40,860	273,965
	31,145	5,874	7,500	13,064	4,210
	282,702	63,279	10,850	53,924	278,175
	41%	9%	2%	8%	40%

missouri riverfront corridor

June 1975

FIRST PRIORITY

total dollars in thousands

housing & neighborhood development

NOCD Revitalization — 8,210

North Omaha Community Development Projects involve the revitalization of much of North Omaha and include housing development in the York Park and Wesley House areas, a major shopping center, a 16 block long park on the west side of 24th St. and other commercial, residential and cultural improvements.

East Omaha Relocation — 3,500

Relocation of families out of East Omaha as the area makes a transition to predominately industrial land uses.

N.W. Franklin, Special Housing Rehabilitation — 515

Rehabilitation of dwelling units housing the handicapped in the Northwest Franklin Community Development Planning Area in Omaha.

N.W. Franklin, Revitalization — 2,700

Neighborhood revitalization and stabilization involving housing rehab, removal of dilapidated structures, development of vacant land, provision of open space and continued capital improvements.

Logan Fontenelle Homes [OHA] — 3,250

Modernization and improvements to existing housing development in north Omaha.

Marina City Housing — 10,000

Development of complex with approximately 800 housing units located on the river directly east of the Omaha CBD.

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
Yes	RDP	4,000 (CMP)	—	—	2,210 (Omaha)	2,000
No	RDP	—	—	—	3,500 (Omaha, HCD)	—
Yes	RDP	—	—	—	515 (Omaha, HCD)	—
Yes	RDP	1,000 (HUD)	—	—	700 (Omaha)	1,000
No	RDP	3,250 (HUD)	—	—	—	—
Yes	RDP	—	—	—	—	10,000

missouri riverfront corridor

June 1975

FIRST PRIORITY

total dollars in thousands

housing & neighborhood development continued

Terrace Homes [OHA] 5,440

Modernization and improvements to existing housing development in South Omaha.

Omaha Park East 12,380

Major new town-in town neighborhood development and redevelopment project involving a mixture of land uses but primarily residential, commercial and institutional

Omaha Near South Revitalization 2,990

Housing rehabilitation and public improvements such as streets, water, sewer and storm sewer in the south Omaha area north of I-80.

South Omaha New Housing 5,760

Development of new housing throughout the South Omaha area on the over 600 existing vacant parcels of land. Public expenditures for site acquisistion and preparation.

Bayliss Park, Council Bluffs LRHA 12,600

Major new town-in town project involving demolition and reassembly of land for net increase of 1,500 dwelling units.

Sub total: housing and neighborhood development 67,345
100%

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	5,440 (HUD)	—	—	—	—
Yes		1,930 (HUD)	—	—	150 (Omaha)	10,300
Yes	RDP	1,000 (CMP)	—	—	990 (Omaha)	1,000
Yes	RDP	—	—	—	760 (Omaha)	5,000
Yes	RDP	—	—	—	2,520 (C.B., HUD)	10,080
		16,620 25%	—	—	11,345 17%	39,380 58%

missouri riverfront corridor

June 1975

FIRST PRIORITY

total dollars in thousands

office, industrial & commercial

Industrial Park; Blair, Nebraska — 220

Land acquisition, site preparation, access roads and utility services.

Downtown Blair Beautification — 350

Rehabilitate 8 blocks of downtown Blair in Danish theme; includes sawtooth parking with landscaping, trees, shrubbery, 12 foot sidewalks with benches, drinking fountains, public restrooms and new street lighting.

Ft. Calhoun CBD Renovation — 150

Storefront modifications and general paint-up, fix-up activities to functionally and visually improve the CBD.

Riverfront Industrial Park — 80,000

Phase I: Site acquisition and development; completed 1974.
Phase II: Industrial investment; includes new Omaha City docks at cost of $1.5 million - ½ Federal (EDA), ¼ local (Dock Board), ¼ private; to start 1977 and complete 1979.

Freedom Park Area Marina Complex — 1,725

Recently completed marina facility, boat sales and service, and restaurant; new basin with 500 boat capacity permanent docking and 6 units of condominum housing under development.

North Omaha Commercial Development — 2,635

Development of neighborhood retail shopping center in 24th and Cummings Streets area.

Foreign Trade Zone — 300

Construction of new 20,000 sq. ft. building at present site of Omaha Omaha Dock for a foreign trade zone.

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
Yes	RDP	110 (RDA)	—	—	110 (Blair)	—
Yes	RDP	175 (RDA)	—	—	—	175
No	RDP	75 (RDA)	—	—	—	75
Yes	RDP	—	—	—	—	80,000
No	RDP	—	—	—	—	1,725
No	RDP	—	—	—	790 (Omaha)	1,845
No	RDP	150 (EDA)	—	—	—	150

FIRST PRIORITY

total dollars in thousands

office, industrial & commercial continued

Expansion of Omaha Civic Auditorium 1,000

Alterations and improvements at Omaha Civic Auditorium to provide additional space.

Omaha Superblock 40,000

New CBD development including retail complex, major hotel facility, office tower and municipal parking.

Burlington Office Building 1,300

Acquisition and restoration of historic structure for office and retail use complementing Omaha Central Park Mall.

New Nebraska State Office Building 8,000

Omaha CBD.

New Federal Office Building 60,000

Omaha CBD.

New Federal Reserve Bank 17,500

Omaha CBD.

Bellevue CBD Development 2,500

General improvements to central business area including new development, redevelopment, and parking.

Council Bluffs Central Area Improvement 5,200

Retail modernization and new development; public improvements to include roadways, drainage, parking and utilities.

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	—	—	—	1,000 (Omaha)	—
Yes	RDP	—	—	—	—	40,000
No	RDP	—	—	—	100 (Omaha)	1,200
No		—	8,000 (NE)	—	—	—
No	RDP	60,000 (GSA)	—	—	—	—
No	RDP	17,500 (FRB)	—	—	—	—
No	RDP	—	—	—	500 (Bellevue)	2,000
Yes	RDP	—	—	—	1,700	3,500

FIRST PRIORITY continued

total dollars in thousands

office, industrial & commercial continued

New Iowa State Office Building — 5,000

Construction of a new office building in Council Bluffs to consolidate the existing Iowa State offices in the city.

Sub total: office, industrial & commercial — 225,880
100%

transportation & parking

Transit Development for Metro Area — 30,000

Capital expenditures for new rolling stock and supporting equipment for the Metropolitan Area Transit System.

Achieve Nine-Foot Design Channel Depth, Missouri River — 40,000

From Sioux City to mouth; major portion of work to be performed in Kansas City District; bank stabilization and navigation channel improvements.

Central Port Facility — 6,000

Development of Missouri River port facility located in Missouri Riverfront Industrial Park to serve metro area.

Abbott Drive, Ave. "G" to North End of Viaduct — 2,500

Improve Abbott Drive to arterial standards (four lanes with median).

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	—	5,000 (IA)	—	—	—
		78,010 34%	13,000 6%	—	4,200 2%	130,670 58%
No		24,000 (UMTA)	—	—	6,000 (MAT)	—
No		40,000 (USCE)	—	—	—	—
No	RDP	3,000 (DOI)	—	—	—	3,000 (ODB)
No	RDP	1,750 (FHWA)	—	—	750 (Omaha)	—

FIRST PRIORITY

total dollars in thousands

transportation & parking continued

Abbott Drive, Viaduct to I-480 & CBD — 8,000

Construction of Abbott Drive terminus to link this arterial with I-480 and Omaha CBD circulation system.

Support Elements for Superblock — 10,000

Construction of aproximately 1,800 parking spaces and a public mass transit terminal facility to be integrated into the Omaha CBD Superblock development.

Marina City Railroad Consolidation — 1,600

Removal, relocation and consolidation of trackage in proposed Marina City development area.

Kennedy Freeway, "L" to "W" Streets — 3,300

Right-of-way acquisition, relocation, and construction of freeway facility.

Kennedy Freeway, "W" to Harrison Streets — 3,200

Right-of-way acquisition, relocation and construction of freeway facility.

