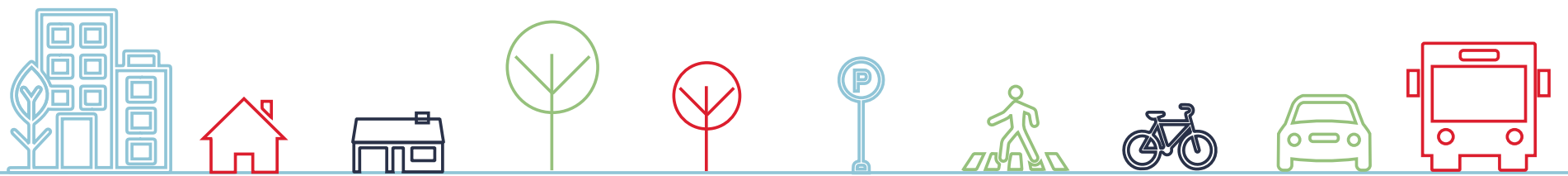




SPRINGFIELD

COMPREHENSIVE PLAN

ADOPTED MAY 20, 2025



ACKNOWLEDGMENTS

Steering Committee

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- Jim Opitz
- Laura Osborn
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CHAPTER 1: INTRODUCTION

Why We Plan

Comprehensive plans are long-range and visionary documents that are intended to aid in decision-making for growth and development in a community. These plans cover a wide variety of topics to ensure all components of a city operations are considered.

Legal Basis for Comprehensive Plans + Future Land Use Plans

The State of Nebraska, under Nebraska Revised Statutes § 19-903, requires municipalities to have a comprehensive plan, as the basis for zoning ordinances and other regulations, ensuring that development aligns with community goals and needs. This comprehensive plan must also include a Future Land Use Plan. One of the primary uses of the Plans is to serve as support document for all rezoning requests within city limits and any land wishing to be annexed into city limits. All requests for rezonings should be

reviewed for conformity with the Comprehensive and Future Land Use Plans.

Supporting Plan Documents

The following adopted plans are integrated into the City's Comprehensive Plan as guiding documents for future growth and infrastructure coordination:

- SCCWWA Growth Management Plan
- SCCWWA Master Plan
- WE-STEP Transportation Plan
- Safe Streets and Roads for All (SS4A) MPO
- Papio NRD Hazard Mitigation Plan
- Platteview Road Corridor Study

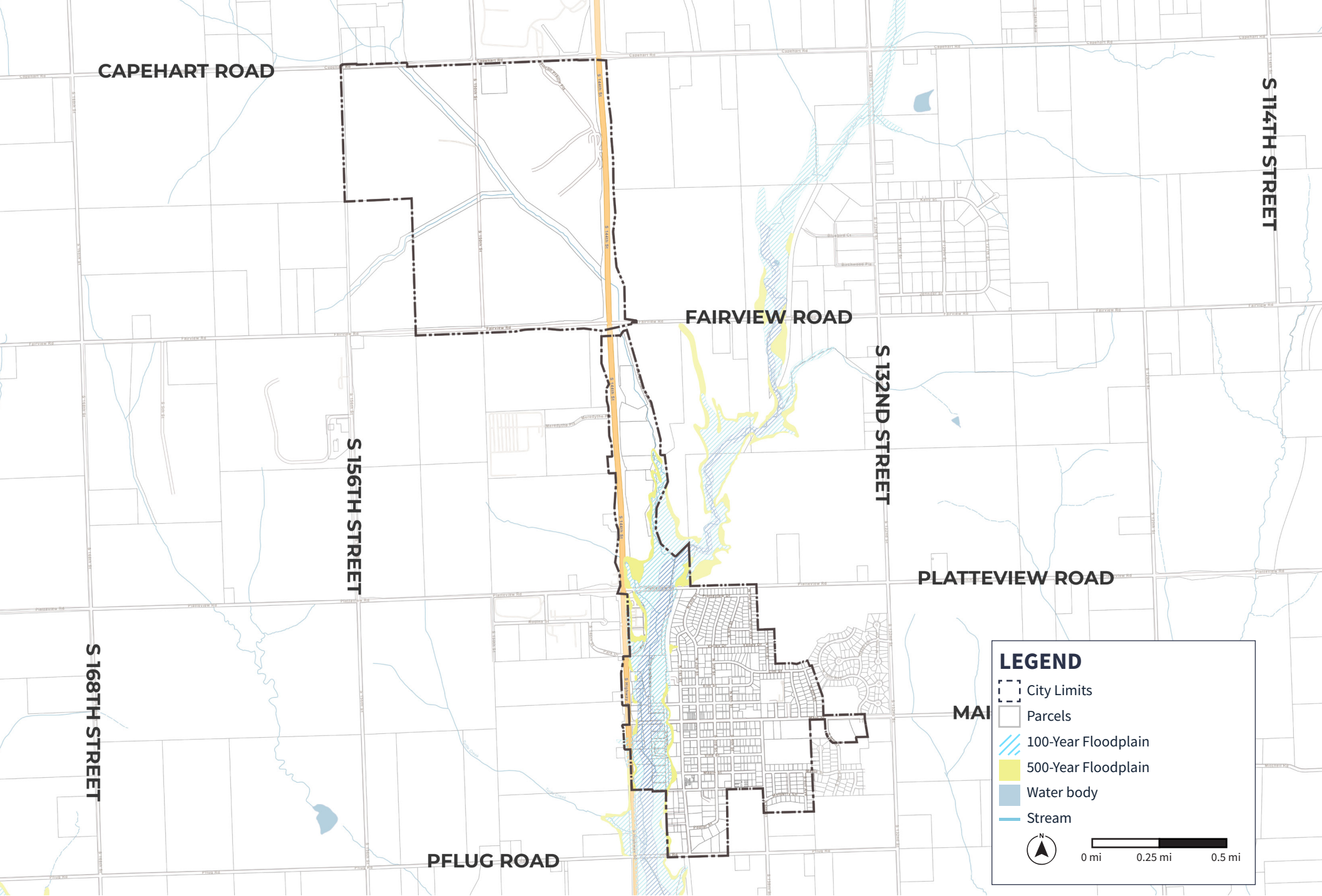


FIGURE 1.1 // EXISTING SPRINGFIELD CITY LIMITS MAP

PROJECT SCOPE OVERVIEW

Project scope

The Springfield Comprehensive Plan was completed in four phases. Figure 1.2 details each phase throughout the process and Figure 1.3 summarizes the project schedule.



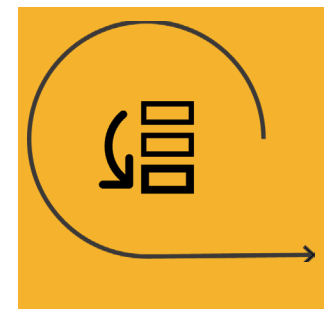
Phase 1: Project Kick-Off, Research and Analysis



Phase 2: Vision, Input and Direction

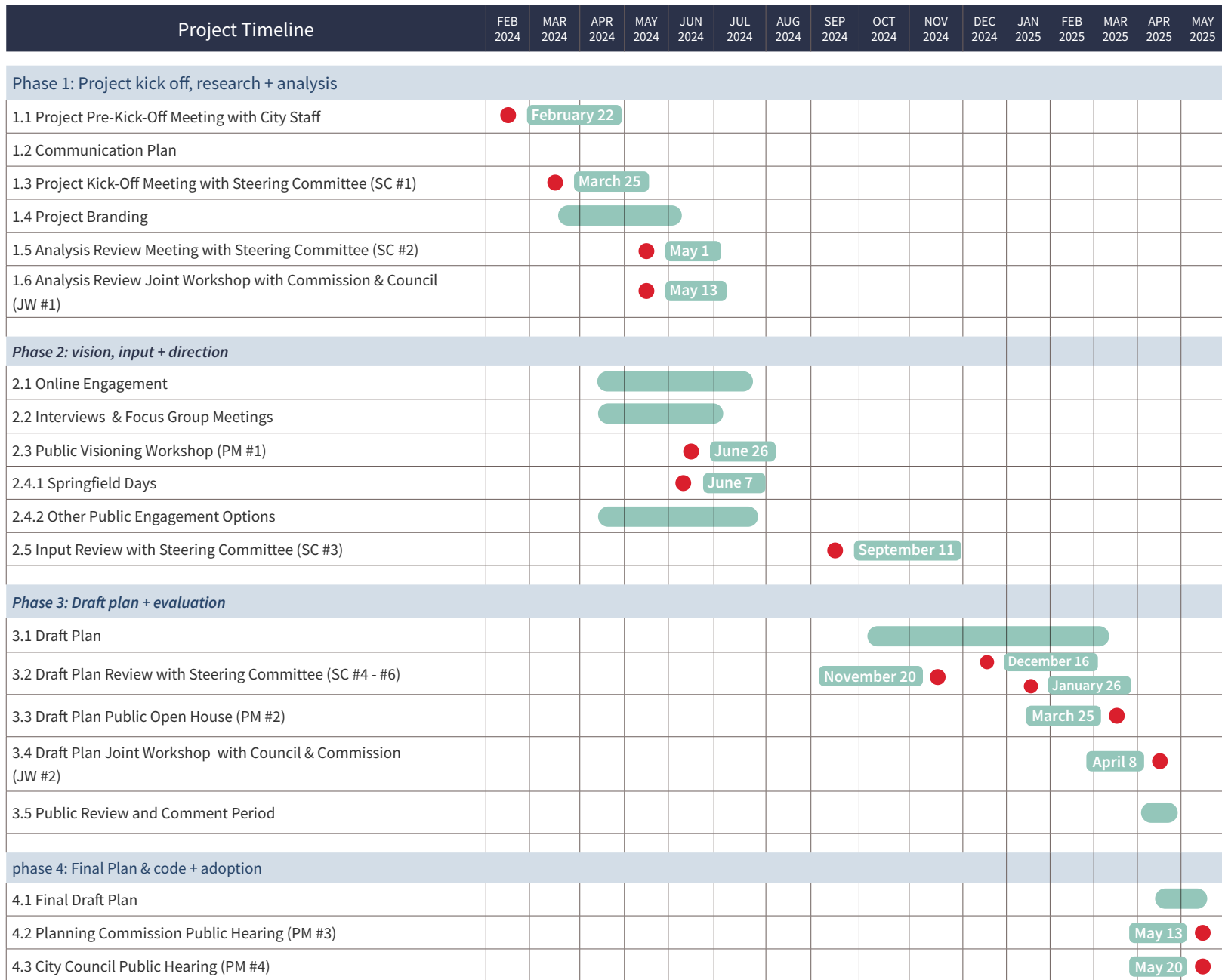


Phase 3: Draft Plan and Code



Phase 4: Final Plan and Code Adoption

FIGURE 1.2 // PROJECT PHASES



All dates after the public open house are tentative

FIGURE 1.3 // PROJECT SCOPE AND SCHEDULE

EXISTING CONDITIONS

Overview

The information discussed in Existing Conditions highlights the findings from Phase 1 of this planning process. Data related to demographics, household characteristics, land uses, jobs and the economy, and natural resources are covered in detail.

Demographics in Springfield

This section will detail a variety of datasets to summarize existing demographics impacting Springfield today. Components of this analysis will include:

- Population trends
- Population by age groups
- Housing tenure
- Median household income by housing tenure
- Average household sizes by housing tenure

Land Use Analysis

The land use analysis completed in Phase 1 examined current land uses to better understand the composition of Springfield today. Residential, commercial, industrial, public, and park lands were identified and categorized throughout the city limits. Additional industry and commuter trends are presented in the section to help highlight key industries and employment hubs in and around Springfield today. Further insight into land composition and uses are presented on the following pages.

Population Trends

Springfield has experienced a steady increase in population since the 1970s from 795 residents to an estimated 2,000 residents today. This estimate is inclusive of the SIDs that are located adjacent to city limits.

Population by Age Cohorts

The age pyramid, shown in Figure 1.4, highlights the share of age cohorts broken down by male and female in Springfield and Sarpy County. These trend lines indicate that there are more professionals (30-39 years old) compared to the County. There are some significant differences for young adults (20-29, adults (40-44), and seniors (60-64) compared to the County's shares.

Springfield has a median age of 35.6 years, which is comparable to the Sarpy County median age of 36.0 years.

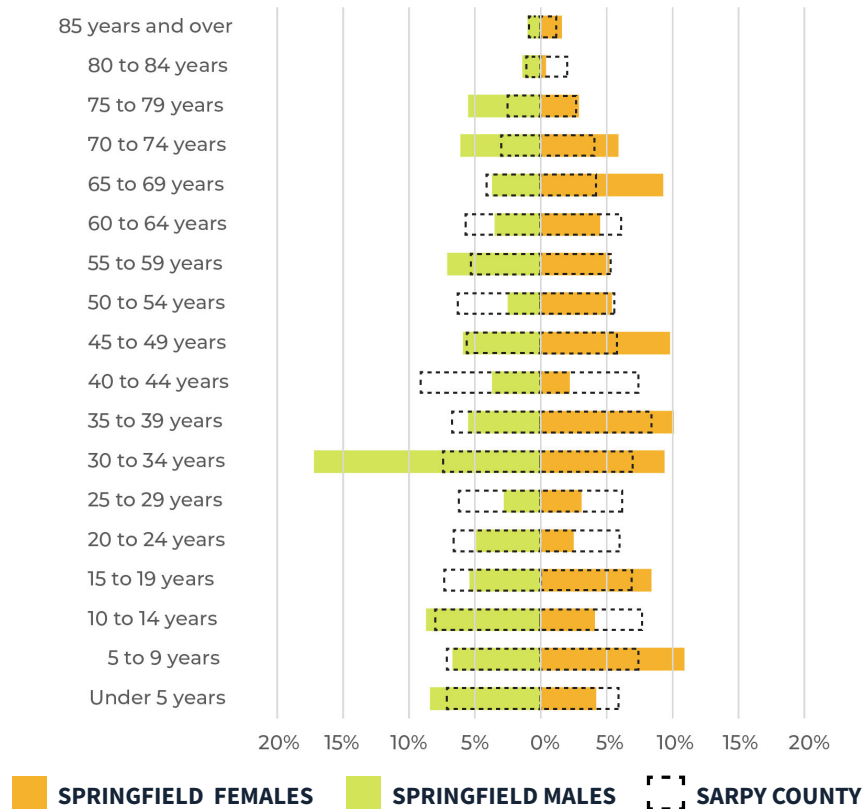
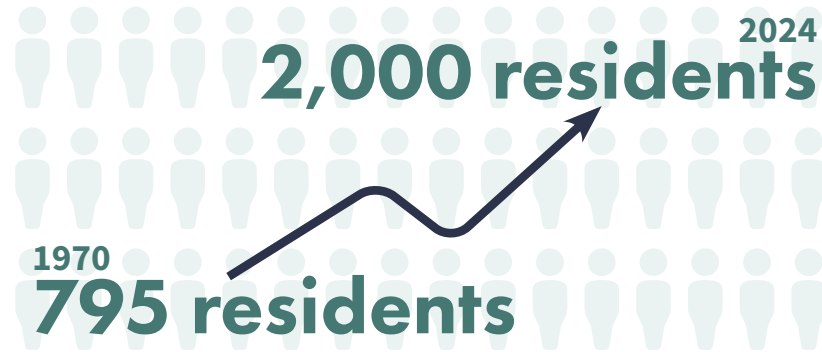


FIGURE 1.4// POPULATION BY AGE GROUPS

SOURCE: U.S. CENSUS BUREAU ACS 5-YR 2022 ESTIMATES

HOUSEHOLD CHARACTERISTICS

Household Characteristics

Housing Tenure

Housing tenure describes the composition of renter versus owner-occupied households in an area. The graph presented in Figure 1.5 presents the housing tenure estimates for Springfield. These statistics demonstrate an owner-occupied dominance in the community, which is further reflected in the existing land use map. This trend with more owner-occupied homes is higher than national trends, however, it is not atypical for rural communities, such as Springfield.

Household Sizes, Incomes + Values

Springfield has an average household size of 2.45 persons. Examination of both owner and renter-occupied households indicate most households have more than two people in each unit.

Household incomes in Springfield are fairly strong and support most residents in obtaining affordable housing. Cost-burdened households are further examined on the following pages.