Kennedy Freeway, Sarpy County — 52,000

Right-of-way acquisition, relocation and construction of freeway facility

Mission Street Widening — 220

Widening of Mission Street to four lanes between Lincoln Road and Main Street.

capital improvement projects

1975–1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	5,600 (FHWA)	—	—	2,400 (Omaha)	—
No	RDP	4,000 (UMTA)	—	—	1,000 (Omaha)	5,000
No	RDP	800 (FRA)	—	—	—	800
No		2,310 (FHWA)	990 (NE)	—	—	—
No		2,240 (FHWA)	960 (NE)	—	—	—
No		36,400 (FHWA)	15,600 (NE)	—	—	—
No	RDP	154 (FHWA)	—	—	66 (Bellevue)	—

FIRST PRIORITY

total dollars in thousands

transportation & parking continued

Recreation/Access Road: Levee Unit R-616 288

Road developed in conjunction with Missouri River levee construction and an integral part of levee; component of scenic drive network, access to levee and recreational lakes.

Washington Avenue Bypass 9,820

Land acquisition, relocation and construction of major arterial in Council Blufs CBD.

Recreation/Acess Road: Levee Unit L-611-614 1,000

Road developed in conjunction with Missouri River Levee construction and an integral part of levee; component of scenic drive network, access to levee and recreational lakes.

Sub total: transportation & parking 167,928
100%

public facilities & services

Blair Water Treatment Plant 2,000

Expansion and improvements at existing treatment facility.

Community Building & Library, Blair 350

Acquisition of additional land and construction of new facility and parking lot on site of old library.

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	201 (FHWA)	—	87 (Sarpy)	—	—
No		6,870 (FHWA)	1,950 (IA)	—	1,000 (Co. Bluffs)	—
No	RDP	700 (FHWA)	300 (IA)	—	—	
		128,025 76%	19,800 12%	87 —	11,216 7%	8,800 5%
No		1,000 (RDA)	—	—	1,000	—
No		175 (HUD)	—	—	175	—

FIRST PRIORITY

total dollars in thousands

public facilities & services continued

Blair Storm Sewer System 170

Construction of storm sewers to serve the northeast and southwest areas of the city.

New Water Main, Ft. Calhoun 248

Replacement of major portions of existing distribution system with larger capacity pipes and expansion of system into areas of existing development.

Water System Hookup, Ft. Calhoun 200

Connection of water distribution network to the Metropolitan Utilities District System.

North Loop Resource Center 685

Development of Neighborhood Human Resoure Center in the North Loop Community Development Planning Area in North Omaha.

Omaha CBD Infrastructure Upgrading 6,000

New curbs, sidewalks, sewers, street furniture, landscaping and related activities throughout the Omaha CBD.

Multipurpose Center, South Omaha [OHA] 1,000

Development of Omaha Housing Authority multipurpose center; South Omaha Industrial Park Area.

Carter Lake Civic Center and Community Facility 400

Site development and construction.

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No		85 (RDA)	—	—	85	—
No		124 (RDA)	—	—	124	—
No		100 (RDA)	—	—	100	—
No	RDP	—	—	—	685 (Omaha, HCD)	—
Yes	RDP	—	—	—	6,000 (Omaha, HCD)	—
No	RDP	1,000 (HUD)	—	—	—	—
Yes	RDP	200 (RDA)	—	—	200	—

missouri riverfront corridor

June 1975

FIRST PRIORITY

total dollars in thousands

public facilities & services continued

Council Bluffs-Pottawattamie County Civic Center — 1,500

Development of civic center plaza in central city area; includes city hall, library, county court house (see next entry), and office development; a continuation of CBD urban renewal.

Sub total: public facilities & services — 12,553
100%

parks, recreation & open space

Missouri Riverfront Park — 5,000

Land acquisition, scenic easements and improvements for a continuous "green belt" parallelling the river and linking together the numerous planned and existing parks within the river corridor; parkway length = in Iowa, 80 miles along Mo. River and bluffs; in Nebraska, 60 miles along Mo. River and bluffs, 20 miles along Platte River.

Missouri Riverfront trails system — 300

Acquisition of land and/or easements to link other existing and proposed parks and open space for the development of an integrated system of hiking, biking, equestrian and off-road vehicle trails. 60 miles of new trail development, 100 miles of signing and marking on existing road surfaces.

capital improvement projects

1975–1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
Yes	RDP	—	—	250	250	1,000
		2,684 21%	—	250 2%	8,619 69%	1,000 8%
Yes	RDP	2,500 (BOR)	1,250 (IA & NE)	1,250 (MJ)	—	—
Yes	RDP	150 (BOR)	75 (IA & NE)	—	—	75

FIRST PRIORITY continued

total dollars in thousands

parks, recreation & open space continued

Missouri Riverfront Nebraska State Park 4,000

Land acquisition and development of approximately 7,000 acres of bluffs, stream bank and low priority agriculture land in southeast Washington Co.; primarily open space preservation with areas for active day, night and overnight use. Note: By letter dated March 25, 1975, the Washington County Board of Supervisors formally requested that the Nebraska State Park not be included in the proposed projects for Washington County and Blair.

Swimming Pool, Blair 600

Construction of new, year-round use facility to be located on site of existing 40-year old swimming pool.

Ft. Atkinson Historic Site 250

Continued restoration and interpretive development at historic site located near Ft. Calhoun, Nebraska.

North Omaha Parks and Recreation 400

Parks and recreation facilities improvements in North Omaha.

Marina City Public Use 2,400

Land acquisition and site development for public park and marina in proposed Marina City development; eastern section of Omaha.

Central Park Mall 3,000

Land acquisition, demolition, site preparation and construction.

Greening Omaha CBD 135

Downtown pedestrian and open space network linking together various activity modes, in particular the Old Market with the Central Park Mall

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
Yes		2,000 (BOR)	2,000 (NE)	—	—	—
No		300 (BOR)	—	—	300	—
Yes	RDP	125 (DOI)	125 (NE)	—	—	—
Yes	RDP	200 (BOR)	—	—	200 (Omaha)	—
Yes	RDP	1,200 (BOR)	600 (NE)	600 (Douglas)	—	—
Yes	RDP	—	—	—	3,000 (Omaha, HCD)	—
No	RDP	—	—	—	110 (Omaha)	25

FIRST PRIORITY

total dollars in thousands

parks, recreation & open space continued

New Park and Recreation Facility, MUD Property 510

Development of 24 acre M.U.D. property located just southwest of Omaha CBD as a park and recreation facility.

Near South Omaha Parks 2,100

Park and recreation facilities improvements in the near south area of Omaha.

Gifford Environmental Education Center 1,760

Land acquisition and facilities development for environmental education and research program; virgin forest preservation.

Riverfront Traders' Trail 96

Hiking, biking and horseback trails from south entrance of forest to Haworth Park.

Haworth Park East 250

Development of camping spaces, day-use areas, and picnic facilities.

Haworth Park West 384

Development of Haworth Park inside levee system; facilities to include tennis courts, playground and picnic equipment, restrooms and parking.

Levee Lakes, Nebraska 156

Development of two public access recreational lakes and trails system in conjunction with construction of Missouri River levee unit R-616

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
Yes		140 (BOR)	70 (NE)	—	300 (Omaha)	—
No		1,050 (BOR)	—	—	1,050 (Omaha)	—
No	RDP	—	675 (NE)	—	—	1,085
No	RDP	48 (BOR)	24 (NE)	—	24 (Bellevue)	—
No		125 (BOR)	—	—	125 (Bellevue)	—
No	RDP	192 (BOR)	96 (NE)	—	96 (Bellevue)	—
No	RDP	78 (BOR)	39 (NE)	39 (Sarpy)	—	—

FIRST PRIORITY

total dollars in thousands

parks, recreation & open space continued

Desoto Bend National Wildlife Refuge Improvements — 2,600

Development of a total interpretive complex for recovered Steamboat Bertrand including shelter for boat and a visitor center; development of a land transit system consisting of trails, paths and a fixed rail facility.

Wilson Island State Park Improvements — 300

Development of camping facilities.

Friendship Fountain — 1,000

Construction of fountain/sculpture rising from Missouri River between Omaha and Council Bluffs.

Friendship Park and Area — 1,275

Land acquisition, development and construction of restaurant, roads and parking, lagoon, observation pier, trails, walkways and camping facilities.

Lake Manawa Improvements, Phase i — 4,200

General park improvements, connection to city water supply, and acquisition of additional land south of lake.

Lake Manawa Improvements, Phase II — 5,700

Dredging of lake and related improvements.

Levee Lakes, Iowa — 440

Development of five public access recrreational lakes, one with marina facilities, and trails system in conjunction with construction of levee units L-611-614. See also: "Scenic/access Road: Levee Units L-611-614" under Transportation and Parking.

Sub total: parks, recreation, & open space — 36,856
100%

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
Yes		2,600 (DOI)	—	—	—	—
No		150 (BOR)	150 (IA)	—	—	—
No	RDP	500 (RBA)	—	—	—	500
No	RDP	350 (BOR)	175 (IA)	—	175 (Co. Bluffs)	575
Yes	RDP	2,100 (BOR)	2,100 (IA)	—	—	—
No	RDP	2,850 (BOR)	2,850 (IA)	—	—	—
No	RDP	220 (BOR)	176 (IA)	44 (Pott. & Mills)	—	—
		16,878 46%	10,405 28%	1,933 5%	5,380 15%	2,260 6%

missouri riverfront corridor

June 1975

FIRST PRIORITY

total dollars in thousands

historic interest, culture & education

Metropolitan Technical Community College, N. Campus — 4,300

Development of North Omaha campus at Fort Omaha; renovation of existing facilities. Land and buildings provided at no cost through military surplus. Federal funding reflects donation of Fort Omaha by GSA as Federal Real Surplus Property.

Cerighton University — 85,500

Facilities recently completed, under construction and planned: Ahmanson Law Center; Creighton Omaha Medical Center (hospital, health professional building, and parking ramp); Boystown Institute for speach and hearing; School of Pharmacy; Central Energy Plant; Health Services Library Learning Center; and Physical Recreation Complex.

Downtown Education Center — 10,000

Land acquisition, clearance and construction; downtown UNO campus and other facilities.

Metropolitan Technical Community College, S. Campus — 5,500

Development of South Omaha campus; land acquisition and facility construction

SAC Areospace Museum — 2,295

Construction of exhibit buildings, parking lots and audiovisual, circular multi-media theater; development of missile display; purchase and placement of exhibits.

capital improvement projects

1975, 1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	3,000	1,300 (NE)	—	—	—
No		—	—	—	—	85,500
No	RDP	—	5,000 (NE)	—	—	5,000
No	RDP	—	5,500 (NE)	—	—	
Yes		—	2,295 (NE)	—	—	—

FIRST PRIORITY

total dollars in thousands

historic interest, culture & education continued

Early American Riverfront Village — 1,000

A private venture involving the creation of an authentic early American village in Haworth Park along Missouri River. Public aspect includes access road and extension of utilities.

Dodge House Area Preservation — 45

Acquisition of approximately 7½ acres of land in the vicinity of the historic General Dodge House in Council Bluffs needed to preserve the historic character of the area.

Sub total: historic interest, culture & education — 108,640 / 100%

soil conservation & flood protection

Watershed Upland Treatment, Washington County — 700

Cropland terracing, basin terracing, pastureland terracing, grassland renovation, small grade stabilization structures, tree planting, woodland improvements and field windbreaks.

Missouri River Levee Unit R-616 — 1,150

Construction of 4.5 miles of levee.

Upland Treatment: Mosquito Creek Watershed — 320

See Papillion Creek description above.

Upland Treatment: North Pigeon Watershed — 40

See papillion Creek description above.

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	—	—	—	100 (Bellevue)	900
No	RDP	27	—	—	28	—
		3,027 3%	14,095 13%	—	128 —	91,400 84%
No		350 (SCS)	—	—	—	350
No		970 (USCE)	—	180 (Sarpy)	—	—
No		160 (SCS)	80 (IA)	—	—	80
No		20 (SCS)	10 (IA)	—	—	10

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	—	—	—	100 (Bellevue)	900
No	RDP	27	—	—	28	—
		3,027 3%	14,095 13%	—	128 —	91,400 84%
No		350 (SCS)	—	—	—	350
No		970 (USCE)	—	180 (Sarpy)	—	—
No		160 (SCS)	80 (IA)	—	—	80
No		20 (SCS)	10 (IA)	—	—	10

missouri riverfront corridor

June 1975

FIRST PRIORITY

total dollars in thousands

soil conservation & flood protection continued

Upland Treatment: Twin Ponies Watershed 60

See Papillion Creek description above.

Missouri River Levee Unit L-611-614 5,710

Construction of 18 miles of Missouri River levee and 7 miles of tie back levees providing flood protection to 22,250 acres of agriculture land and the town of Pacific Junction, Iowa.

Sub total: soil conservation & flood control 7,980
100%

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WATER AND RELATED LAND RESOURCES. MANAGEMENT STUDY. VOLUME V. S--ETC(U)
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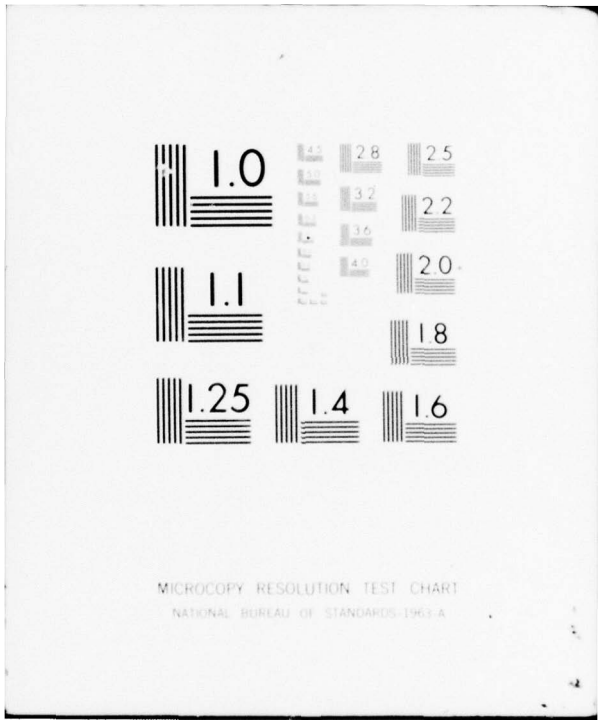
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capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No		30 (SCS)	15 (IA)	—	—	15
No		4,810 (USCE)	—	900 (Pott& Mills)	—	—
		6,340 79%	105 1%	1,080 14%	—	455 6%

SUMMARY: FIRST PRIORITY PROJECTS

	total dollars in thousands
Housing and Neighborhood Development	67,345
Office, Industrial & Commercial	225,880
Transportation & Parking	167,928
Public Facilities & Services	12, 553
Parks, Recreation & Open Space	36,856
Historic Interest, Cultural & Educational	108,640
Soil Conservation & Flood Protection	7,980
TOTAL	627,182 100%

capital improvement projects

1975–1980 funding levels per 1974 dollars in thousands

type	Federal	State	County	City	Private
	16,620	—	—	11,345	39,380
	78,010	13,000	—	4,200	130,670
	128,025	19,800	87	11,216	8,800
	2,684	—	250	8,619	1,000
	16,878	10,405	1,933	5,380	2,260
	3,027	14, 095	—	128	91,400
	6,340	105	1,080	—	455
	251,584	57,405	3,350	40,888	273,965
	40%	9%	1%	6%	44%

missouri riverfront corridor

June 1975

SECOND PRIORITY

total dollars in thousands

office, industrial & commercial

Intermodal Container Warehouse and Terminal Facility — 200

Facility, new and existing.

West Broadway Beautification and Corridor Development — 1,700

Street improvements and removal and control of signs; 2nd Avenue to Washington Avenue.

Sub total: office, industrial & commercial — 1,900
100%

transportation & parking

Reroute U.S. 30 at Blair — 5,000

Right of way acquisition and construction of approximately 2.5 miles of highway to reroute U.S. Highway # 30 to bypass the City on the south and east.

Mormon Toll Bridge — 2,000

Acquisition of facility from Bridge Authority to retire outstanding debt and eliminate toll.

Bellevue Toll Bridge — 3,000

Acquisition of facility from Bridge Authority to retire outstanding debt and eliminate toll.

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	—	—	—	—	200
Yes	RDP	600 (FHWA)	—	—	1,100 (Co. Bluffs)	—
		600 32%	—	—	1,100 57%	200 11%
No		3,500 (FHWA)	1,500 (NE)	—	—	—
No		1,000 (FHWA)	1,000 (IA&NE)	—	—	—
No		1,500 (FHWA)	1,500 (IA&NE)	—	—	—

SECOND PRIORITY

total dollars in thousands

transportation & parking continued

Eighth Street Improvements 3,800

Council Bluffs

Sub total: transportation & parking 13,800
100%

public facilities & services

Child Care Centers 900

Development of child care centers to be located in North Omaha, South Omaha and Council Bluffs.