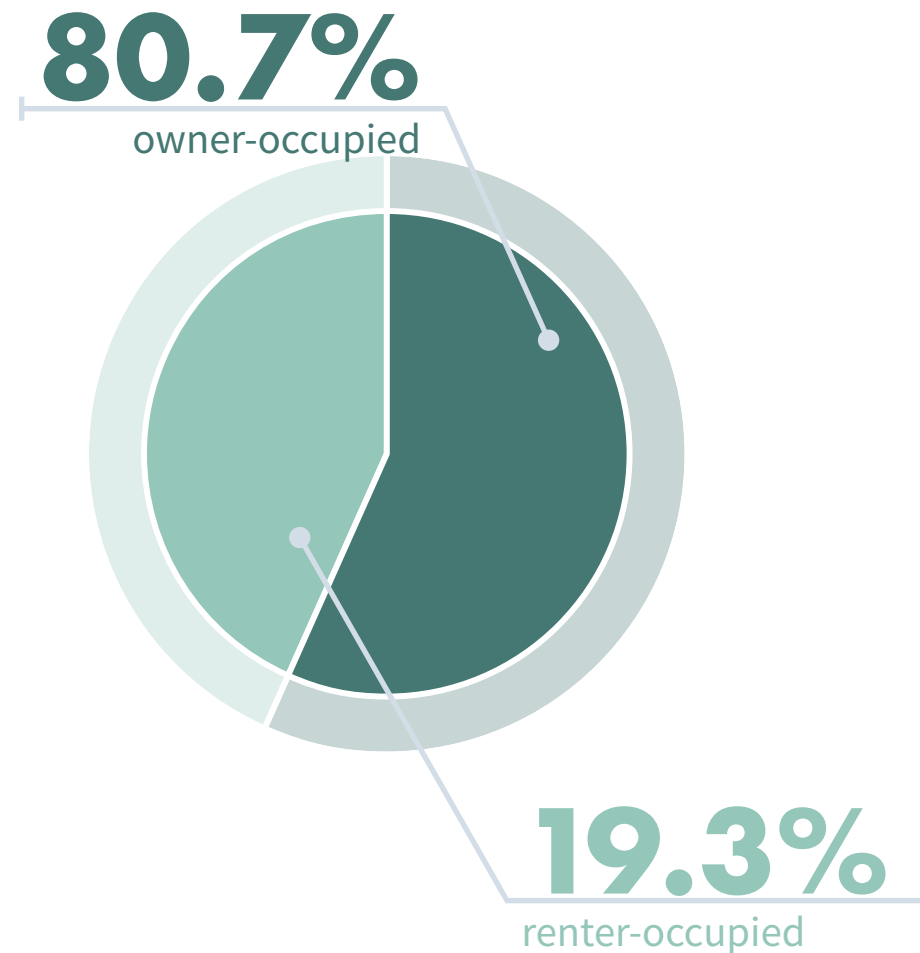
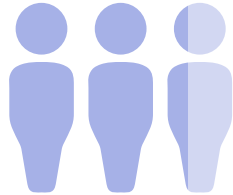


FIGURE 1.5 // HOUSING TENURE

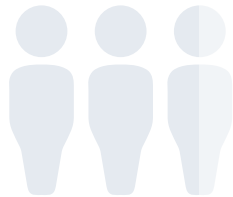
SOURCE: U.S. CENSUS BUREAU ACS 5-YR 2022 ESTIMATES

**SPRINGFIELD AVERAGE
HOUSEHOLD SIZE**



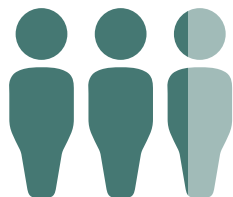
2.45 PERSONS

**HOMEOWNER AVERAGE
HOUSEHOLD SIZE**



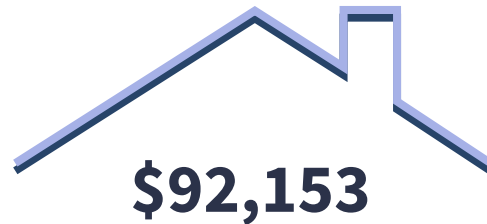
2.51 PERSONS

**RENTER AVERAGE
HOUSEHOLD SIZE**



2.22 PERSONS

**SPRINGFIELD MEDIAN
HOUSEHOLD INCOME**



\$92,153

**HOMEOWNER MEDIAN
HOUSEHOLD INCOME**



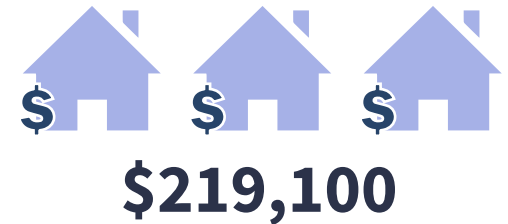
\$98,971

**RENTER MEDIAN
HOUSEHOLD INCOME**



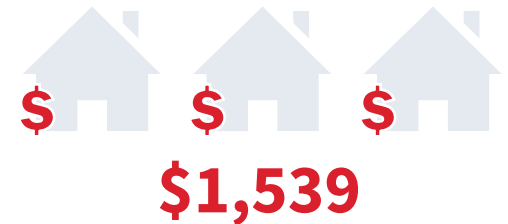
\$44,792

**SPRINGFIELD MEDIAN
HOME VALUE**



\$219,100

**HOMEOWNER MEDIAN
MORTGAGE COST**



\$1,539

**RENTER MEDIAN
GROSS RENT**



\$933

SOURCE: U.S. CENSUS BUREAU ACS 5-YR 2022 ESTIMATES

HOUSEHOLD CHARACTERISTICS

Cost-Burdened Households in Springfield

The Department of Housing and Urban Development (HUD) defines cost burdened households as those spending more than 30% or more of their gross income on housing. The graphs below present the cost-burdened renter- and owner-occupied households for Columbus.

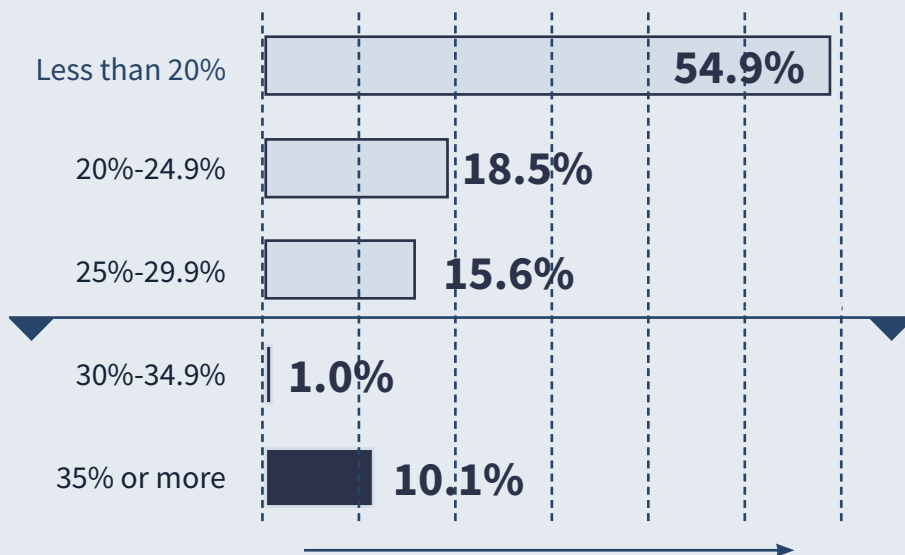
Owner-Occupied Household Analysis

Most homeowners spend less than 20% of their income on housing; however, an estimated 11.1% are cost burdened. With new owner-occupied homes, especially in those outside of city limits, it will be important to track price points and income ranges in the community to ensure there is an affordability factor considered.

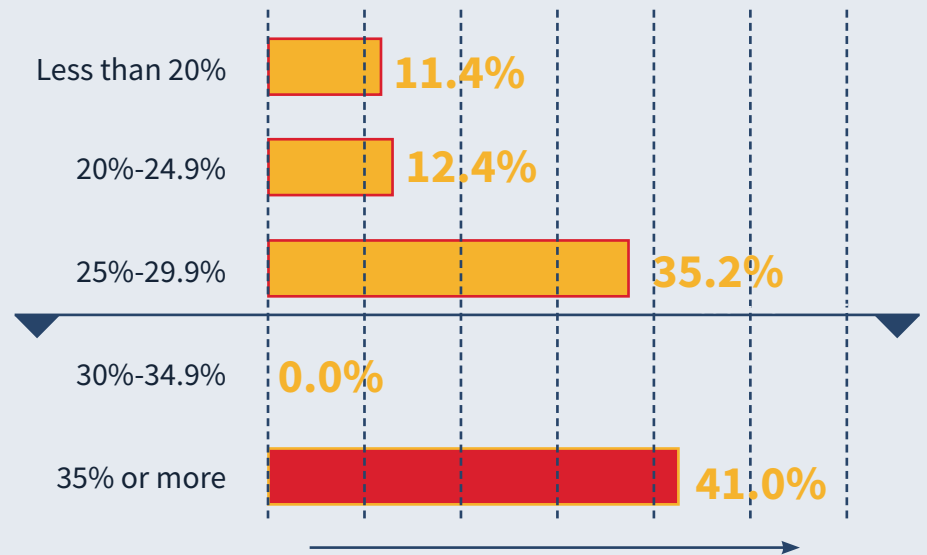
Renter-Occupied Household Analysis

41% of the renters in Springfield are cost burdened. This statistic highlights the increased housing demand with limited stock to support resident's needs as renters are spending far above their affordable limit to obtain housing to live in Springfield.

OWNER-OCCUPIED HOUSEHOLDS



RENTER-OCCUPIED HOUSEHOLDS



SOURCE: U.S. CENSUS BUREAU ACS 5-YEAR 2022 ESTIMATES

EXISTING LAND USES

Existing Land Uses in Springfield

The Existing Land Use Map in Figure 1.7 shows the distribution of land uses in Springfield today. Commercial land has the largest share of land uses at 52.4%, while 21.4% is low-density residential. This distribution of land uses supports the local tax base and opportunities for quality of life investments in Springfield. Due to the presence of the 100-year floodplain, there are expansive areas for recreation and open space located along Highway 50. Other land in Springfield is a mix of civic, medium-density residential, and industrial zones, providing a diverse range of uses.

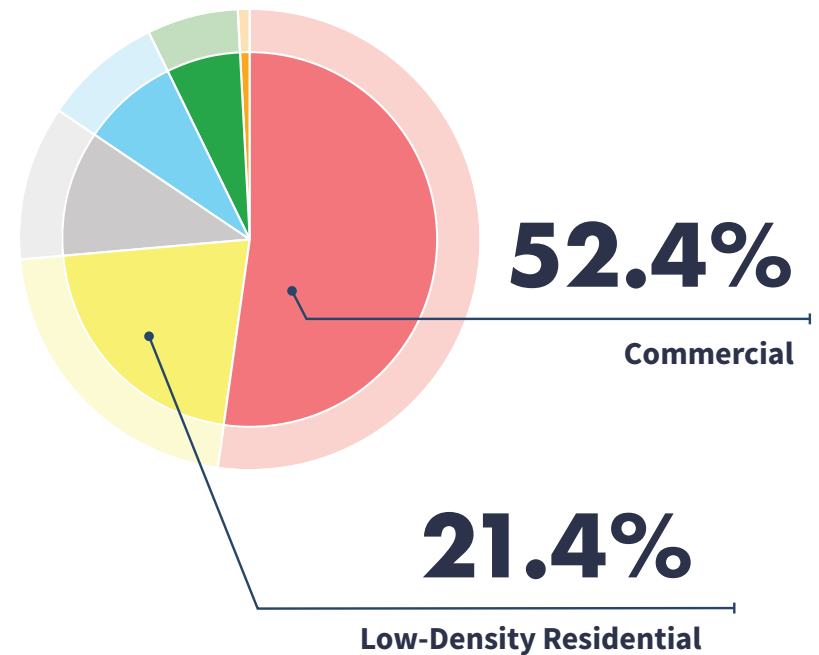


FIGURE 1.6 // EXISTING LAND USE SHARES

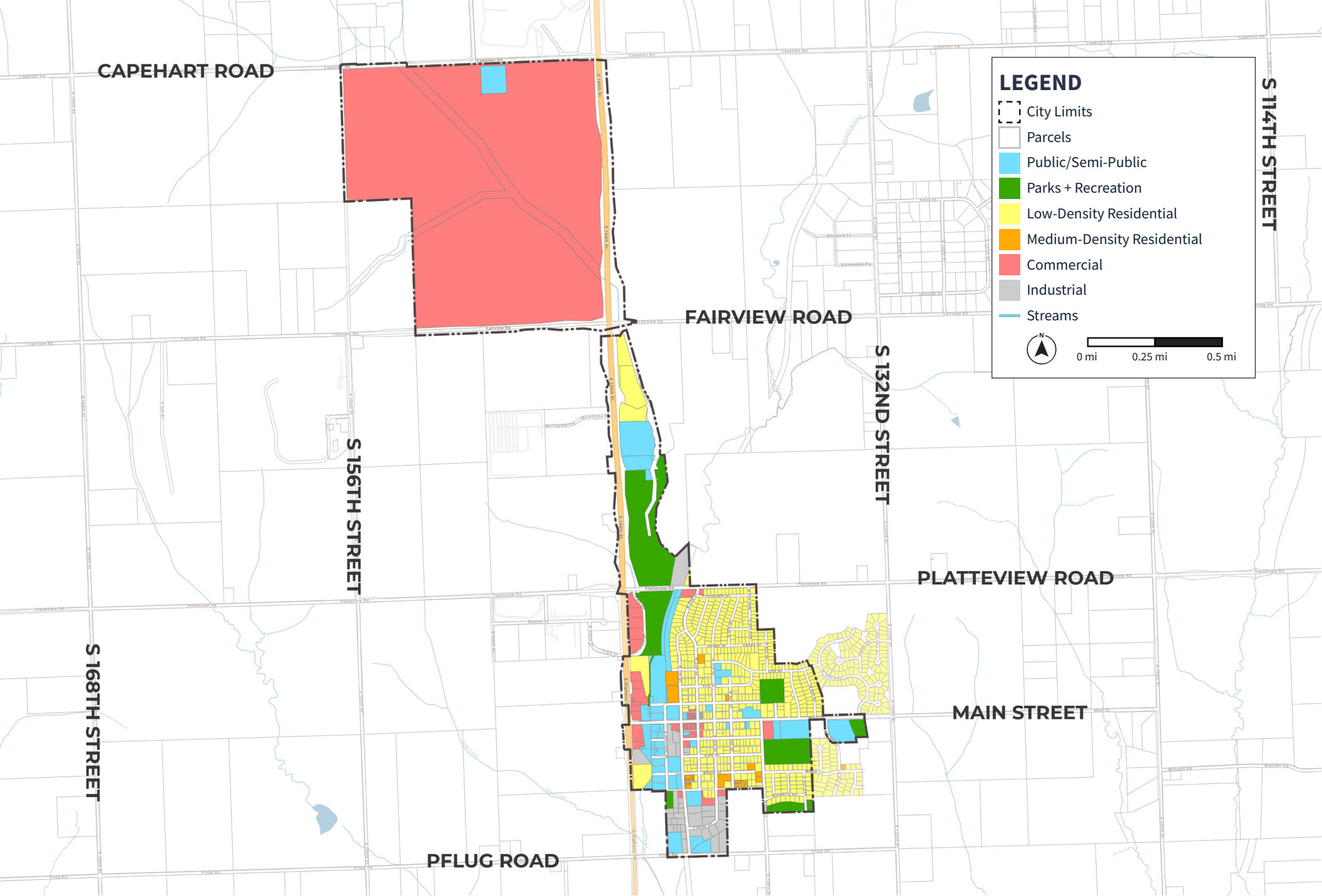


FIGURE 1.7 // EXISTING LAND USE MAP

EXISTING RESIDENTIAL LAND USES

Residential Land Uses

Figure 1.8 illustrates the types and locations of residential land uses in Springfield today. Low-density residential is the dominant residential land use type at 94.9% of the stock. Medium-density types comprise only 5.1% of the total stock.

The public input indicated a strong desire to maintain the low-density dominance, though there was some support for medium-density and senior housing. These preferred housing types are discussed more in Chapter 3: Housing.