Water Addition for Missouri Valley 650

System expansion and improvement; design, easements, and construction.

Sewer Addition for Missouri Valley 416

System expansion and improvement.

Water System for Carter Lake 436

System; design, easement acquisition, and construction.

Storm Sewer System for Carter Lake 1,342

System design and construction.

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No		2,900 (FHWA)	—	—	900 (CoBluffs)	—
		8,900 64%	4,000 29%	—	900 7%	—
No	RDP	450 (HEW)	—	—	450 (CB&OM)	—
No	RDP	325 (RDA)	—	—	325	—
No	RDP	208 (RDA)	—	—	208	—
No	RDP	218 (RDA)	—	—	218	—
No	RDP	671 (RDA)	—	—	671	—

missouri riverfront corridor

June 1975

SECOND PRIORITY

total dollars in thousands

public facilities & services continued

Sanitary Sewer System for Carter Lake 636

System improvement and expansion; design, easement acquisition, and construction.

Sub total: public facilities & services 4,380
100%

parks, recreation & open space

York Park 240

Land acquisition and site development; several acres of undeveloped land in north Omaha.

Airport Bend Park 2,500

Site improvements and park development outside of levee at Eppley Airfield.

Carter Lake Public Park 251

Site selection and acquisition.

Bryant Community Center 500

Facility expansion and improvements.

Freedom Park 3,000

Development of military historical park, current exhibits include submarine, mine sweeper and jet fighter; proposed construction of circular domed building for added exhibits.

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	318 (RDA)	—	—	318	—
		2,190 50%	—	—	2,190 50%	—
No	RDP	120 (BOR)	60 (NE)	—	60 (Omaha)	—
No	RDP	1,250 (BOR)	625 (NE)	—	625 (Omaha)	—
No	RDP	125 (BOR)	63 (IA)	—	63	—
No	RDP	350 (HUD)	—	—	—	150
No	RDP	—	—	—	—	3,000

SECOND PRIORITY

total dollars in thousands

parks, recreation & open space continued

Missouri Riverfront Iowa State Park Complex 1,500

Land acquisition and development of new facilities and improvements, to existing facilities to form a network of recreation areas, including long-term vacation facilities and lodging, within the Iowa portion of the Missouri River Corridor.

Sub total: parks, recreation & opern space 7,991
100%

historic interest, culture & education

Black Elk-Neihardt Monument 220

Construction of 70 feet high monument in Black Elk-Neihardt Park; creation of mosaic.

Union Pacific Station Adaptive Use 2,000

Renovation of Union Pacific depot for museum and other uses. Depot and roundhouse theater donated by UPRR.

Peter Sarpy Trading Post 51,

Reconstruction of historic landmark.

Logan Fontenelle Trading Post 51

Reconstruction of historic landmark.

Sub total: historic interest, culture & education 2,322
100%

capital improvement projects

1975 1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No	RDP	750 (BOR)	750 (IA)	—	—	—
		2,595 33%	1,498 19%	—	748 9%	3,150 39%
No	RDP	110 (RBA)	—	—	—	110
No	RDP	1,000 (DOI)	—	—	600 (Omaha)	400
No	RDP	25 (DOI)	13 (NE)	—	13 (Bellevue)	—
No	RDP	25 (DOI)	13 (NE)	—	13 (Bellevue)	—
		1,160 50%	26 1%	—	626 27%	510 22%

SECOND PRIORITY

total dollars in thousands

soil conservation & flood protection

Uplant Treatment: Allen-Steer Creek Watershed 932

See Papillion Creek description above.

Upland Treatment: Mills-Picayune Watershed 296

See Papillion Creek description above.

Upland Treatment: Cobb Creek Watershed 112

See Papillion Creek description above.

Upland Treatment: Simon Run Watershed 60

See Papillion Creek description above.

Indian Creek Flood Control 30,000

Construction of flood control dam on Indian Creek upstream from Council Bluffs.

Sub total: soil conservation & flood protection 31,400
100%

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

funding beyond 1980	type	Federal	State	County	City	Private
No		466 (SCS)	233 (IA)	—	—	233
No		148 (SCS)	74 (IA)	—	—	74
No		56 (SCS)	28 (IA)	—	—	28
No		30 (SCS)	15 (IA)	—	—	15
No		15,000 (USCE)	—	7,500 (Pott.)	7,500 (Co. Bluffs)	—
		15,700 50%	350 1%	7,500 24%	7,500 24%	350 1%

SUMMARY: SECOND PRIORITY

total dollars in thousands

Housing & Neighborhood Development	—
Office, Industrial & Commercial	1,900
Transportation & Parking	13,800
Public Facilities & Services	4,380
Parks, Recreation & Open Space	7,991
Historic Interest, Cultural & Educational	2,322
Soil Conservation & Flood Protection	31,400
TOTAL	61,793 100%

capital improvement projects

1975-1980 funding levels per 1974 dollars in thousands

type	Federal	State	County	City	Private
	—	—	—	—	—
	600	—	—	1,100	200
	8,900	4,000	—	900	—
	2,190	—	—	2,190	—
	2,595	1,498	—	748	3,150
	1,160	26	—	626	510
	15,700	350	7,500	7,500	350
	31,145	5,874	7,500	13,064	4,210
	50%	10%	12%	21%	7%

PROJECTS REQUIRING FURTHER STUDY

Downtown Omaha Circulation Study.

In 1975, a study will be needed to determine the impacts of various land use proposals in the CBD upon the flow, safety and circulation of vehicular traffic, including transit operations and pedestrian considerations. The study would also include an analysis of a downtown transportation terminal and concepts of connecting Abbott Drive into the CBD street system, I-480 and the proposed 8th Street Scenic Route.

Energy Recovery from Solid Waste.

Study to be conducted in 1975 by the City of Omaha to determine feasibility of converting solid waste to methane gas. Estimated cost of implementation (beyond pilot plant stage) is $25 million to be funded by the city and private sources.

Dodge House Area Preservation.

A study is needed to determine the scope and budget for continued improvements to the Dodge House, restoration of the Dodge Carriage House and other historic preservation activities in the area. The study should be initiated in 1975 and conducted by the City of Council Bluffs; participants in implementation would be private, federal and state agencies as well as the city.

Indian Cultural Center.

Determining the location of the proposed cultural center will be a major objective of a study to be conducted by MAPA. Estimated cost of implementation is $3 million with funds coming from federal, state and local sources. Study need date is 1975.

Waste Water Reuse Study.

The feasibility of using treated wastewater to satisfy the demand for certain uses of water such as industrial cooling purposes will be determined by a study conducted by the City of Omaha in 1976.

Woodbine Rural New Town

It is proposed that in 1976 a study be conducted by MAPA to determine the feasibility of a rural new town located at Woodbine, Iowa. Total estimated development costs are $60 million.

South Omaha Commercial Development.

Feasibility of neighborhood retail shopping center in 28th and "R" Streets area to be determined by Omaha/MAPA conducted study in 1976. Private, federal and local participants would be involved in implementing estimated $1 million development.

Industrial Park, Harrison County.

Estimated cost of land acquisition, site development, access roads and utility services is $350,000 and would be funded from private, federal and county sources. Study need date is 1976, study agency would be MAPA and Harrison County Study.

Industrial Park, Mills County.

Study to be initiated in 1976 and conducted by Mills County and MAPA staff. Site acquisition and development costs estimated at $350,000 and funded by the county, federal government and private investment.

Railroad Relocation and Consolidation Design.

A study will finalize the design and implementation details for consolidation and relocation of excessive trackage to liberate approximately 6,000 acres of prime land for development and eliminate over 400 grade crossings. Estimated cost of implementation is $18 million involving federal, state, local and private participants. Study need date is 1976; study agency to be MAPA and FRA.

Reroute US 73-75 to 12th Street.

A MAPA/Omaha study will be needed in 1976 to determine options for relocating the highway from 13th St. to 12th St. to maintain the continuity of proposed Downtown Education Center and Central Park Mall developments. Federal, state and local sources would contribute to the estimated $1.2 million cost.

North Freeway, North of Lake Street.

alternative corridors study has been completed for determining possible locations of limited access, divided highway facility. Further study of need required before final commitment is made to construct continuation of North Freeway from Lake Street to I-680. Estimated cost of right-of-way acquisition, relocation and construction is $75 million funded through federal, state and local sources. The study would be conducted by the City of Omaha and MAPA in 1976.