Land Use Category		Acres	Share
	Low-Density Residential	158.1	94.9%
	Medium-Density Residential	8.5	5.1%
TOTAL		166.6	100.0%

TABLE 1.1 // RESIDENTIAL LAND USES, ACRES + SHARES

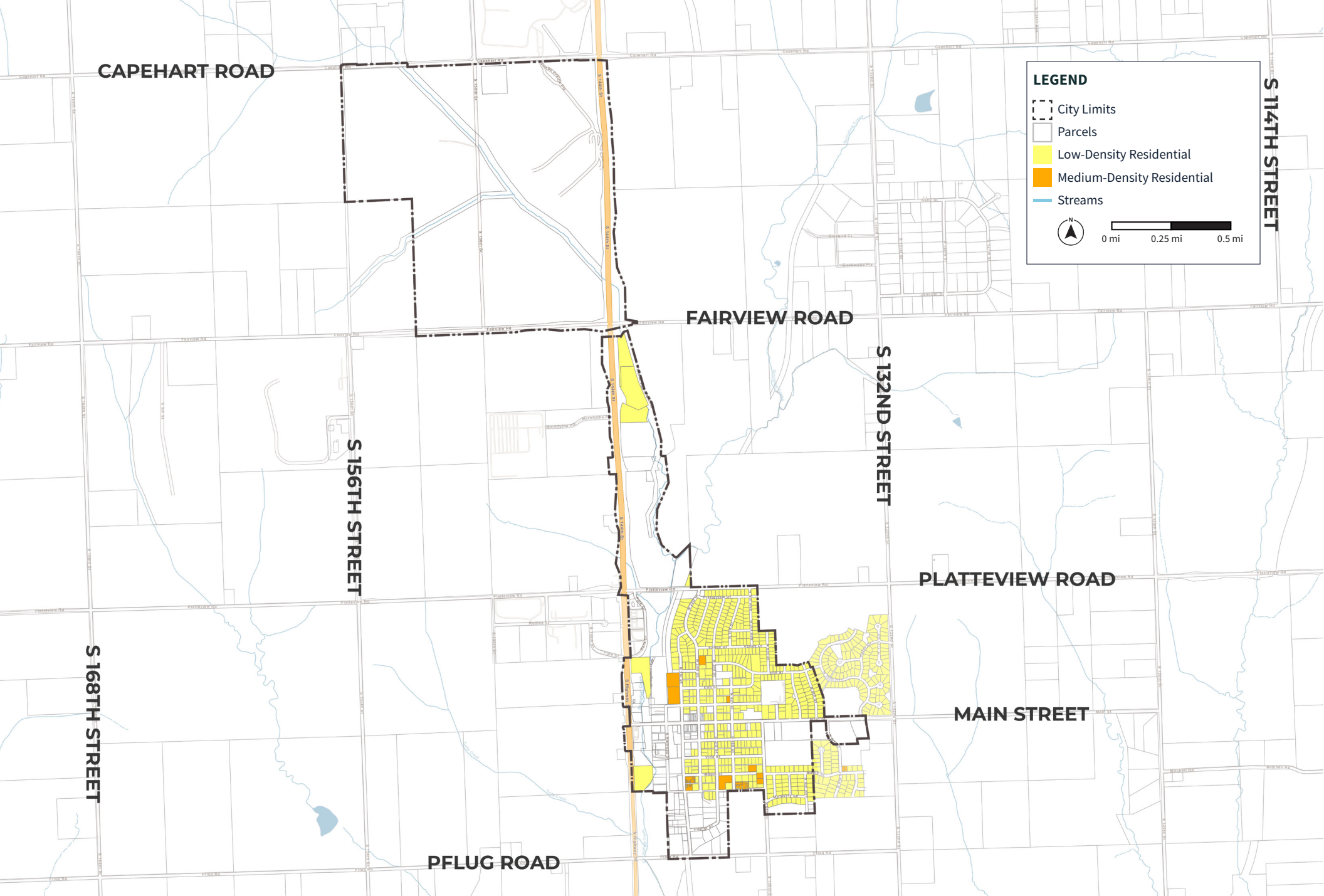


FIGURE 1.8 // EXISTING RESIDENTIAL LAND USE MAP

EXISTING RESIDENTIAL YEAR BUILT + VALUE

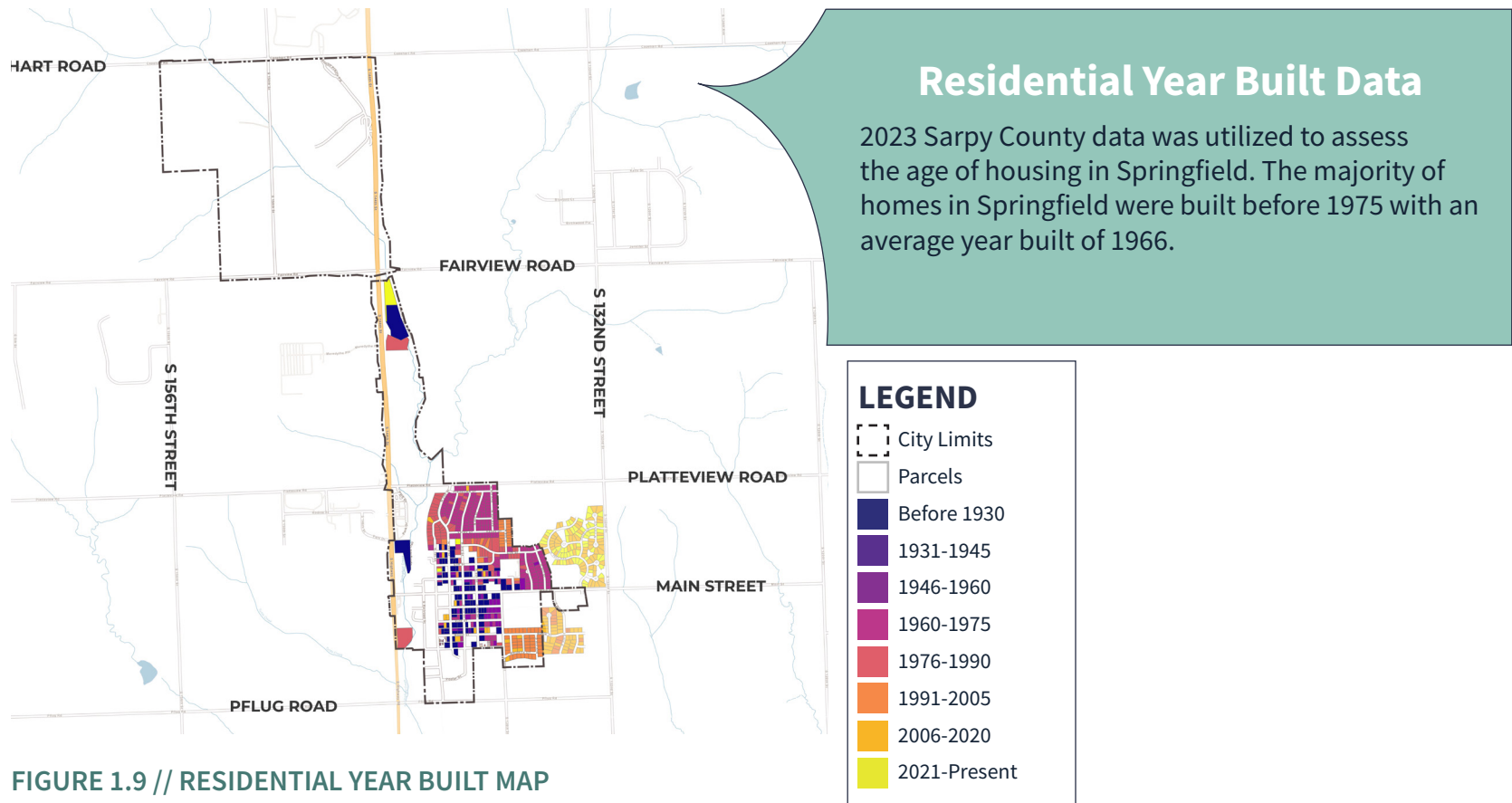


FIGURE 1.9 // RESIDENTIAL YEAR BUILT MAP
SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE

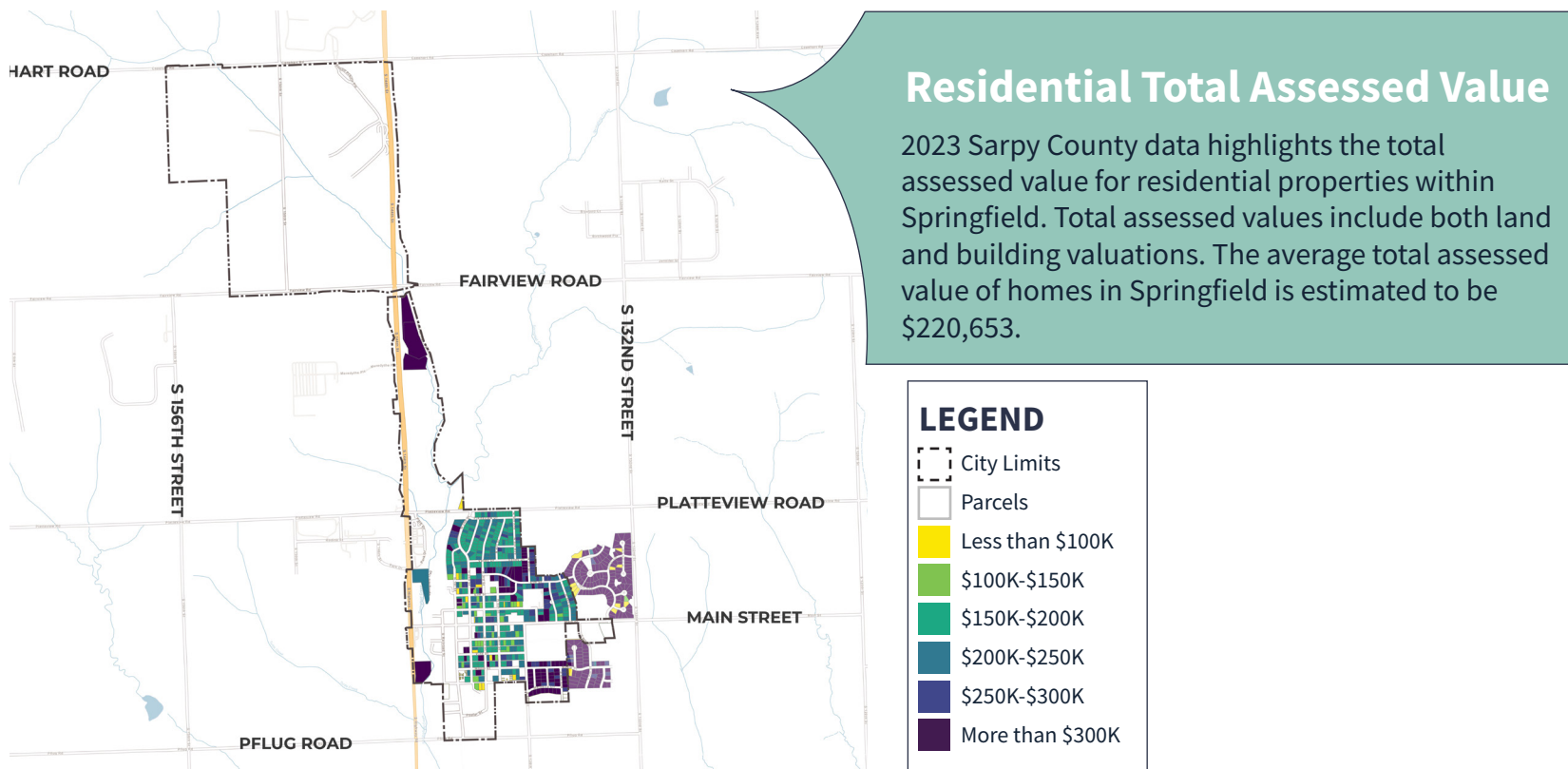


FIGURE 1.10 // RESIDENTIAL TOTAL ASSESSED VALUE MAP
 SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE

EXISTING PARKS

The items below help provide additional definition to each parkland type, in terms of size and their uses.



NEIGHBORHOOD / MINI PARKS

Neighborhood parks generally range in size from 2 acres up to 15 acres, though some may be smaller or larger depending on the community and neighborhood in which they reside. These types of parks act as social and recreational areas for nearby residents and are one of the most basic units of a park system. City Park and Pines' Park are considered neighborhood parks. Urban Park is considered a mini park due to its size.



COMMUNITY PARKS

Community parks are designed to service the entire community. The service to the community can come from their size, their function, or a combination of features. They range in size from 16 to 100 acres with a service area of 1-mile, depending on the park amenities. Community parks will often have on-site parking options. Community parks in Springfield include Buffalo Park.



SPECIAL USE PARKS

Special Use Parks are areas in which a specialized or single-purpose activity takes place. The areas may be golf courses, amphitheaters, sports fields, or historical areas. Since the designation is based on use and not size, there are no set acreage minimums or maximums, as these numbers will vary considerably. Special use parks in Springfield include the Springfield Soccer Complex.



GREENWAY

A Greenway consists of areas that preserve open space and may include share-use pathway systems to create a local or regional trail system. Greenways in Springfield includes the Springfield Trail and Recreational Area near Platteview Road and Springfield Creek.

EXISTING PARKS

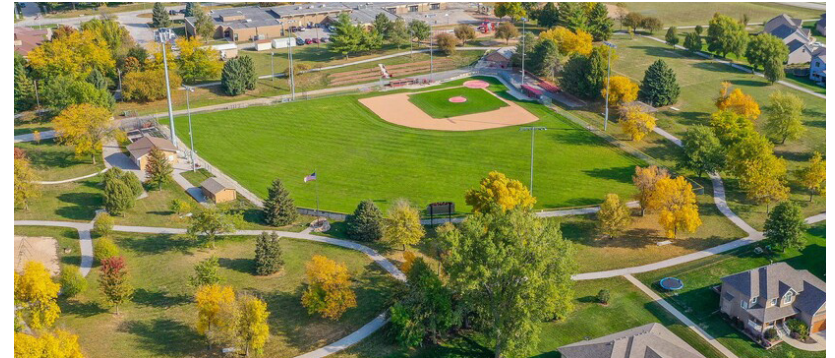
Buffalo Park

Community Park

Buffalo Park provides a variety of playful recreational activities that can be enjoyed by people of all ages and abilities. Amenities at this park include a nine-hole disc golf course, a baseball field which is home to the Springfield Platteview High School Baseball Team and Springfield Legion Baseball Team.

AMENITIES

- Parking
- Splash Pad
- Disc Golf (9-hole)
- Baseball Field, Bleachers, and Concessions with RR
- Playground Equipment
- Walking Trail — Asphalt Paved Trail
- Pavilions — Two with Picnic Tables
- Open Grass Area
- Batting Cages
- Memorial



City Park

Neighborhood / Mini Park

Springfield's City Park is home to a variety of recreational opportunities, providing tennis, basketball and softball to visitors and athletes. The park also contains a playground, and is equipped with picnic shelters, public restrooms, concessions, and parking.

AMENITIES

- Softball Field with Dugouts and Bleachers
- Tennis Court (1)
- Basketball Court (1)
- Playground Equipment
- Picnic Shelter — One with Two Tables
- Restroom
- Concessions
- Parking
- Open Grass Area



EXISTING PARKS

Urban Park

Neighborhood / Mini Park

Urban Park is the spirit of Springfield, as special events and fun small-town activities are hosted here. The park hosts a variety of events and festivals, including the Annual Parade of Lights and Tree Lighting. Urban Park is also located near the Springfield Community Center.



AMENITIES

- Open Green Space
- Concrete Retaining Wall/Seating
- Stairs and Railings
- On-Street Parking
- ADA Parking Space Off-Street
- Festivals + Christmas Tree Location



Springfield Trail + Recreation Area

Greenway

The Springfield Trail and Recreation Area is a greenway with recreational amenities and educational opportunities. The greenway is home to a trail head for the Springfield Creek Trail and the MoPac Connection Trail. The MoPac Trail traverses the former Missouri Pacific Railroad Line. The trail segment is considered part of the Great American Rail Trail, a national trail providing a 3,700-mile route from Washington to Washington D.C.

The multi-purpose trail and recreational area is equipped with bike racks and repair stations and parking. The area also provides educational opportunities including an arboretum with tree identification and native plantings.



AMENITIES

- Trail head for the Springfield Creek Trail and MoPAC Connection
- Tree Identification and Arboretum
- Parking
- Bike Rack and Repair Station
- Signage and Benches
- Some Open Area
- Native Plantings
- Bridges

EXISTING PARKS

Soccer Complex

Special Use Park

The Springfield Soccer Complex is the largest recreational facility within the city and contains natural, outdoor soccer fields with concession stands and parking. The site also contains a trail and walking path which connects to the Springfield Trail and Recreation Area, via an underpass.

AMENITIES

- Soccer Fields (Natural)
- Large parking lot with parking lot island trees that make up grade change
- Concessions and Storage
- Trail and Walking Path, Connected to Springfield Trail and Recreation Area via Underpass



Pines Park

Neighborhood / Mini Park

Pines Park is located just outside of Springfield's City Limits, within the Springfield Pines Subdivision. The park contains a small walking path/trail, with picnic shelters and tables.



AMENITIES

- Walking Path and Trail
- Shelter
- Picnic Tables
- Trees



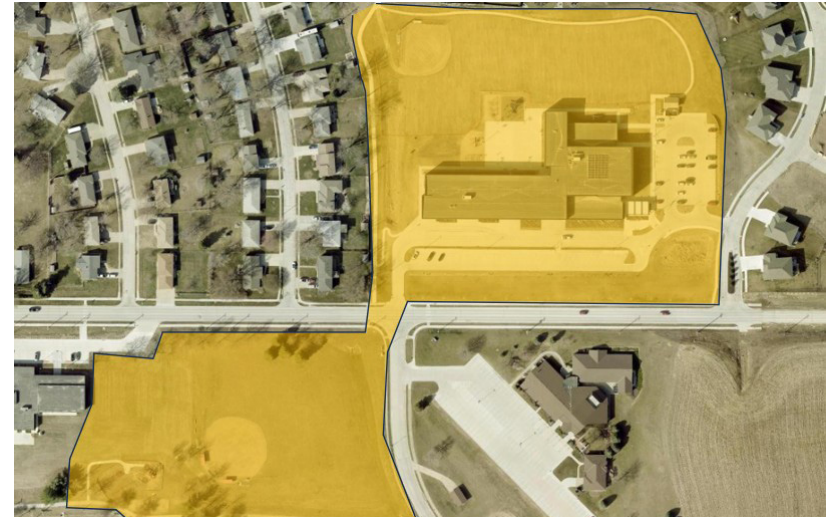
EXISTING PARKS

Springfield Elementary School

Springfield Elementary School provides a shared park facility to the community at the local school grounds. The facility provides softball and baseball fields, as well as a public playground and an open lawn for outdoor activities. The school is connected to the regional trail system, offering a safe route to school for young students that walk or bike to the school.

AMENITIES

- Softball and Baseball Field
- Playgrounds
- Open Lawn
- Connected to Trail System





JOBS AND ECONOMY OVERVIEW

Commuter Trends

Commuter trends leveraging Census OnTheMap datasets are shown in Figure 1.11. The trends are broken down into:

- In-Commuters
- Interior Jobs
- Out-Commuters

There is a fairly even balance between in-commuters and out-commuters in Springfield, which is a positive trend to see in this dataset. There is a fairly small cohort of residents that both live and work in Springfield, likely due to limited industry located here. The expansion of the Meta Data Center and other prospective industries will likely grow this number in years to come. This dataset does not currently account for work-from-home residents due to limited data tracking on this work place practices. Due to this, it is unclear just how many residents in Springfield today work from home and should be factored into this discussion as we examine the economy and industry.

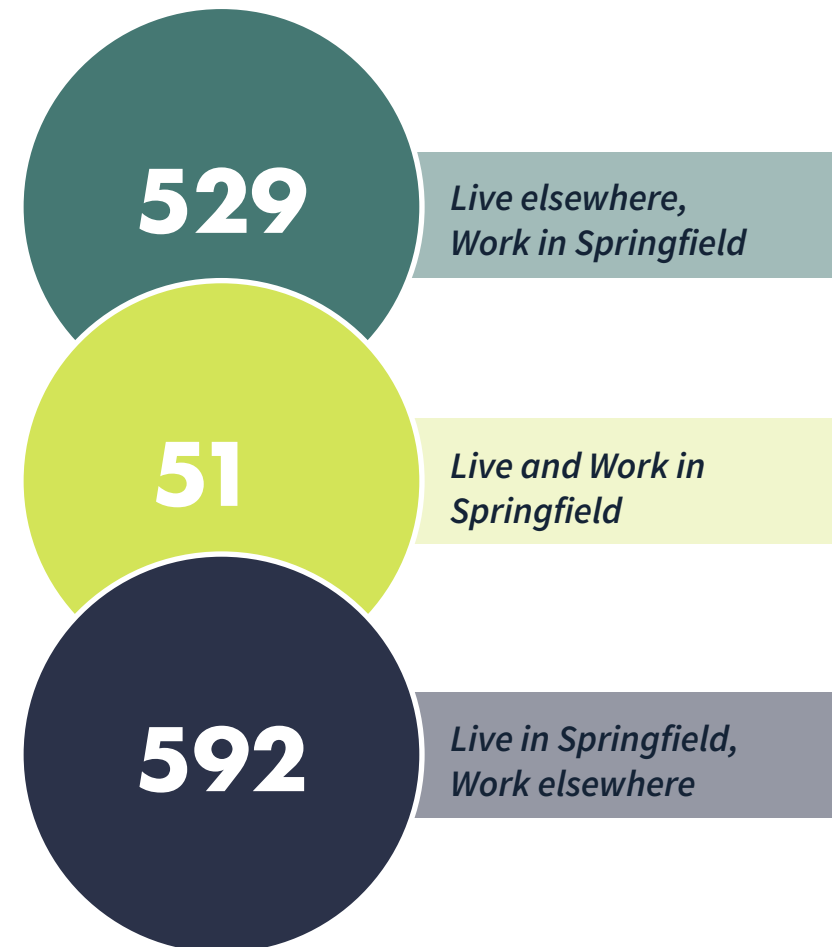


FIGURE 1.11 // COMMUTER PATTERNS

SOURCE: U.S. CENSUS BUREAU CENTER FOR ECONOMIC STUDIES, LEHD 2021

Job + Industry Trends

Figure 1.12 presents the jobs located in Springfield in purple and jobs held by Springfield residents in dark blue.

■ The largest industries for jobs located in Springfield include:

- Construction (37.0%)
- Professional, Scientific, and Technical Services (18.2%)
- Accommodation and Food Services (11.7%)

■ The largest industries for jobs held by Springfield residents include:

- Retail Trade (12.1%)
- Construction (11.5%)
- Educational Services (10.9%)

These trends and key industries are discussed more on the following page as the location quotient is explored.

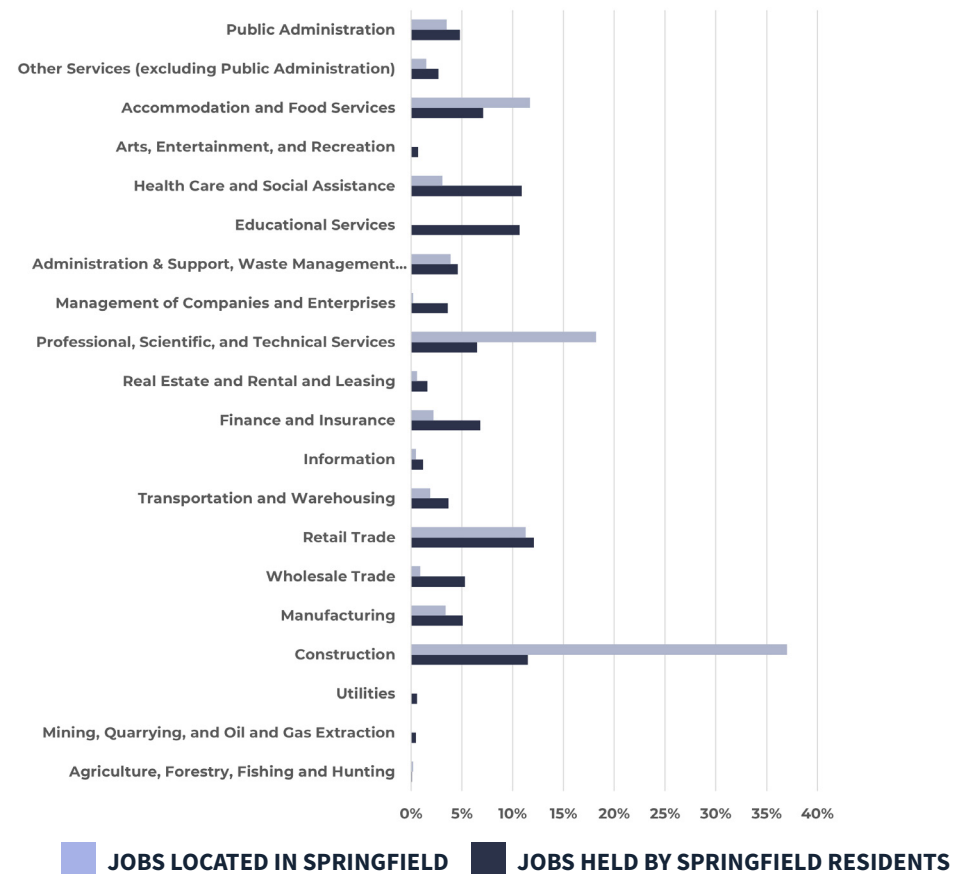


FIGURE 1.12 // TOTAL EMPLOYMENT BY INDUSTRY

SOURCE: U.S. CENSUS BUREAU CENTER FOR ECONOMIC STUDIES, LEHD 2021

JOBS AND ECONOMY OVERVIEW

Location Quotient Analysis

What is a Location Quotient?

A location quotient (LQ) is an analysis method to quantify the concentration of industry in a given area. Typically, the LQ compares the region's industry shares to the nation's or state's industry shares. This helps to illustrate industries where the study area is more or less specialized. More specialized industries have a LQ greater than 1, whereas a less specialized industry is any market under 1.

Figure 1.13 highlights the LQ analysis for Springfield. The competitive and specialized industries in Springfield today are:

- Construction (6.38)
- Professional, Scientific, and Technical Services (3.57)
- Accommodation and Food Services (1.63)
- Retail Trade (1.04)