PROJECTS REQUIRING FURTHER STUDY

Old Hog Farm.

A study is needed by 1976 to determine the feasibility of acquiring this historic 26 room log cabin for possible use as a state park public lodging facility or hostel on Riverfront Trails System. Study and implementing agency would be the Iowa Conservation Commission. Estimated cost of implementation is $200,000.

Omaha CBD Peripheral Parking.

A study by MAPA, Omaha and MAT is needed to determine the downtown core area peripheral parking requirements associated with the long range CBD plans. Estimated cost of providing 1,000 parking spaces is $2.5 million. Study need date is 1977.

Flood Protection, Missouri Valley, Iowa.

Additional study by the U.S. Army Corps of Engineers in 1977 is needed to reassess the desirability and feasibility of providing protection from Boyer River flooding potential at Missouri Valley. This reassessment should relate to the prospects of Missouri Valley becoming a rural regional growth center in the Missouri River Corridor study area. Structural control measures are currently estimated to cost $7 million.

Omaha CBD Warehouse Adaptive Use.

By 1978, a study is needed to determine the market demand and feasibility of rehabilitating warehouse structures for conversion to office, commercial and loft housing uses. Estimate implementation cost is $20 million with the City of Omaha, the federal government and private interests participating in the development. The study would be conducted by MAPA and the City of Omaha.

North Omaha Civic and Commercial Development.

Proposals for a civic-commercial complex in the 24th and Lake Streets which also includes housing, cultural and recreational developments should be finalized in an Omaha/MAPA conducted study in 1978. Private, federal and local participants would be involved in the implementation of the estimated $7 million development.

Airport Freeway.

A study is needed to determine the feasibility of and establish the need for a freeway facility to link the planned North Freeway with Eppley Airfield. Current estimates of construction, land acquisition and relocation costs are $15.4 million. Study need date is 1978; study to be conducted by MAPA and the City of Omaha.

Blair Housing

A study by MAPA and the City of Blair will be needed in 1979 to determine significant future housing supply requirements in the city. Potential development costs are $5 million funded through private, federal and local government sources.

Creighton Area Housing

A study is needed in 1979 to detail the feasibility of developing a major new town-in town component involving new construction and rehabilitation of existing structures for residential, commercial, industrial and institutional uses. Estimated development costs of such a project could range from $1.4 million to $2.8 million per block and would be programmed over a 30-40 year period. The study would be conducted by MAPA and the City of Omaha.

Omaha Near South New Town

An Omaha/MAPA study is needed in 1979 concerning this proposed new town-intown development in the general area north of I-80 in South Omaha. Estimated capital cost of implementation is $455 million with private interests participating with federal and local government in implementation. See also Creighton Area Housing description above.

Cathedral Area Housing

This proposal covers an estimated $50 million worth of redevelopment, rehabilitation and new construction in the Cathedral area of Omaha. Study need date is 1980; study agencies would be the City of Omaha and MAPA.

Missouri River Corridor Industrial Site Development

A study should be conducted by MAPA in 1980 to determine the need for additional industrial development sites within the river corridor area.

Omaha Far South New Town

By 1984 a study will be needed to detail the feasibility of this proposed new town-in town development in the general area south of I-80. Estimated development cost is $100 million. Study would be conducted by the City of Omaha and MAPA staff. See also Creighton Area Housing description above.

PROJECTS REQUIRING FURTHER STUDY

Omaha CBD Warehouse Area Street and Utility Improvements

A MAPA/Omaha study will be needed by 1984 to determine infrastructure improvement requirements relative to warehouse area and adaptive uses. Implementation cost is estimated at $1.5 million from local and private sources.

Missouri River Scenic Drive

Implementation would involve construction of new roads and improvements to existing roads to form continuous scenic drive along length of river corridor. A MAPA/COATS study would be needed around 1985. Estimated implementation cost is $80 million funded through federal, state and local sources.

North Satellite New Town

In the 1990-1995 time frame, potential may exist for a new town to commence development in the area east of Bellevue in Mills County or southwest of Bellevue in Sarpy County. Ultimate development could be in the range of 4,000 to 7,000 dwelling units phased over a period of 15 to 20 years. Study need date is 1989; study would be conducted by MAPA. Total development costs could be in excess of $250 million.

South Satellite New Town

In the 1990-1995 time frame, potential may exist for a new town to commence development in the area north of Omaha and south of Blair, Nebraska. A MAPA conducted study in 1989 will be needed to establish feasibility and general development plans for a satellite community potentially consisting of 5,000 to 8,000 dwelling units phased over a 15 to 20 year period. Total development costs could be in excess of $300 million.

Private Investments and Tax Benefits

One major purpose of the Riverfront Development Program is to enhance the fiscal stability of the cities within its boundaries by increasing municipal revenues as a result of rebuilding the tax base by putting blighted and underused land to its highest and best use. This rebuilding will follow sound urban design principles which will allow more efficient use of land at less public expense than the present pattern. The program will also promote commercial, industrial and residential construction that will create jobs and income. To illustrate the process of tax benefits, a simplified description of three Riverfront proposed projects, the Omaha Superblock, Marina City and the Wesley House Area projects are presented. These examples show how local public investment, in large-scale projects with multiple funding sources, can be of benefit to the jurisdictions involved.

Much more detailed analysis will be performed by organizations contemplating large investments in specific projects. However, the overall ratio of public investment to tax benefits will be in the range indicated in these examples.

Superblock has been developed as a refinement of the 1973 Omaha Central Business District Plan. The four block area between 15th and 17th Streets and Farnam and Dodge Streets would be developed in conjunction with improvements to the transit, parking and vehicular circulation systems of the downtown. The complex of facilities would include retailers, office space, structured parking and a hotel. With 600,000 square feet of retail space, a 500 room convention hotel, 2400 off-street parking spaces and 625,000 square feet of office space, the Superblock complex is intended to be the principal catalyst for the revitalization of the downtown retail area.

Implementation of the project is comprised of acquisition of the land, construction of the parking structure and the phased construction of the new retail, office and hotel space. The following example assumes that only the land acquisition will be accomplished with public funds.

PROPOSED SUPERBLOCK DEVELOPMENT--FUNDING and TIMING

Item	Source Of Funds	Dollars in Thousands 1975-79	1980-84
Land	Public	$ 9,500	-0-
Parking	Private	3,000	$ 6,800
New Office, retail and hotel space	Private	17,000	37,000

PROPOSED SUPERBLOCK DEVELOPMENT--ESTIMATED CAPITAL COSTS

Source of Funds		Cost	
Public	Local	$9,500,000	
	State	- 0 -	
	Federal	- 0 -	
Private		$63,800,000	
Total			$73,300,000

To obtain an estimate of the gross property tax revenues that would accrue to the City of Omaha from each of these projects over a 10 year time span, we have assumed that the local public share of the venture carries a 6.9 percent compound interest rate. In effect, this interest rate doubles the amount of the original investment when calculated over a 10 year debt retirement period. To estimate annual property tax revenue, 35 percent of the total appraised valuation is taken as the assessed value. The local property tax levy of $97.55 is applied to each $1,000 of assessed value.

It should be recognized that the estimated gross revenues overstate the net benefit to the City by the amount that would be spent on public services to this development during the same period of time. However, infrastructure and service costs to a high density development such as the Superblock and Marina City projects are a fraction of the costs of providing the same degree of services to more widely dispersed establishments.