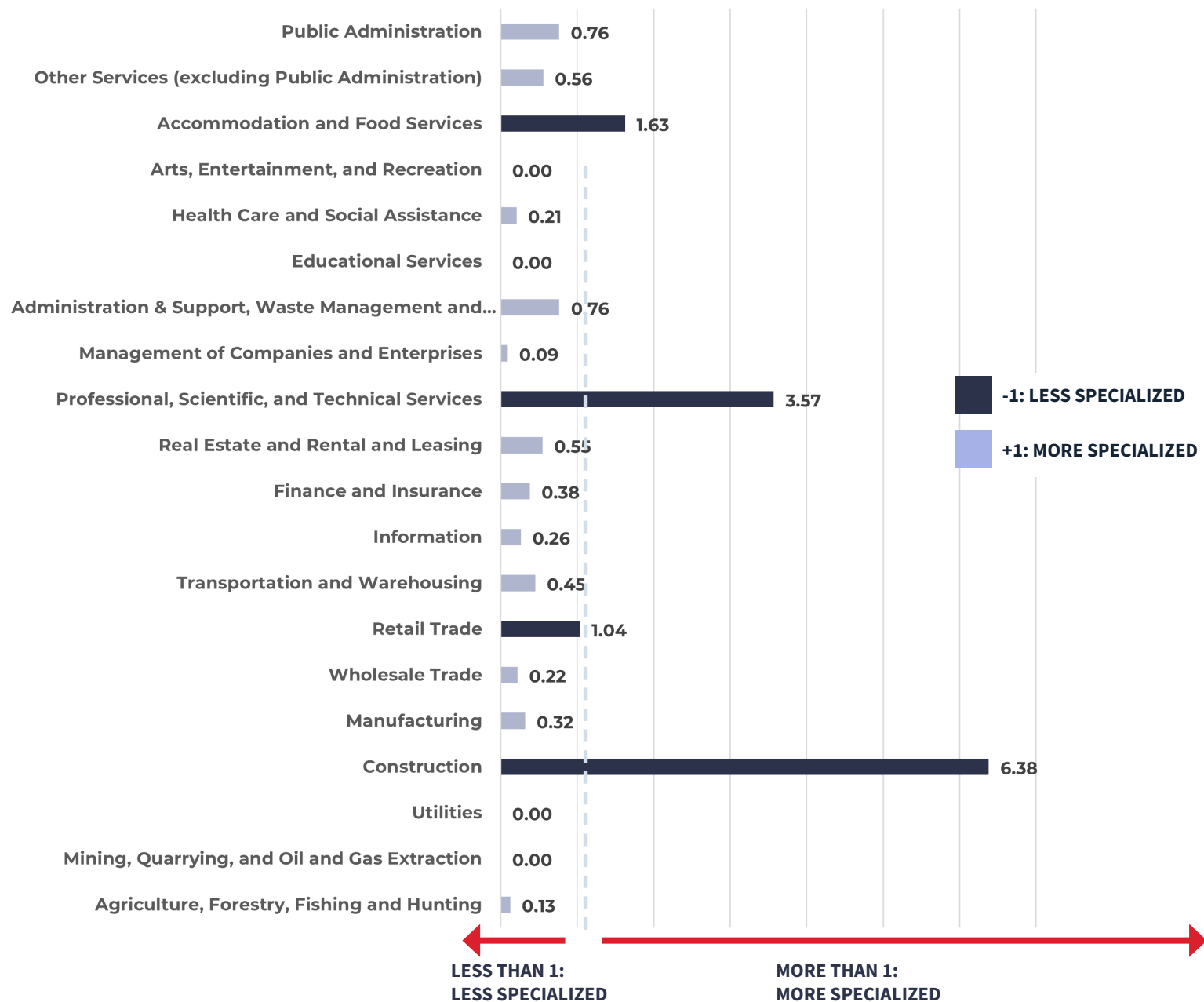


FIGURE 1.13 // LOCATION QUOTIENT ANALYSIS

SOURCE: U.S. CENSUS BUREAU CENTER FOR ECONOMIC STUDIES, LEHD 2021

EXISTING NATURAL RESOURCES

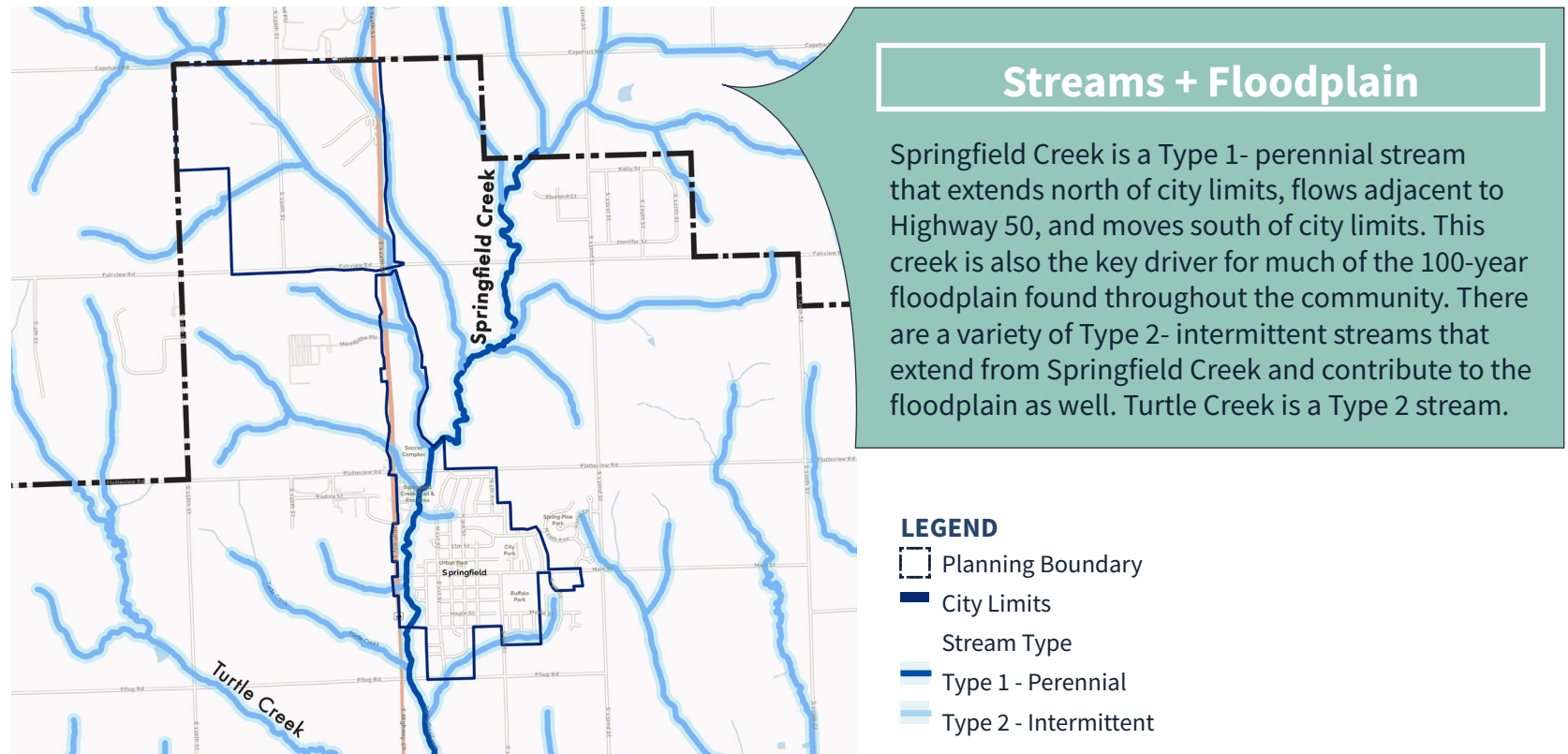
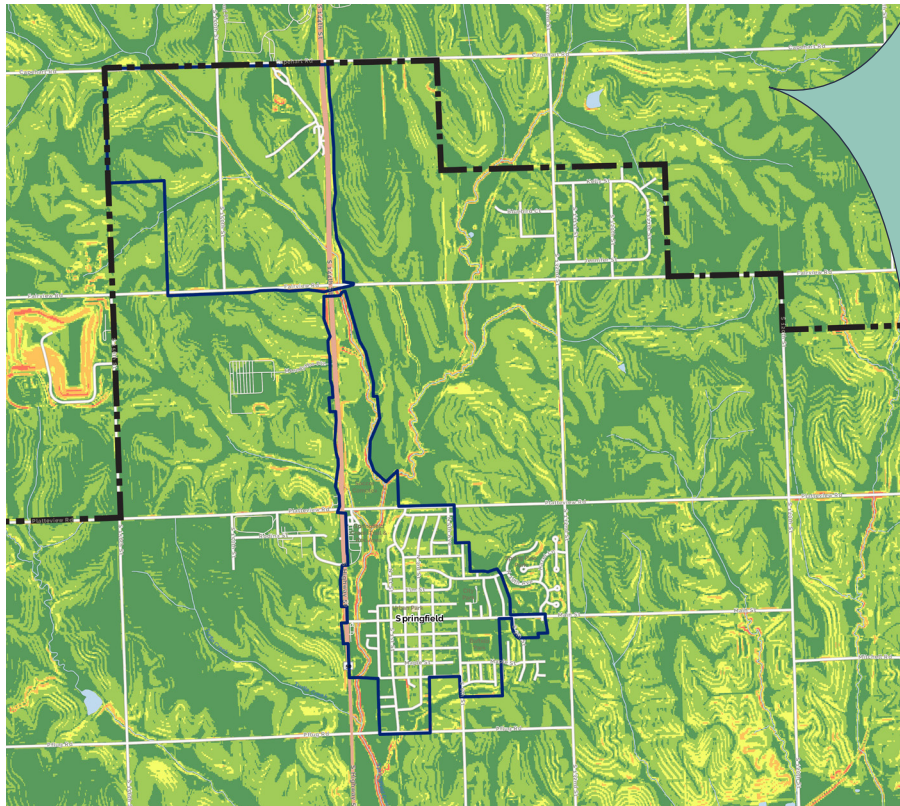


FIGURE 1.14 // STREAMS + FLOODPLAIN MAP
SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE



Slope Analysis

The slope map shown to the left highlights where there are areas of low-lying land (green) and steep topography (oranges and reds). Generally, the topography in Springfield is quite unique and reflects the numerous stream paths running through and around Springfield. Steep slopes are primarily found along Springfield Creek.

legend

 City Limits

 Low Slope

 High Slope

FIGURE 1.15 // SLOPE ANALYSIS MAP

SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE

COMMUNITY INPUT SUMMARY

Overview

Throughout the drafting of the comprehensive plan, there have been multiple opportunities for engagement from the community. The knowledge gained from community engagement has been incorporated into the comprehensive plan to create vision for Springfield that truly embodies the community's goals and aspirations for the future growth of their city. Engagement opportunities for the community have included:

- Online Voting Activities
- Stakeholder Interviews
- Springfield Days Mapping Exercises
- Public Workshop Presentation and Activities
- Public Open House Draft Review



197

Online Visitors



11

Total
Stakeholder
Interviews



30+

Visitors at Springfield Days



20+

Attendees at the Public Workshop



35+

Participants at the Public Open House



STAKEHOLDER INTERVIEWS

Stakeholder Interview

Stakeholder interviews were conducted over two days and highlighted multiple key themes to outline what residents want for the direction of growth in their city. These interviews included a wide array of different people.



SCHOOL
DISTRICT



DEVELOPERS



GOVERNMENT
AGENCIES



PRIVATE
LANDOWNERS



BUSINESS
OWNERS

ECONOMIC AND CULTURAL DEVELOPMENT

Cultural and Entertainment Hub: Downtown has potential to become a cultural and entertainment attraction, potentially with an arts district to spur commercial growth, additional trail connectivity, and fairgrounds activation.

Economic Development and Business Balance: Balancing business interests with community needs, learning from other communities to optimize infrastructural investments, and support higher density developments.

Tourism and Agritourism Development: Leveraging Springfield's proximity to major metros for agritourism opportunities like event centers, glamping, and cabins. Strengthen local partnerships to promote tourism.

INFRASTRUCTURE AND SAFETY

Infrastructure and Safety Improvements: Strategic infrastructure planning to support sustainable growth, including safety improvements for cyclists and pedestrians, and addressing higher traffic volumes with higher traffic speeds.

COMMUNITY AND QUALITY OF LIFE

Community Oriented / Small Town Feel: Emphasis on maintaining Springfield's unique small-town character and the community inclusiveness and pride.

High Quality of Life: Strategic planning to enhance community character and maintain pedestrian and bicycle connectivity to amenities and schools, ensuring a high quality of life.

Youth and Community Spaces: interest in creating more activities and community spaces, particularly for teenagers.

URBAN DEVELOPMENT AND HOUSING

Streamlined City Process: Focus on improving clarity and efficiency in zoning processes, including zoning districts, height restrictions and other regulations.

Diverse Housing Options and Affordability: Willingness to consider denser housing developments to address rising lot prices and housing affordability concerns. Interest in diverse options like condos, duplexes, and higher-end single-family homes.

Planning for Future Growth: Importance placed on long-term planning and having a comprehensive guidebook for future development to balance growth with community values and identity.

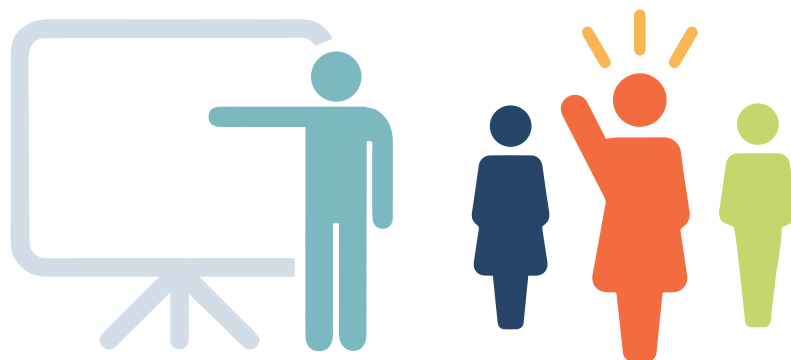
PUBLIC VISIONING WORKSHOP

Overview of the Public Visioning Workshop

45 min Presentation

Exercises

- Mentimeter (Survey)
- Priority Ranking
- Mapping
- One Word
- Preference Scales
- Image Voting



20+

Attendees at the Public Workshop on June 26th

VISIONING QUESTIONS

As part of the presentation at the Public Visioning Workshop and the online engagement exercises, a series of visioning questions were proposed to the attendees to gain additional insight into the strengths, challenges, and opportunities of Springfield.

HOW WOULD YOU RATE THE QUALITY OF LIFE IN SPRINGFIELD TODAY?

1 BEING LOW, 10 BEING HIGH

8.6

I WANT TO SEE ____ IN SPRINGFIELD

The community was asked to provide one word or phrase that felt was important to them as Springfield grows by answering the statement “I want to see ____ in Springfield”



PUBLIC VISIONING WORKSHOP

WHAT ARE SPRINGFIELD'S
STRENGTHS?

WELCOMING
BUSINESS
RECOGNITION
HISTORIC
COMMUNITY LIFE
GOOD SCHOOLS
CLOSE TO
OMAHA

WHAT ARE SPRINGFIELD'S
WEAKNESSES?

NOT ENOUGH
RESTAURANTS
LACK OF A REC
CENTER/GYM
NOT ENOUGH TO DO
INDUSTRIAL
LACK OF
CHILDREN'S
ACTIVITIES
NO CENTRAL
GATHERING SPACE
TOO MANY COMMERCIAL
BUILDINGS

WHAT ARE THE BIGGEST

ADVANTAGES

IN SPRINGFIELD TODAY?

- Safe environment, especially for children walking to school.
- Central location within the metro area, convenient for residents.
- Unique small-town feel compared to nearby growing communities.
- Creative downtown businesses attracting visitors.
- Strong sense of community where everyone knows their neighbors.
- Lower property taxes than adjacent communities.
- Demand for senior housing, with a desire to age in place.
- Tourism opportunities, such as Soaring Wings and the county fair.

WHAT ARE THE BIGGEST

CHALLENGES

IN SPRINGFIELD TODAY?

- Small businesses losing out to larger box stores in grocery, lumber, and auto parts.
- Lack of brick and mortar spaces for new small businesses.
- Underutilized buildings in downtown.
- Perception of being “too far away” for non-locals.
- Insufficient quantity of sports field facilities to attract or host tournaments, despite overall good quality.
- Absence of pickleball, tennis, and swimming pool facilities.
- No senior housing to age in place.
- Difficulty in purchasing land or encouraging higher and better use.
- Unrealistic land prices with data centers setting a precedent.
- Shortened downtown area with steep street incline.
- Lack of senior/community center, public meeting space, and nearby fitness center.

PUBLIC VISIONING WORKSHOP

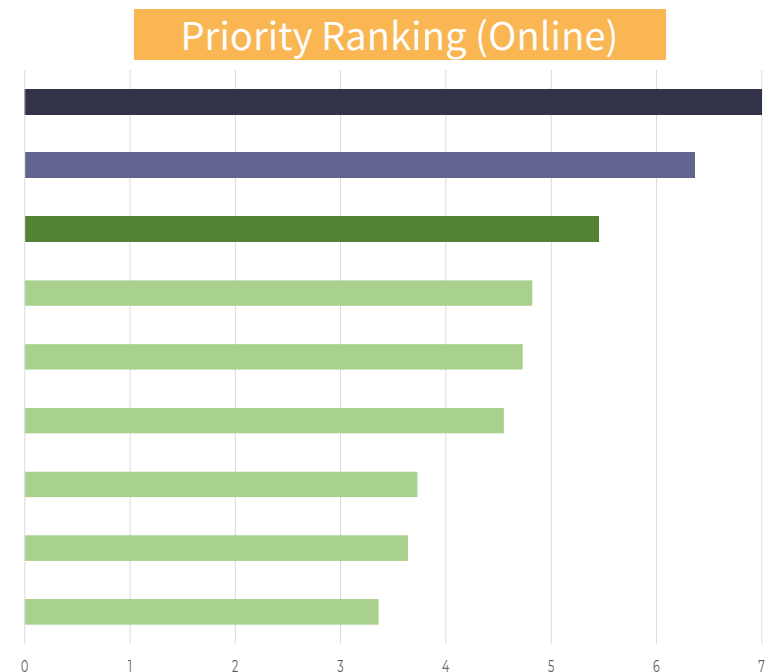
Preference Scales (Figure 1.16)

Participants were asked to place a dot on a scale for the below preference scales. Themes from the responses are as follows:

- There is a high quality of life in Springfield.
- Most participants feel safe walking or riding their bikes.
- Participants support improvements to athletic fields that serve community residents first, regional tournaments second.
- Residents understand the importance of guiding future development by providing incentives for projects that align with the community's needs while still allowing other developments to occur without those incentives.
- Resounding support for investing in infrastructure and stormwater facilities to support growth.
- Participants felt that Springfield needs more housing options and diversity in housing.
- Participants felt that being moderately fiscally responsible should be a priority to the city.
- Sustainability was very important to participants.
- Participants are proud of their city.

Priority Ranking (Figure 1.17)

Participants were asked to place a dot on each column of a priority ranking activity to better understand where focus should go on a variety of initiatives. The following themes and findings were presented:



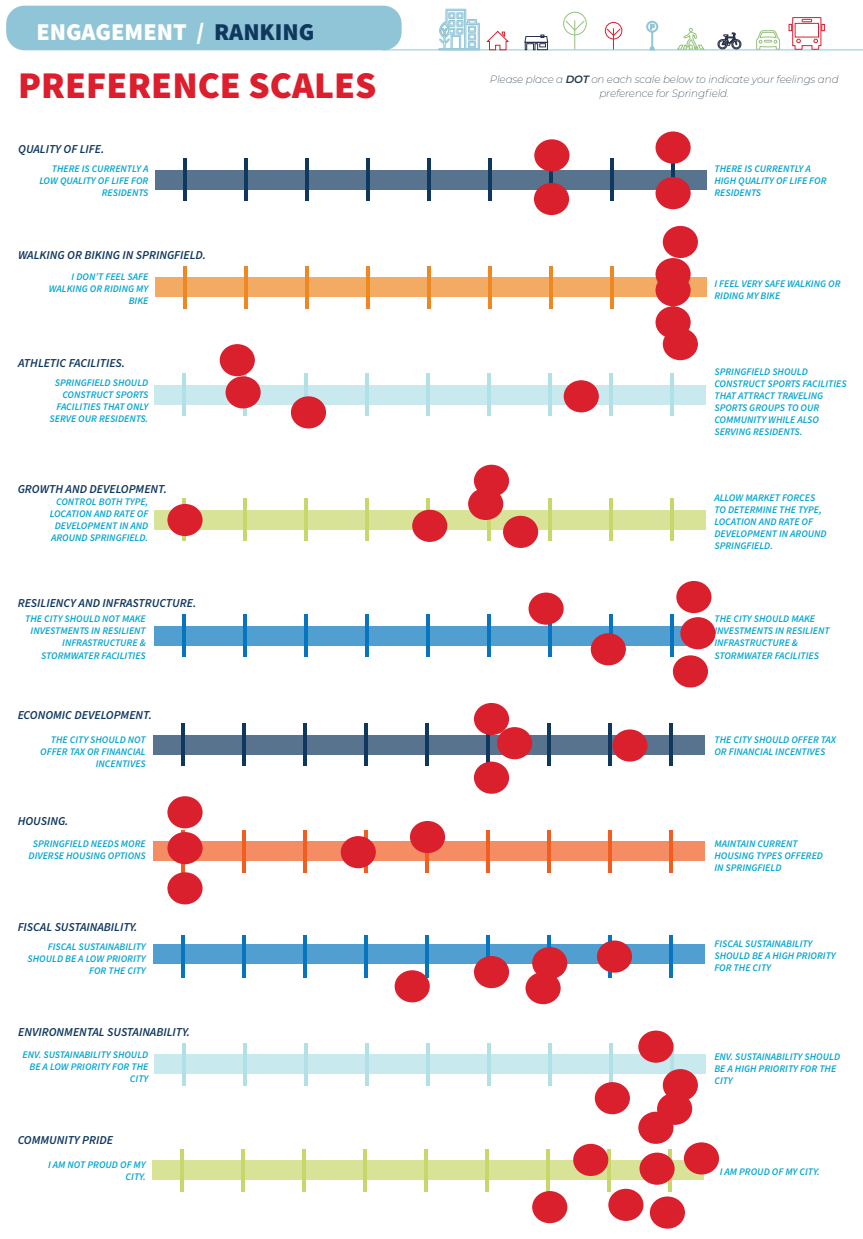


FIGURE 1.16 // PREFERENCE SCALE RESPONSES

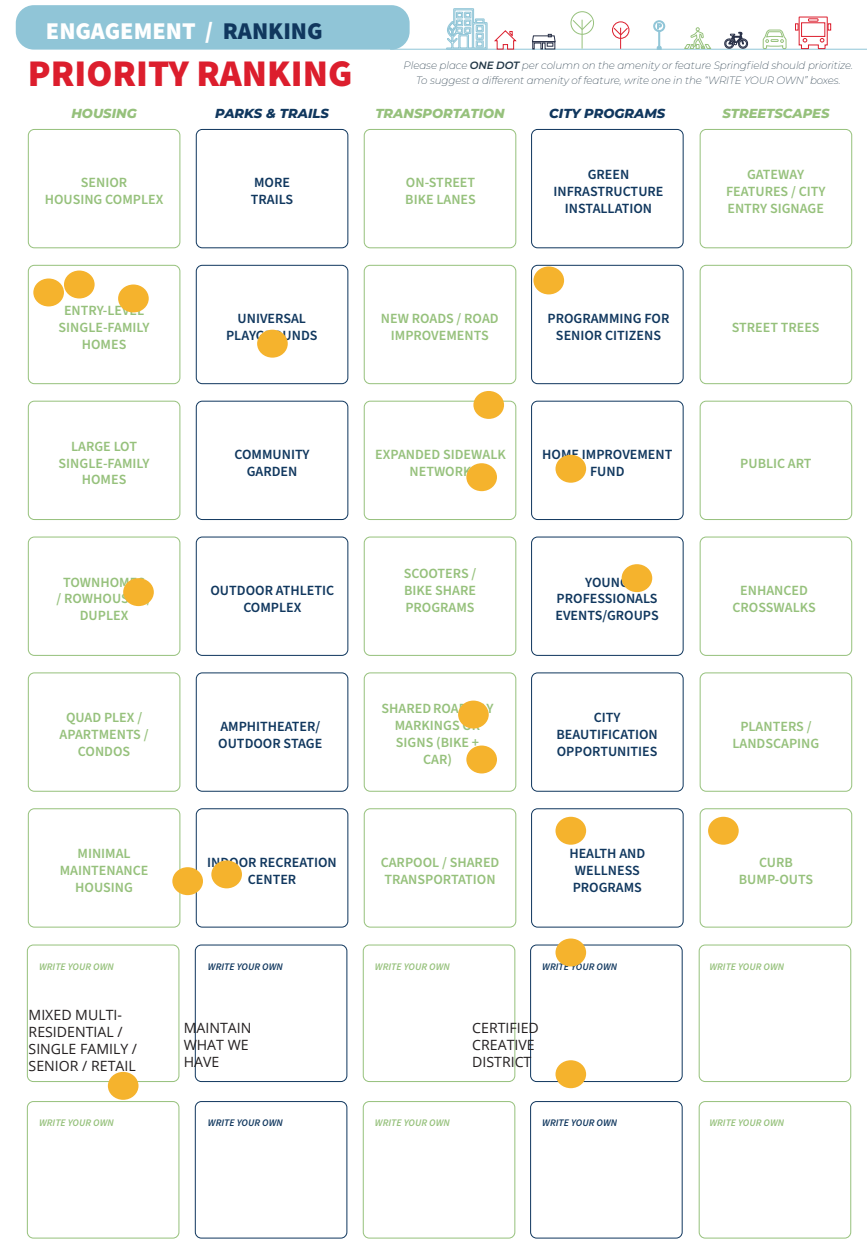


FIGURE 1.17 // PRIORITY SCALE RESPONSES

PUBLIC VISIONING WORKSHOP

Image Voting Activity

Attendees were asked to participate in a series of image voting dot exercises for residential, parks and recreation, downtown and streetscaping, and commercial and industrial land uses. The following present the most preferred images for each image voting board.

SUMMARY OF FINDINGS:

Downtown + Streetscapes



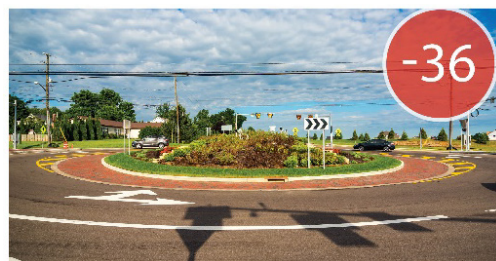
STREET TREES



STREET FURNITURE / OUTDOOR CAFE SEATING



GATHERING SPACE + AMPHITHEATER



ROUNDBABOUTS



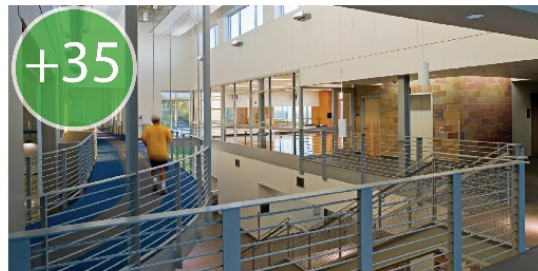
MARKED SHARE THE ROAD ARROW



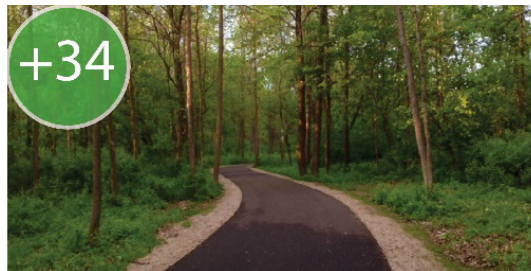
PAINTED ON STREET BIKE LANE

FIGURE 1.18 // MOST PREFERRED IMAGES - DOWNTOWN + STREETSCAPES

SUMMARY OF FINDINGS:
Parks + Recreation



INDOOR RECREATION CENTER



TRAIL



YOUTH RECREATION PROGRAMS



DISC GOLF COURSE



INTERACTIVE ART SPACE



NEIGHBORHOOD PLAYGROUND

FIGURE 1.19 // MOST PREFERRED IMAGES - PARKS + RECREATION

PUBLIC VISIONING WORKSHOP

SUMMARY OF FINDINGS: *Commercial + Industrial*



COMMERCIAL
HISTORIC CHARACTER



COMMERCIAL
LOW-SCALE, WALKABLE



MIXED USE
SMALL DEVELOPMENT



COMMERCIAL
HOTEL DEVELOPMENT



OFFICE USE
LARGE AND BASIC DEVELOPMENT



BUSINESS PARK
LARGE DEVELOPMENT

FIGURE 1.20 // MOST PREFERRED IMAGES - COMMERCIAL + INDUSTRIAL

SUMMARY OF FINDINGS:
Residential



ENTRY LEVEL HOME, REHAB EXISTING HOUSING
 LOW/MEDIUM DENSITY



ENTRY LEVEL HOME, MEDIUM LOT
 LOW/MEDIUM DENSITY



MOVE-UP HOME, LARGER LOT
 LOW/MEDIUM DENSITY



3-4 STORY APARTMENTS
 LOW/MEDIUM DENSITY



THREE STORY ATTACHED ROW HOMES
 LOW/MEDIUM DENSITY



QUADPLEX
 LOW/MEDIUM DENSITY

FIGURE 1.21 // MOST PREFERRED IMAGES - RESIDENTIAL

DRAFT PLAN COMMUNITY OPEN HOUSE

ATTENDANCE

35+ ATTENDEES



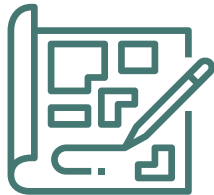
PUBLIC ENGAGEMENT EXERCISES

COMMENT CARDS

STICKY NOTES

PRIORITY RANKING

(all offered online, too!)



Comment Cards

Participants were given the opportunity to provide general comments and questions they had about the draft comprehensive plan and to reply to several specific questions through the comment cards provided.

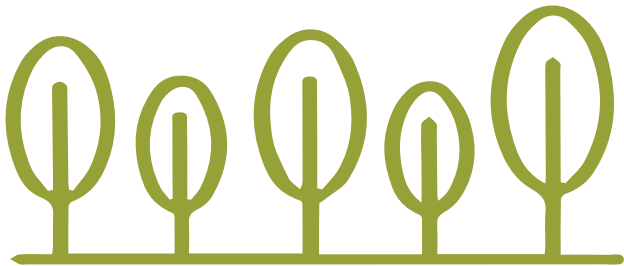
What excites or interests you most about the comprehensive plan?

- Keeping the identity of Springfield in mind as we grow.
- Well planned out direction for future growth.
- Plans to expand trails, add trees, and increase beautification plans for the city while maintaining small-town feel.
- It is well-done, exciting, and educational.
- That the city is proactive in thinking about how we will grow is great!



Are there any policies or action items you think are missing from the draft plan?

- Create a Downtown Arts District (Main Street)
- Need to prioritize funding and grant applications for tree canopy (NE Statewide Arboretum has grants).
- Need to ensure developers are required to install utilities, sidewalks, streetlights, and 1-2 trees per newly considered lots.
- Plan for mixed housing types is needed for entry level/ retirees. Springfield needs infill and proposed housing at a range of levels and products.



Do you have any concerns or questions about the Draft Comprehensive Plan?

- Low density where there is no future plan for city water and/or septic is not feasible.



Please provide additional comments here.

- Think this was well-done. Anxious to see what happens next.
- Thank you for the update!
- I would love to see a community pool.



DRAFT PLAN ONLINE ENGAGEMENT

General Comments and Questions

Participants were asked to provide general comments and feedback. The following themes and findings were presented:

- **Recreational Facilities:** Introducing pickleball courts would provide a fun and engaging activity for residents of all ages. Additionally, a public golf course could be developed in the green space at the corner of 132nd and Platteview Road, integrating it with the existing bike path and soccer fields.
- **Land Use Definitions:** Consider modifying definitions that could help alleviate sewer fees as some feel the current restrictions prevent rural development.
- **Residential Development:** Low-density residential development outside areas with public sewer infrastructure is impractical due to existing homes and the lack of sewer services. Development efforts should be concentrated within the sewer boundary, while areas outside this boundary should remain designated for rural and agricultural use.

Implementation Matrix Prioritization

Participants were asked to mark the policies and action items they felt were the most important to prioritize. The following themes and findings were presented:

**HIGH
PRIORITY**

7+ Marks

- Continue to partner with the Springfield Platteville Community Schools on shared park facilities for recreation space.
- Routinely upgrade and perform maintenance of playgrounds, fields, courts, and other park facilities on a rotating schedule to be efficient with limited funding.
- Consider requiring sidewalks to be constructed on at least one side of the roadway with any new residential developments.
- Improve downtown aesthetics by adding street trees, enhanced landscaping, expanded on street parking where possible, planters, benches, bike racks, trash cans, and pedestrian light poles with banners to create a welcoming and vibrant downtown area.

**MEDIUM
PRIORITY****5-6 Marks**

- Preserve sensitive environmental areas, such as streams, floodplains, and areas with significant tree cover. Future regulatory tools for this could include a floodplain and/or stream buffer ordinance and others.
- Practice flexibility with the zoning code and Future Land Use Plan to encourage right-sized growth and activity in Springfield.
- Host a round table with local and regional developers to discuss residential and commercial needs identified by the community to maintain small town feel and potential land assembly.
- Promote walkability and connectivity for pedestrians and bicyclists.
- Work to preserve Springfield's small-town charm as it grows by promoting a sense of place and belonging through infill development and strong downtown characteristics.
- Expand trail connections, including intra-neighborhood trail access like those found in the Springfield Pines SID development.
- Expand neighborhood parks as new residential areas developed according to the Future Park Node map.
- Integrate low-maintenance landscapes such as native prairie land to add variety to the user experience and reduce mowing and other maintenance costs.
- Encourage strong neighborhood characteristics throughout new residential developments with varied residential design, sidewalk connections, landscaping, lighting, and other quality of life features.

- Collaborate with local, county, and state agencies to strategically plan and build support for the future bypass, ensuring it is designed in a way that minimizes disruption to Springfield's future growth and development.
- Provide a safe pedestrian connection across the creek to connect Highway 50 and future development to the west to Downtown.
- Create a plan to accommodate for a potential future lake project in Springfield planning boundary.

**LOW
PRIORITY****1-4 Marks**

- Update the zoning code as needed to support the comprehensive plan and Future Land Use Plan recommendations. Explore opportunities to consider maximum lot sizes in some residential districts and tree planting ordinance for new construction.
- Support and encourage medium- and high-density developments to broaden housing choice and increase access to quality rentals.
- Provide full community connectivity across major arterials through grade separated infrastructure.
- Enhance collector streets throughout the community with street trees, vehicular and pedestrian light poles with banners, limited site amenities, and utility wraps to improve the overall streetscape.
- Implement vegetation buffers for non-historic downtown businesses without retail storefronts to enhance the aesthetic appeal and create a more cohesive streetscape.

CHAPTER 2:

FUTURE LAND USE

Existing Land Uses in Springfield

The Existing Land Use Map to the right shows the distribution of land uses in Springfield today. Commercial land has the largest share of land uses at 52.4%, while 21.4% is low-density residential. That distribution of land uses supports the local tax base and opportunities for quality of life investments in Springfield. Due to the presence of the 100-year floodplain, there are expansive areas for recreation and open space located along Highway 50. Other land in Springfield is a mix of civic, medium residential, and industrial zones, providing a diverse range of uses.

Existing land use inventories are helpful to identify to inform current land use themes, what types of uses are needed or sufficient, and how to support growth within the planning boundary. More details of the planning boundary, growth considerations, and Future Land Use Plan are discussed within this chapter.