PROPOSED SUPERBLOCK DEVELOPMENT--ESTIMATED LOCAL PROPERTY TAX YIELD

Year	Annual Local Public Investment	Cumulative Local Public Investment	Percent Private Investment In-Place	Property Tax Yield	Cumulative Property Tax Yield
1	$1,900,000	$1,900,000	- 0 -	- 0 -	- 0 -
2	1,900,000	3,800,000	10%	$ 317,800	$ 217,800
3	1,900,000	5,700,000	20%	435,700	653,500
4	1,900,000	7,600,000	30%	653,500	1,307,000
5	1,900,000	9,500,000	30%	653,500	1,960,500
6	1,900,000	11,400,000	50%	1,089,100	3,049,600
7	1,900,000	13,300,000	70%	1,524,800	4,574,400
8	1,900,000	15,200,000	90%	1,960,500	6,534,900
9	1,900,000	17,100,000	100%	2,178,300	8,713,200
10	1,900,000	19,000,000	100%	2,178,300	10,891,500
11	0	19,000,000	100%	2,178,300	13,069,800
12	0	19,000,000	100%	2,178,300	15,248,100
13	0	19,000,000	100%	2,178,300	17,426,400
14	0	19,000,000	100%	2,178,300	19,604,700

No estimates are included for the property taxes presently paid on the current uses of land at any of the proposed project sites, nor is an estimate made of the taxes that would be paid on the undeveloped land while owned by the developer during the construction phase. These projects are excellent candidates for tax increment financing of public investment. Tax increment financing allows the issuing of revenue bonds for the early start-up costs of constructing, or acquiring, public improvements. Taxes on the private development induced by the public improvements are then paid to the local jurisdictions in the amount of predevelopment taxes. The difference between the new tax yield on the new development and the old yield go to pay off the revenue bonds. After the bonds are retired, all tax revenues go to the local jurisdictions. The Nebraska Unicameral has authorized placing a proposed constitution amendment on the 1976 ballot which would authorize tax increment financing. Such financing is already authorized in Iowa.

The Wesley House Area housing program is located between Cuming, Hamilton, 24th and 27th Street. The Wesley House Program has three stages which total 300 housing units. The first phase has 150 units subsidized through Section 8 of the Housing and Community Development Act of 1974. Phase two is comprised of 100 low-rise unsubsidized units and phase three is 50 townhouse condominiums. For the purposes of this example, the assumption regarding interest rates and property taxes are the same as those used in the Superblock example.

PROPOSED WESLEY HOUSE AREA HOUSING DEVELOPMENT--FUNDING and TIMING

Item	Source of Funds	Dollars in Thousands
		1975-79
New and rehabilitated housing	Public	$ 1,370
	Private	12,500

PROPOSED WESLEY HOUSE AREA HOUSING DEVELOPMENT--ESTIMATED CAPITAL COSTS

Source of Funds		Cost	
Public	Local	$ 1,370,000	
	State	-0-	
	Federal	-0-	
Private		12,500,000	
Total			$13,870,000

PROPOSED WESLEY HOUSE AREA HOUSING DEVELOPMENT--ESTIMATED LOCAL PROPERTY TAX YIELD

Year	Annual Local Public Investment	Cumulative Local Public Investment	Percent Private Investment In-place	Property Tax Yield	Cumulative Property Tax Yield
1	$275,000	$275,000	- 0 -	- 0 -	- 0 -
2	275,000	550,000	20%	$ 85,400	$ 85,400
3	275,000	825,000	40%	170,700	256,100
4	275,000	1,100,000	80%	341,400	597,500
5	275,000	1,375,000	80%	341,400	938,900
6	275,000	1,650,000	80%	341,400	1,280,300
7	275,000	1,925,000	90%	384,100	1,664,400
8	275,000	2,200,000	100%	426,800	2,091,200
9	275,000	2,475,000	100%	426,800	2,518,000
10	275,000	2,750,000	100%	426,800	2,944,800
11	- 0 -	2,750,000	100%	426,800	$3,371,600

Marina City has been conceived as a medium-density residential neighborhood based on a concept of water-oriented residential, recreational and limited commercial uses with immediate and continuing benefit to both the private owner and the general public. The area is presently devoted to light-to-medium intensity industrial uses and warehousing. The majority of the land surface is covered with a profusion of railroad tracks which are maintained by several railroad systems. As it now exists, the area's land uses bear no functional relationships to the river. The railroads are using less and less trackage and better industrial and warehousing locations are becoming available in new industrial tracts. Although the existing character of this area contains many discouraging man-made physical aspects at present, the magnetic appeal of the water, the open view of the river's natural amenities could easily be provided through site modification. Its proximity to downtown Omaha makes this location very attractive for future development.

Actualization of the project is comprised of the three elements described below, each exhibiting a different combination of funding sources. In order to maintain clarity in the example, we will assume that all of the development will be residential in nature, although in reality, a small percentage will be dictated to commercial uses.

PROPOSED MARINA CITY DEVELOPMENT--FUNDING and TIMING

Item	Source of Funds	Dollars In Thousands 1975-79	1980-84
Public Use Facilities	Public	$2,400	$1,600
Rail Relocation	Public	800	800
	Private	800	800
New Housing	Private	10,000	40,000

PROPOSED MARINA CITY DEVELOPMENT--ESTIMATED CAPITAL COSTS

Source of Funds		Cost	
Public	Local	$1,000,000	
	State	1,000,000	
	Federal	3,600,000	
Private		$51,600,000	
Total			$57,200,000

PROPOSED MARINA CITY DEVELOPMENT--ESTIMATED LOCAL PROPERTY TAX YIELD

Year	Annual Local Public Investment	Cumulative Local Public Investment	Percent Private Investment In-Place	Property Tax Yield	Cumulative Property Tax Yield
1	$200,000	$ 200,000	- 0 -	- 0 -	- 0 -
2	200,000	400,000	10%	$ 176,200	$ 176,200
3	200,000	600,000	15%	264,300	440,500
4	200,000	800,000	20%	352,400	792,900
5	200,000	1,000,000	20%	352,400	1,145,300
6	200,000	1,200,000	40%	704,700	1,850,000
7	200,000	1,400,000	60%	1,057,100	2,907,100
8	200,000	1,600,000	85%	1,497,500	4,404,600
9	200,000	1,800,000	100%	1,761,800	6,166,400
10	200,000	2,000,000	100%	1,761,800	7,928,200
11	- 0 -	$2,000,000	100%	$1,761,800	$9,690,000

Beyond the immediately apparent revenue gains to the City of Omaha that would remain after the local public investments and other costs were subtracted out, there are also other equally important benefits, including continued revenues from property taxation for the life of the projects, the establishment of new and revitalized compact communities whose presence will undoubtedly stimulate commercial sales and the location of new sources of employment in the nearby CBD and in-town commercial districts, and the obvious constraint to continued urban sprawl by the provision of attractive in-town living and amenities. There are additional gains to the local economy that occur in response to initial investment. The flow of such benefits are illustrated schematically in the following diagram of tax-benefit flow and are discussed in general terms below.

The quantity of investment monies and tax revenues which will be "generated" by implementation of the proposed projects in the Riverfront corridor will create new demand which will stimulate output in various private sectors in the regional economy. This stimulus to output will increase the tax revenues accruing to the various jurisdictions. Savings and profits developed from expansion in the private sector plus revenues derived from an expanded tax base will provide a stock of money which can be reinvested in the Riverfront area. This process is known as a "multiplier effect" of investment activity.

The generated funds consist of three identifiable impacts, each of which deserves a brief commentary.