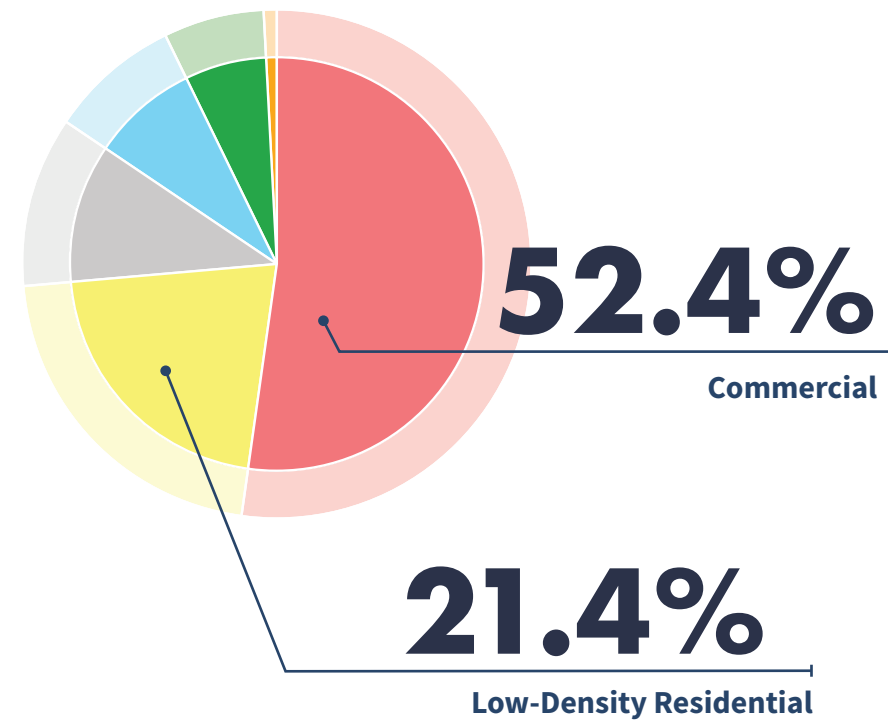


FIGURE 2.1 // EXISTING LAND USE SHARES

Estimates include SIDs outside City Limits

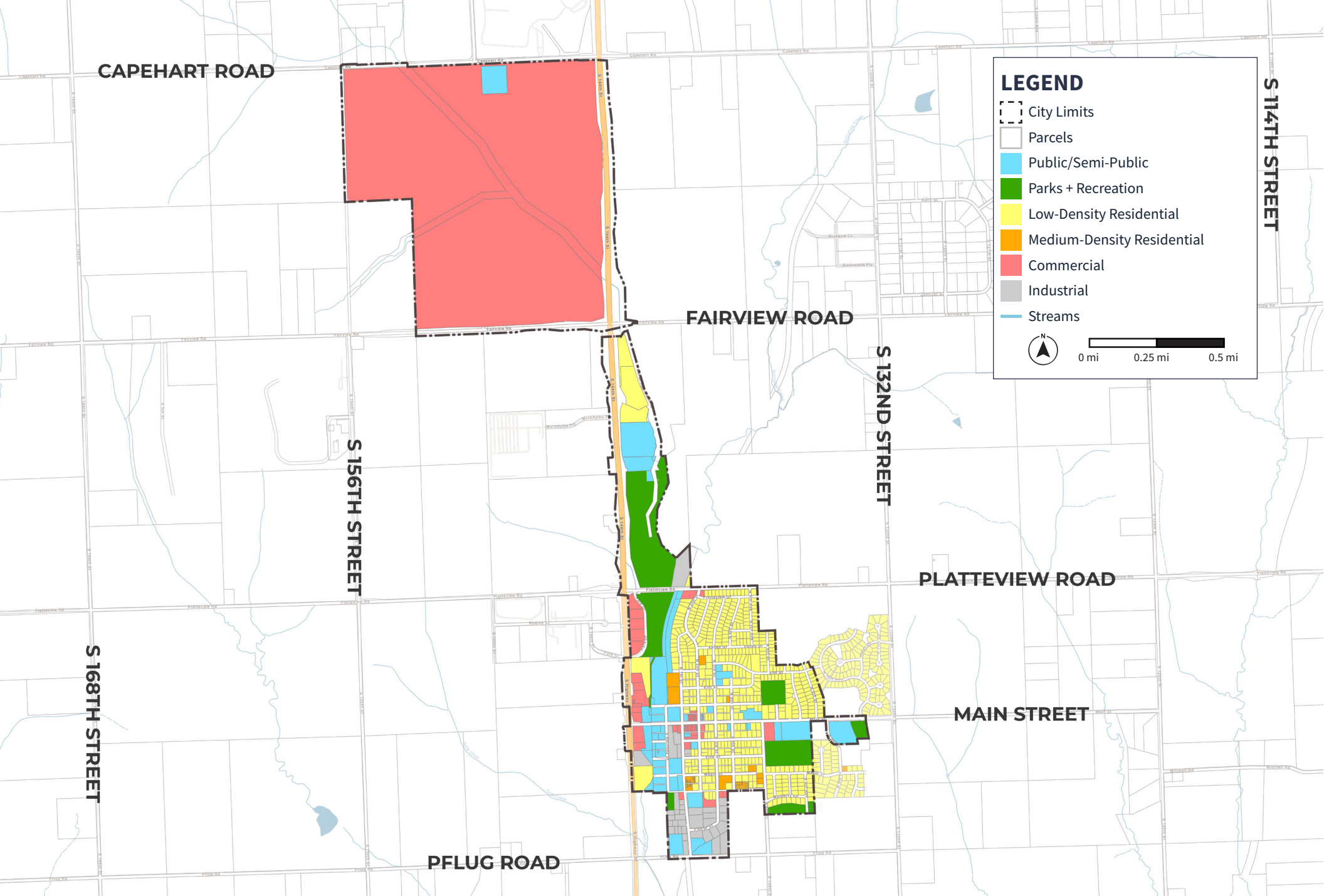


FIGURE 2.2 // EXISTING LAND USE MAP

SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE

FUTURE LAND USE PLAN OVERVIEW

Future Land Use Plan

A future land use plan is a guide for the growth and development of a community. The plan identifies the preferred development pattern and is tied to a series of Future Land Use categories and definitions. The key considerations provided in creating the Future Land Use Plan are identified below and discussed in the following pages.

Key considerations include:

- Composition of a community
- The location of natural resources and preservation of land
- Promoting contiguous growth to provide adequate water and sanitary services to an area
- The proposed alignment of future streets
- The desired character of the community

Relationship to Zoning

Future Land Use Plans serve as the basis for determining the appropriate zoning for the property being developed or annexed into a community. In accordance, to Chapter 19-901 of Nebraska State Statutes, Springfield is in compliance by providing an updated Future Land Use Plan in the Comprehensive Plan.

The Springfield Comprehensive Plan should be reviewed whenever a zoning code regulation is amended and every time a property is rezoned to ensure that the action is consistent with both the goals and policies included in the Plan and with the land use designations as shown in the Future Land Use Plan.

When to Amend

The Future Land Use Plan for the Springfield Comprehensive plan represents the ideal future land use definitions for the community. However, the Future Land Use Plan should be viewed as flexible and adaptable to potential development. If circumstances change and reveal a conflicting land use, the Future Land Use Plan and Comprehensive Plan should be amended appropriately to reflect the updated conditions of the community. If Springfield finds it justified to and appropriate to rezone a property in a manner that is not consistent with the Future Land Use Plan or any related policies, the Future Land Use Plan and Comprehensive Plan should be amended as part of the rezoning action to ensure consistency. The city should carefully document the justifications for an amendment to this plan and findings adopted as part of the official record.

Compatibility Matrix

The zoning compatibility matrix shows the relationship between the future land use categories and Springfield's existing zoning districts. Zoning districts have been listed as either compatible ("C") or partially compatible ("PC") within each of the corresponding land use categories. If it is left blank, it is not compatible.

This matrix should be used as the basis for determining the appropriate zoning district(s) for land that is annexed into the City or as a property rezoning is being considered. If the zoning desired for a given property is incompatible with its land use designation, the designation on future land use map should be first amended accordingly. In certain situations, an update or amendment to this matrix may be warranted to address changes in development patterns or revisions to the City's zoning code regulations.

Future Land Use to Zoning Compatibility Matrix														
		Future Land Use Categories												
		Green Corridor/Open Space/ Agriculture	Parks and Recreation	Rural Residential	Rural Arts	Low-Density Residential	Medium - Density Residential	High-Density Residential	Mixed-Use	Downtown Mixed-Use	Neighborhood Commercial	Regional Commercial	Public/Quasi-Public	Business Park
Zoning Districts	(AR) Agriculture Residential District	C	C	C	C	C							C	
	(RT) Rural Arts/Tourism District	PC	PC	C	C	PC								
	(R100) Single-Family Residential District			C	PC	C	PC							
	(R92) Single-Family Residential District					C	PC							
	(R87) Single Family Residential District					C	PC							
	(R50) Two-Family Residential District					PC	C	C						
	(R30) General Family Residential District						C	C	C	PC				
	(RB) Residential Business District							PC	C	PC	C			
	(M) Modified Residential District							PC	PC	PC	PC			
	(MU) Mixed Use District								C	C	PC	C		
	(DC) Downtown Commercial District								C	C	PC	C		
	(BG) General Business District										C	C		PC
	(BH) Highway Business District											C		PC
	(BP) Business Park District													C
	(LI) Light Industrial District													PC
	(PUD) Planned Unit Development District	C	C	C	C	C	C	C	C	C	C	C	C	C

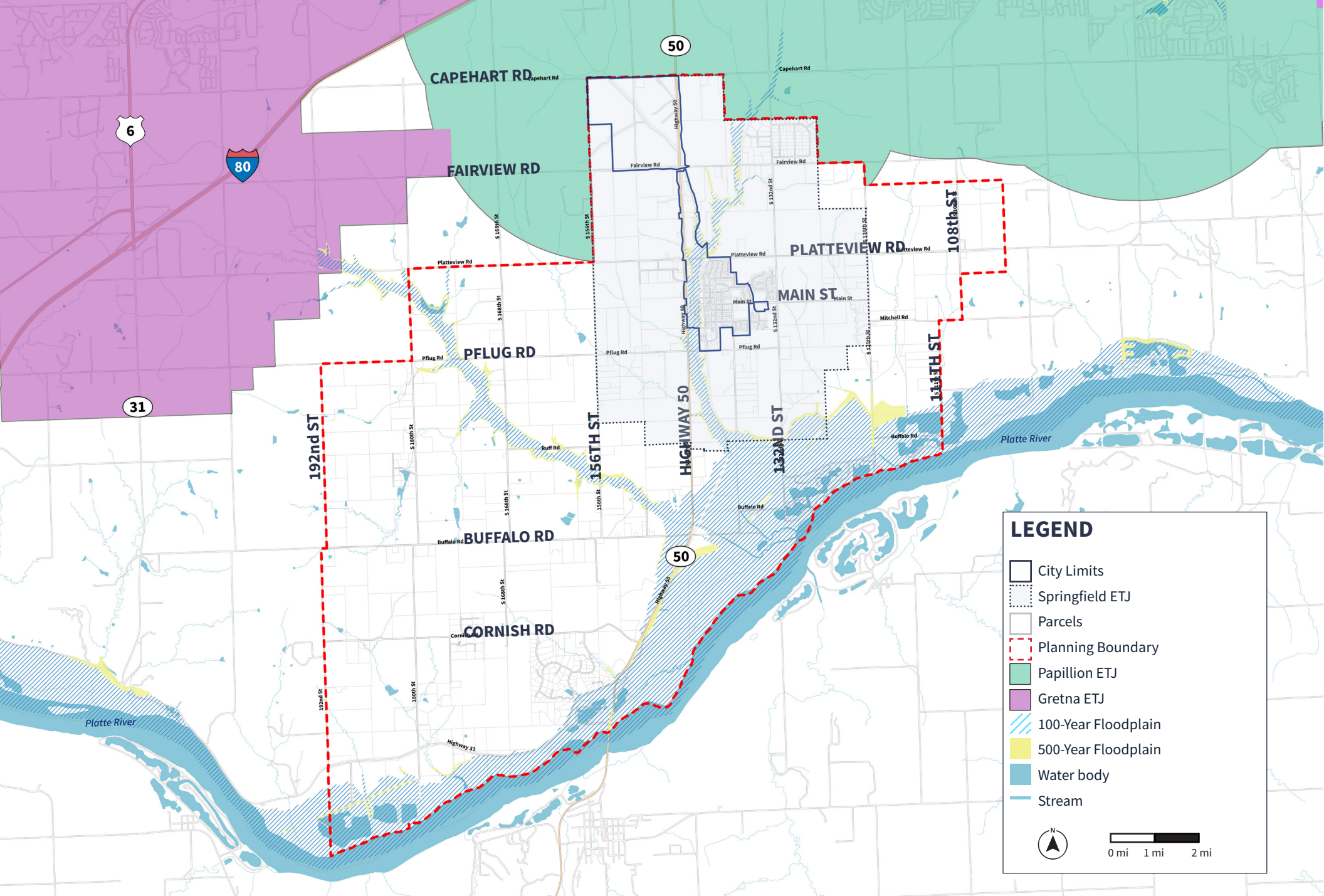
PLANNING BOUNDARY

Defining the Planning Boundary

It is typical practice for Future Land Use Plans to plan beyond city limits and have a planning boundary. A planning boundary is a growth boundary: providing parameters for development discussions, infrastructure improvements, and visioning for ideal development patterns. The planning boundary for Springfield's Future Land Use Plan is presented in Figure 2.3. This planning boundary incorporates the agreed upon extraterritorial jurisdictional (ETJ) boundaries for Gretna and Papillion and likely development areas that would impact Springfield's character and infrastructure.

The extents of the planning boundary are:

- North to Capehart Road
- West, generally to 192nd Street
- South to the Platte River
- East, generally to 108th Street



LEGEND

- City Limits
- Springfield ETJ
- Parcels
- Planning Boundary
- Papillion ETJ
- Gretna ETJ
- 100-Year Floodplain
- 500-Year Floodplain
- Water body
- Stream

0 mi 1 mi 2 mi

FIGURE 2.3 // PLANNING BOUNDARY MAP

WHAT WE HEARD FROM THE COMMUNITY

Future Land Use Public Input

The community indicated that market forces should guide development around Springfield, but they also emphasized the importance of strategically reviewing any financial assistance provided. Financial incentives should be reserved for developments that align with preserving and promoting the town's small-town character.

There is strong backing for denser housing developments and smaller retail options, like a grocery store. Key stakeholders emphasized the need to streamline city processes, particularly zoning, to improve efficiency and clarity. Strategic infrastructure planning will be vital to support sustainable growth, balancing business interests with community needs. The community members feel they can learn from nearby communities to optimize future infrastructure investments while preserving Springfield's unique small-town charm.

There is a desire for thoughtful development, particularly along Highway 50, with a focus on industries such as doctor offices, small-scale grocery stores, retail businesses, health/wellness centers, gyms, and car washes to name a few specifics. While the community welcomes growth, there is concern over the town becoming too commercial or industrial, which could threaten its character.

Growth should be small-scale, with a focus on preserving Springfield's identity, particularly in areas that are used primarily by residents.

There is also a strong desire to preserve agricultural land around the community to maintain a physical separation from other suburban areas in the Omaha metro.



Springfield Future Land Use Mapping Exercise

A mapping activity was provided to participants to tell us what they like, don't like, and the types of uses they would like to see in Springfield. Here are some of the key takeaways:

A high demand for additional housing options including:

- Single family residential.
- Medium density residential.

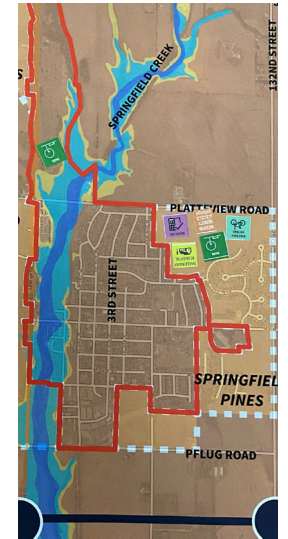
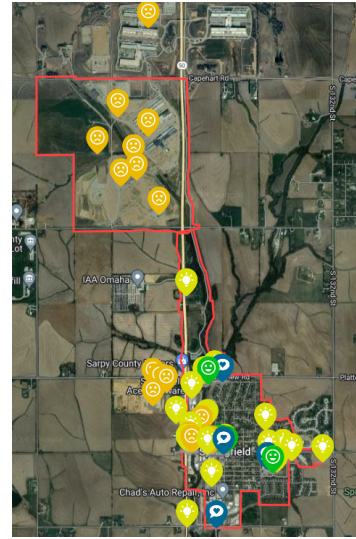
A demand for more carefully planned commercial development:

- This includes options for mixed use (commercial & residential).
- An interest in additional park spaces and trail connections within both new and existing developments.
- Desire for a city pool, additional pickleball courts, and indoor recreation facilities.
- Concerns voiced about aesthetics of town entry (Casey's, fairgrounds) and improving the sense of entry, with a better pedestrian connection from Highway 50 to Downtown/Fairgrounds.
- A desire for additional trail connections.

An amphitheater along the trail system for community gatherings and theater.

Great support for local businesses and shops.

- Desire for a grocery store.
- Concerns voiced about maintaining the small town feel with future growth.