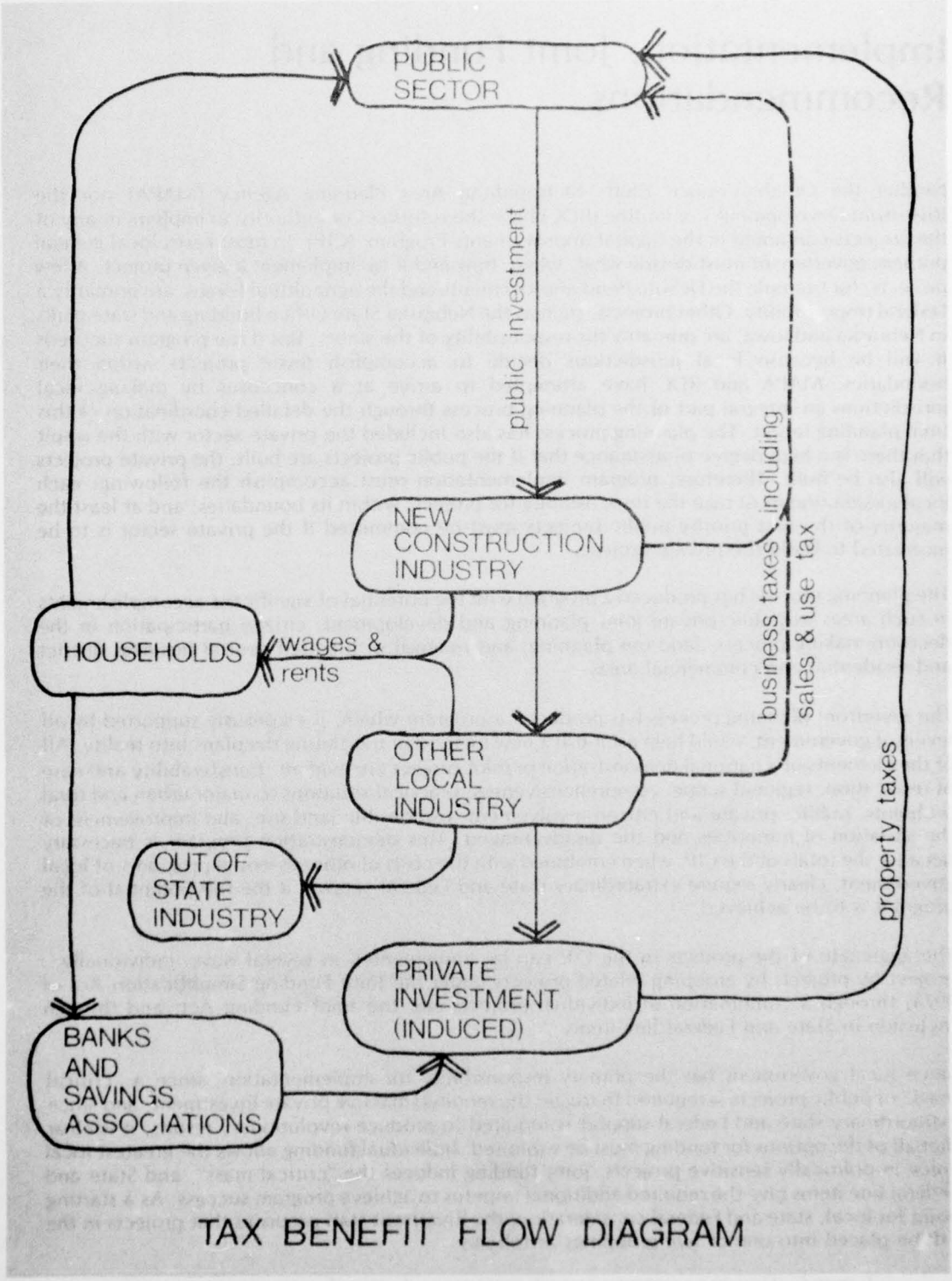
The initial injection of funds will have an immediate or direct income impact on the economy. For this analysis we will assume that the initial imputs will occur in the new construction sector, although in reality there are obvious exceptions. According to Stolen and Chang, the new construction sector of the economy has a direct income change coefficient of .35, which means that for every dollar invested in this sector it produces 35 cents in the value added category which includes wages, rent, interest, profits, depreciation and indirect business taxes. These factors originate within the industry from the change in demand for its products. The value of these factors will increase directly with an increase in demand such as further public or private investment. Although no time factors are built into the matrices from which the above data are taken, we can reasonably assume that these direct income impacts will occur early within the period in which they are initiated.

Indirect income impact refers to the change in output from other local industries stimulated by the new construction industry's change in demand. Omaha's indirect income impact coefficient for the new construction industry is .32, which indicates that one dollar of Riverfront money invested in the new construction industry will yield 32 cents in its demand for goods and services supplied by other local industries.

In addition to the direct and indirect impacts, there are also induced impacts resulting from the initial investment. These result from changes in consumption, principally by household, that result from income changes. These consumption changes lead to changes in output, which lead to further changes in income and so on, round after round. For example, if carpenters receive an extra $1,000 in income due to a new construction projects, they will spend more on consumer goods. The suppliers of these goods will then have extra sales which lead to more output by their industrial suppliers, and consequently workers in the supply industries will expand their earnings. The induced income coefficient for the new construction industry in Omaha was reported as .46, which means that a one dollar increase in demand in this industry will provide 46 cents of induced income change in the Omaha economy, assuming no leakage in the system.

This overall reverberation of impacts throughout the economy, reflecting the amount of income generated and new jobs created, will vary according to the type of project under consideration but will be a positive stimulus to the regional economy in all normal circumstances.

J.D. Stolen and P.C. Chang, An Input-OutputStudy for the Omaha SMSA Omaha, Nebraska: UNO Center for Urban Affairs, October, 1969.



TAX BENEFIT FLOW DIAGRAM

Implementation, Joint Funding and Recommendations

Neither the Omaha-Council Bluffs Metropolitan Area Planning Agency (MAPA) nor the Riverfront Development Committee (RDC) have the resources or authority to implement any of the projects contained in the Capital Improvements Program (CIP). In most cases local general purpose government must decide what, when, how and if to implement a given project. A few projects, for example the DeSoto Bend improvements and the agricultural levees, are primarily a Federal responsibility. Other projects, such as the Nebraska State Office Building and state parks in Nebraska and Iowa, are primarily the responsibility of the states. But if the program succeeds it will be because local jurisdictions decide to accomplish those projects within their boundaries. MAPA and RDC have attempted to arrive at a concensus by making local jurisdictions an integral part of the planning process through the detailed coordination of this final planning report. The planning process has also included the private sector with the result that there is a high degree of assurance that if the public projects are built, the private projects will also be built. Therefore, program implementation must accomplish the following: each local jurisdiction must take the responsibility for projects within its boundaries; and at least the majority of the first priority public projects must be committed if the private sector is to be motivated to build the private projects.

The planning process has produced a program with the potential of significant accomplishments in such areas as public-private joint planning and development, citizen participation in the decision-making process, land use planning, and renewal of blighted central business district and residential and commercial areas.

The Riverfront planning process has produced a program which, if vigorously supported by all levels of government, could help establish a new method of translating the plans into reality. All of the elements of a national demonstration or pilot project are evident: transferability and ease of replication; regional scope; comprehensiveness; practical solutions to major urban and rural problems; public, private and citizen involvement; responsible land use; and improvement of the situation of minorities and the disadvantaged. This demonstration program is necessary because the totals of the CIP, when combined with the costs of other essential programs of local government, clearly require extraordinary state and Federal support if the full potential of the program is to be achieved.

The aggregate of the projects in the CIP can be implemented in several ways: individually, project by project; by grouping related projects under the Joint Funding Simplification Act of 1974, through a combination of individual projects and the Joint Funding Act; and through inclusion in State and Federal line items.

Since local government has the primary responsibility for implementation, since a "critical mass" of public projects is required to trigger the required massive private investment, and since extraordinary state and Federal support is required to produce revolutionary results, it is clear that all of the options for funding must be exploited. Individual funding allows the greatest local voice in politically sensitive projects, joint funding induces the "critical mass", and State and Federal line items give the required additional impetus to achieve program success. As a starting point for local, state and Federal consideration, the Riverfront staff proposes that projects in the CIP be placed into one of five groupings as follows:

Group I. Housing, community development and related projects which should be jointly funded. The Department of Housing and Urban Development is the

logical Federal lead agency. MAPA would coordinate applications by local jurisdictions, including staff assistance to the smaller communities upon request

Group II. Parks and related projects which should be jointly funded. The Bureau of Outdoor Recreation, the U.S. Army Corps of Engineers, or the National Park Service all would be logical Federal lead agencies. MAPA could coordinate applications by local jurisdictions or, alternatively, the Iowa Conservation Commission and Nebraska Game and Parks Commission could sponsor all component projects within their respective states. These two State agencies could also serve as lead agencies under a Federal-State agreement. If the latter alternative is selected, MAPA would play a key role in coordinating local and private inputs to the state agencies.

Group III. Rural development projects which should be jointly funded. The Department of Agriculture would be the logical Federal lead agency. MAPA would coordinate applications from local jurisdictions, the Papio Natural Resources District, and the Southwest Iowa Soil Conservation District.

Group IV. Projects which would be more effectively accomplished if each were treated as an entity outside of the jointly funded packages.

Group V. Projects which require further study prior to the decision to proceed or not to implement. These studies should be integrated into MAPA's overall program design. It is probable that some studies will recommend that implementation of the project be accomplished through inclusion in one of the then on going jointly funded packages.

The Capital Improvement Program is a useful tool for developing alternative groupings for consideration by decision makers. The CIP makes it easy to separate projects by any chosen common denominator such as Federal, state or local funding source. It is recommended that the intra-Governmental Agency (IGA) task force, with Iowa and Nebraska participation, work with MAPA and the local jurisdictions to develop these packages.

The elected officials of each jurisdiction can select on an annual basis the projects from the Riverfront Corridor Capital Improvement Program which they wish to implement that year. MAPA would collate all of the jurisdictional projects into a single, integrated, regional application for Federal and state assistance, but with the understanding that the grants awarded from the application would be in the form of letters of credit to each individual jurisdiction. Through this procedure, the six county area could obtain additional potential benefits from regional "pilot designation". However, the elected officials of each jurisdiction would retain the authority for establishing priorities and for the selection of local projects to be implemented. Further, the elected officials would be directly responsible for the receipt, expenditure and accountability of the grants. MAPA would also initiate simultaneous action through the Nebraska-Iowa Congressional Block for a line item appropriation from the Congress as soon as the U.S. Army Corps of Engineers' Urban Study is formally submitted.

This wrap up study will be an appendix to the Army Corps of Engineers' Metropolitan Omaha Council Bluffs study, the first of the Corps' national Urban Studies Program. Essentially, the Corps' study deals with alternative growth potentials of the region. Two of the alternatives

Appendix

LISTING OF TASK FORCE OBJECTIVES

HOUSING

Stimulate the community to provide an adequate supply of decent, safe and sanitary housing units and suitable living environments for all persons in the communities of the region.

Assure that all residents have a choice of housing location, quality, cost and community personality.

Maximize the opportunity for each family or individual to rent or purchase decent, safe and sanitary housing by providing proper assistance.

Develop ongoing comprehensive planning and project implementation to insure that low income residents of blighted areas share in RDP opportunities.

Non profit corporations and religious organizations should be given incentives to provide housing for low-income families and individuals.

Establish housing service centers throughout the RDP to provide information and technical assistance to homebuyers, homeowners and renters.

Preserve the neighborhood residential environment by excluding commercial and industrial uses not directly serving the neighborhoods.

Eliminate exclusionary provisions from local land use and regulations and zoning laws.

Provide new housing, both public and private, for low income persons and families in areas they prefer to live in, without concentrating such housing in limited and marginal subareas of the RDP.

Organize new developments to provide new options in residential styles.

Stabilize minority and racially mixed residential areas.

Provide incentives to financial institutions to make long-term loans available to low income persons and families residing in the area.

Provide incentives to induce homeownership and resident landlords.

Provide incentives to builders and developers to undertake housing investment.

OFFICE, INDUSTRIAL AND COMMERCIAL

Develop a cohesive industrial development strategy for the six county area emphasizing labor intensive, new and expanding industries; maximizing the utilization of the total urban and rural labor force.

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Coordinate the regional economic growth strategy with actual land use development. This total development strategy should recognize the rural "growth centers" concept as a means to stabilize the migration of the rural labor force to urban areas.

Maintain the current agricultural and natural resource orientation of the region.

Recruit diversified industries which expand manpower needs, within the capacity of the region to maintain a balanced economic development-land development strategy.

Develop a social, commercial, recreational and cultural center in North Omaha.

Develop commercial, industrial, recreation and residential facilities around the OIC building.

Effect development of downtown Omaha via the Central Park Mall, Riverfront Park, downtown UNO campus, transit and parking facilities, and a new downtown library and Federal Reserve Bank.

Develop manpower training particularly between the manpower program organizations, Omaha Public Schools and medical care institutions.

Develop in-depth manpower analyses for each county in the six county Riverfront Development Area.

Involve existing primary employers in the proposed development.

Utilize the available rural labor force as a source of replacement and expansion labor related to existing employers.

Involve area wide vocational-technical schools in the Rural Resources Task Force for Rural Labor Analysis for structuring curriculum alternatives and informational programs directed at the rural labor supply.

Effect maintenance and moderate expansion of commercial nodes in minority areas.

Add to industrial development for minority opportunity.

Limit the river access of industries through local governmental control, considering the merits of individual cases and requiring structures to be set back from the waters edge.

TRANSPORTATION AND SERVICES

Encourage the development of mass transit to capitalize on the natural linear form of the riverfront at the same time that the impacts on the agricultural and ecological environments are controlled.

Areas now occupied by abandoned or under-utilized rail trackage, and the functionally obsolete facilities served by that trackage, must be available for higher use before many of the comprehensive concepts of the plan can be implemented.

Secure unified action by the railroads and by governmental entities who are effected by the railroad corridor in the Riverfront Development Programs.

The scenic recreational access roads are not intended as a utility or major arterial thoroughfare and sufficient acquisition should be made to preserve the integrity of these projects' ecological and aesthetic aspects.

Increase minority participation in the North Omaha freeway planning.

Develop mass transit in North Omaha.

PARKS, RECREATION AND OPEN SPACE

Recreation opportunities should be developed to meet the recreation needs of all age and income groups including uses such as, vacation cabins, cottages and homesites; camping grounds; picnic and field sports area; fishing waters; golf courses; hunting area; natural scenic and historical areas; riding stables; shooting preserves; vacation farms; winter sports areas; and water sports areas.

Provide recreational and cultural enrichment for the disadvantaged through the development of neighborhood recreational and cultural facilities.

Make the Missouri River valley accessible to the public by linking existing and planned attractions and developments while preserving for posterity the best of the natural attibutes of the area.

Provide for motorcycle trails, horse trails, hiking trails and bikeways.

Use visual screens and land use buffers to shield incompatable land uses from recrreation areas.

Develop multi-service recreation facilities to serve human resource needs.

Develop after-hour recreation use of school facilities.

Maintain the beauty, integrity and environmental values of the river by providing greenbelts of sufficient width on both riverbanks and along both sides of streets near the river.

Develop three major recreational complexes. The two complexes at each end of the corridor, at DeSoto Bend and Blair in the north and at the confluence of the Missouri and Platte Rivers in the south, would be resource oriented. The Omaha-Council Bluffs complex would be active or intensive use oriented.

Develolp vistas and walks to link the communities with the river. This would enable the river to serve the emotional and aesthetic needs of citizens.

Develop a peripheral ring of open space around Omaha, Council Bluffs and Bellevue. This recreational ring would meet the current deficiency of sociable open spaces and active recreation areas serving metropolitan needs as well as those of outlying areas and satellite communities.

HISTORIC INTEREST, CULTURE AND EDUCATION

Integrate significant historical sites and structures into the proposed recreational and transportation systems in the planning area.

Recognize and organize new development in the river corridor to complement the urban, suburban and rural personality of existing communities.

SOIL CONSERVATION AND FLOOD PROTECTION

Utilize riverfront lands properly to prevent silt and pollutants from reaching the river or contaminating groundwater supplies.

The quality of the riverfront environment must be enhanced by proper conservation treatment, such as grassed waterways, terraces, strip cropping and change in use from crop to grass or managment of crop residues.

Utilize soils data in land use planning.

Administration, Policy and Program

ADMINISTRATION, POLICY AND PROGRAM

Examine growth policies with emphasis on redirection of growth where possiible into by-passed areas that have utilities and other services at the same time discouraging residential development in subareas having relatively low levels of public service.

Revise property tax laws to encourage redevelopment and rehabilitiation with the RDP, considering both urban and agricultural needs.

Establish uniform building codes in the Nebraska counties and more rigorious code enforcement throughout the RDP.

Revise building codes along performance lines to allow new construction materials and methods which reduce building costs.

Establish appropriate Riverfront and local governmental review and control to insure environmental quality and compatability with the overall plan where private enterprise recommends portions of the plan.

Maintain a continuing planning process which does not consider this plan as the end product but rather follows it with the preparation of detailed site studies and plans which specify particular development needs and proposals for each area.

Organize new future development into the linear Riverfront corridor to control piecemeal suburban sprawl and to recognize and provide for the needs of the community and economic residents of these areas.

Investigate the feasibility of establishing prepaid group practice health care systems.

Establish affirmative action plan for RDP and MAPA activities.

Effect strong information and education programs with sufficient technical assistance and adequate cost-sharing incentives to achieve environmental conservation.

Utilize newsletters and individual mailings to better inform residents of impact areas.

Stimulate self-evaluation of land development programs so that a locality can objectively evaluate itself and establish the goals, policies and standards which remedy inadequacies in existing development.

Implement alternative solutions to urban-rural fringe implements including taxation policies, comprehensive planning, zoning subdivision regulations, building codes and eminent domain powers.

Establish an Information Center, where public informational needs can be met in one source.

Establish public meeting times at convenient hours and in locations accessible to residents of impacted areas.

Increase the likelihood of additional public participation through "result oriented" short-term projects.

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