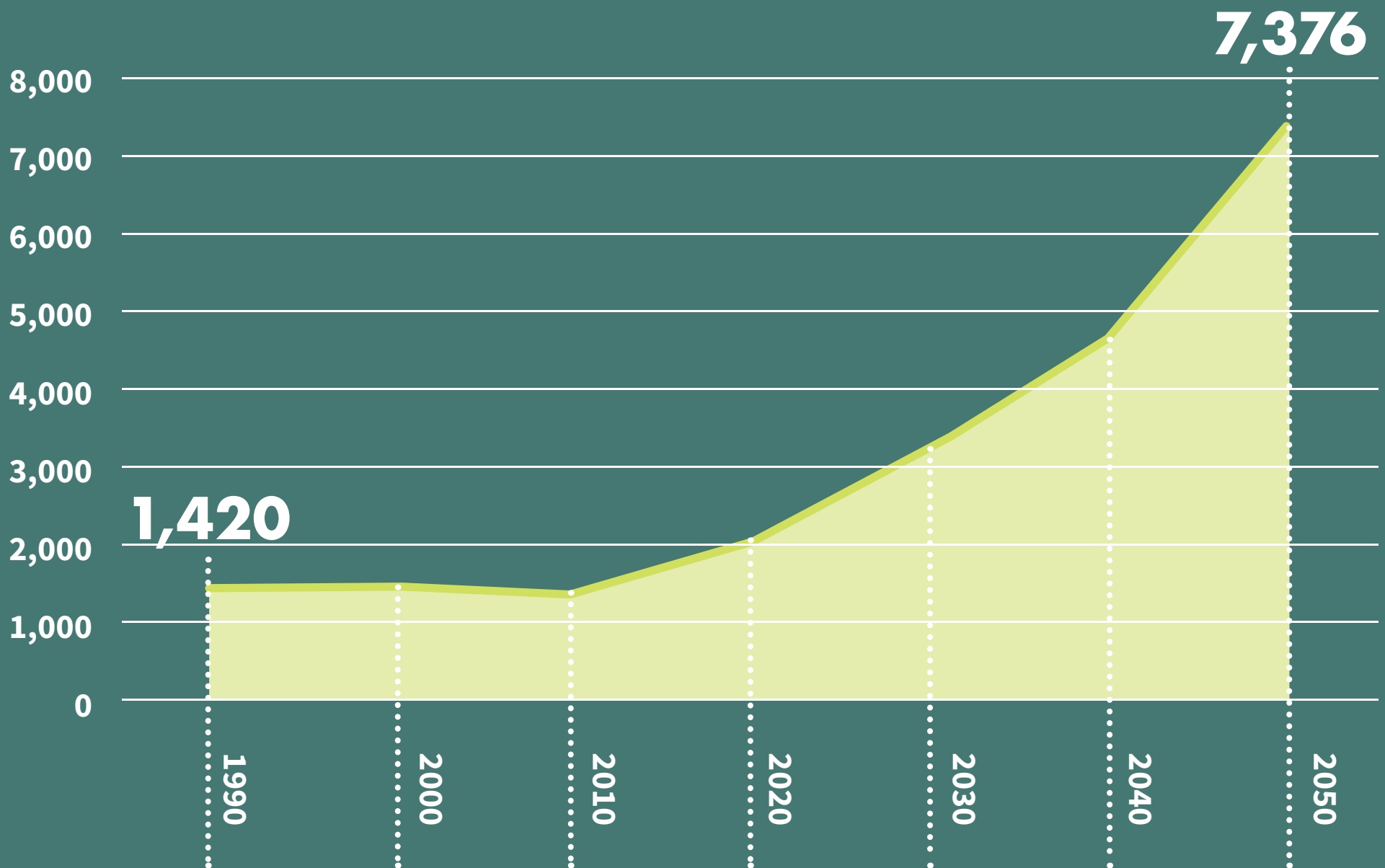


GROWTH CONSIDERATIONS

Population Projections

To support a vision of growth in Springfield, a series of population projections were completed through 2050. These estimates utilize University of Nebraska-Omaha Center for Public Affairs Research population projections for Sarpy County by 2050 with a variable 2-3% capture, Springfield is estimated to have a population of 7,376 residents.





PHYSICAL GROWTH CONSIDERATIONS

Physical Growth Considerations Impacting the Future Land Use Plan

South Sarpy Expressway

In a 2015 Metropolitan Area Planning Agency study, Platteview Road was highlighted as a key east/west corridor between Highway N-31 and U.S. 75. Formally known as the Platteview Road Expressway, the South Sarpy Expressway (SSE) will connect I-80 and I-29 through Sarpy County, serving as a south-metro beltway. This expressway offers significant potential for strategic economic development at key nodes along its route, all while preserving the small-town charm of Springfield by acting as a southern boundary for the community.

Potential JEDI Lake Location

In 2022, the Nebraska Legislature passed the Jobs and Economic Development Initiative (JEDI) Act, granting the Nebraska Department of Natural Resources (NeDNR) authority to select land for a new lake project, with specific criteria including proximity to Sarpy County, location within the Platte River floodplain, and avoidance of damming the river's main channel or flooding any towns. A detailed feasibility study is recommended for the most viable sites, with potential impacts to local infrastructure needing further

analysis. Springfield has been identified as one of potential locations for the JEDI Lake which would impact economic development factors in and around the community.

Floodplain

Springfield has a significant amount of floodplain due to its adjacency to the Platte River. This 100-year floodplain (shown in blue hatch) and 500-year floodplain (shown in yellow) should be preserved and maintained with as little developmental impact possible.

Sarpy County + Cities Wastewater Agency Master Plan

In 2024, Sarpy County and participating cities completed a Master Plan that identified phased areas that are able to be sewerer for future growth. Phase 1A (yellow) and 1B (blue) are identified on the map in Figure 2.4 as the sewerable areas within the planning boundary to support growth.

Extraterritorial Jurisdiction Boundaries

Extraterritorial jurisdictional growth boundaries (ETJs) for Gretna and Papillion are located north of the existing city limits in Springfield today. These boundaries are a mutual agreement between the jurisdictions to grow outside of their agreed upon boundaries limiting Springfield's ability to grow to the north, directing the planning boundary's focus to the west and south.

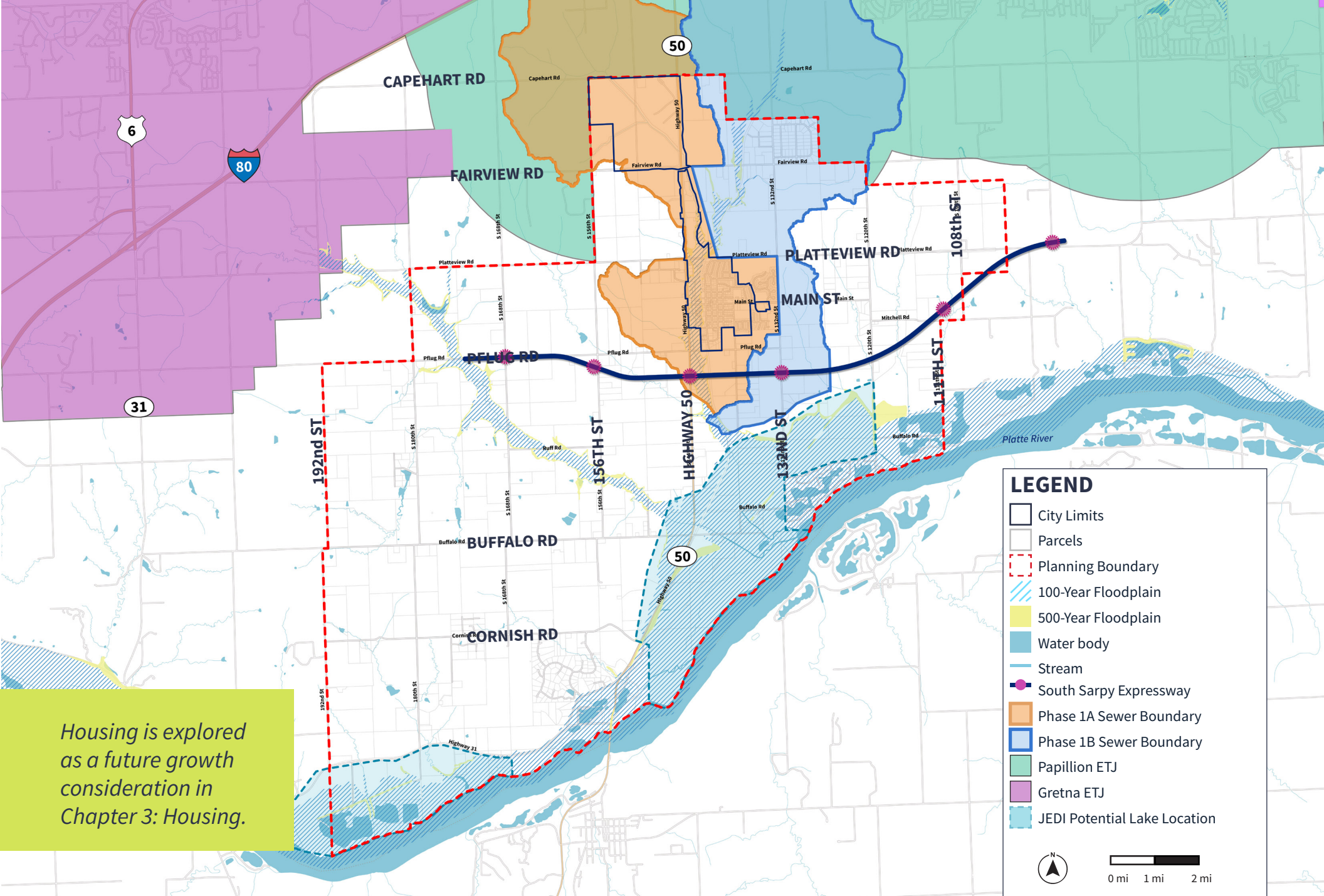


FIGURE 2.4 // GROWTH CONSIDERATIONS MAP

SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE

FUTURE LAND USE CATEGORIES

Future Land Use Categories

The Future Land Use Plan utilizes a series of land use categories to better define characteristics, densities, and types of land uses. These categories differ from zoning districts, however, these new categories should serve as a guide for any relevant updates and amendments the code may need over time.

The following pages detail the future land use categories and provide supplemental graphics to help illustrate what each of these could look like in the built environment.

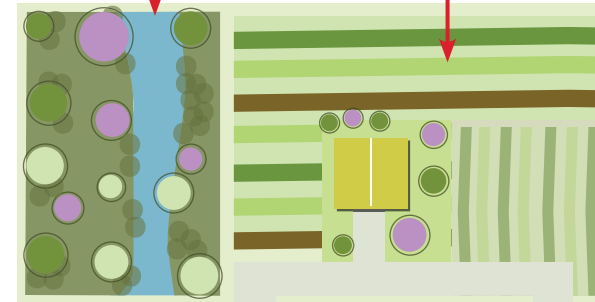


GREEN CORRIDOR/OPEN SPACE/ AGRICULTURE

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

Stream buffers around type 1 and 2 streams as well as floodplain are part of this category

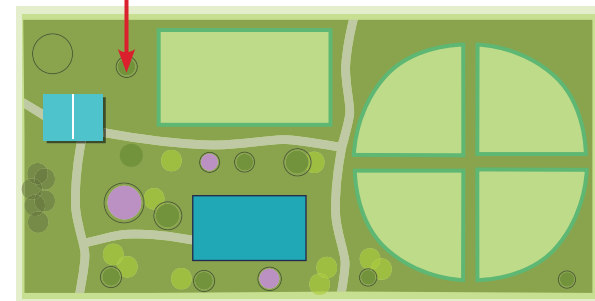
Active agricultural land uses will be the dominant land cover in this land use category



PARKS AND RECREATION

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

Parks / recreation may include both public, private and semi-private recreation - access will vary depending on the time of year, day, and timing of ongoing activities

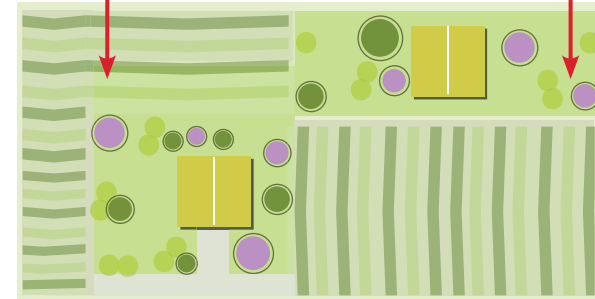


RURAL RESIDENTIAL

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

Often agricultural land will surround rural residential dwelling units

Rural residential lots will typically include single-family detached homes on a minimum 5-acre lot

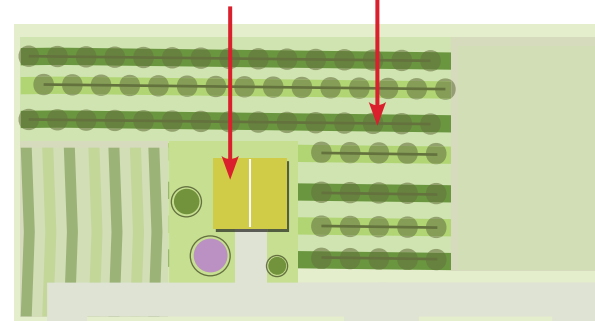


RURAL ARTS

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

Option to have residential use on-site in addition to the arts use

An attraction to promote arts and tourism, such as a vineyard shown below

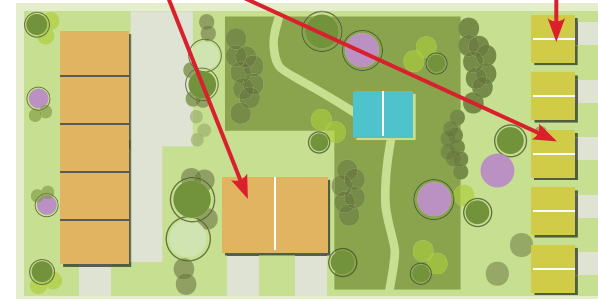


LOW-DENSITY RESIDENTIAL

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

Densities range from 1 to 3 dwelling units per acre

Mix of detached and attached residential units throughout blocks



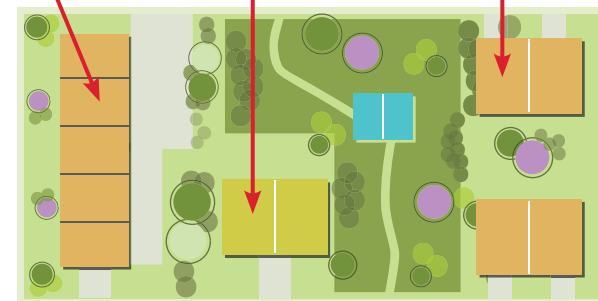
MEDIUM-DENSITY RESIDENTIAL

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

Townhomes and rowhouses often have rear parking with a vegetated buffer

Some single-family homes may be located in this category

Typical density ranges from 3 to 12 dwelling units per acre

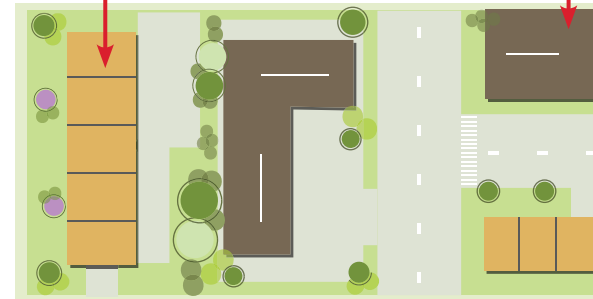


HIGH-DENSITY RESIDENTIAL

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

There is a mix of horizontally and vertically attached unit types in this category

Typical density would be at least 12 units per acre

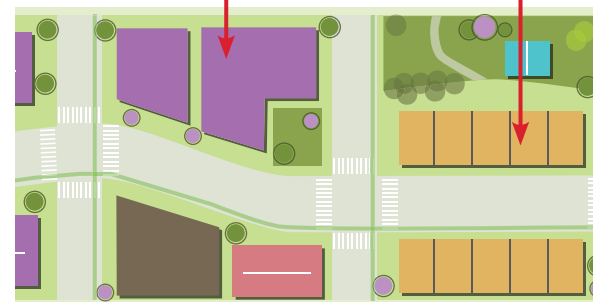


MIXED-USE

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

Larger scale mixed-use buildings (2-3 stories tall)

A mix of horizontally and vertically attached residential uses are complementary to these land uses

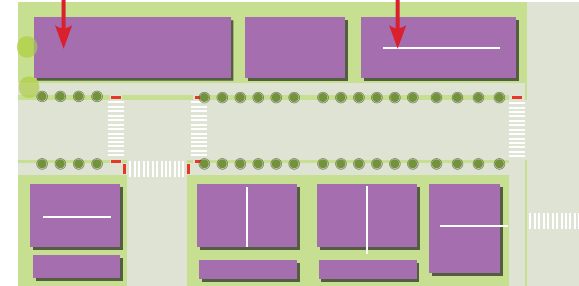


DOWNTOWN MIXED-USE

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

Pedestrian activity should be a focus of the Downtown Mixed-Use land use category

First-floor retail, restaurant, or similarly activated uses should be the preference for this area. Upper story uses could be residential or office uses

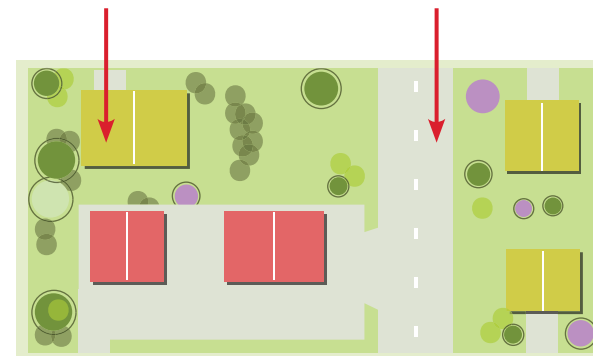


NEIGHBORHOOD COMMERCIAL

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

Local commercial will typically be near or adjacent to lower-density neighborhoods

Local commercial uses will typically be found along collector or minor arterial roadways

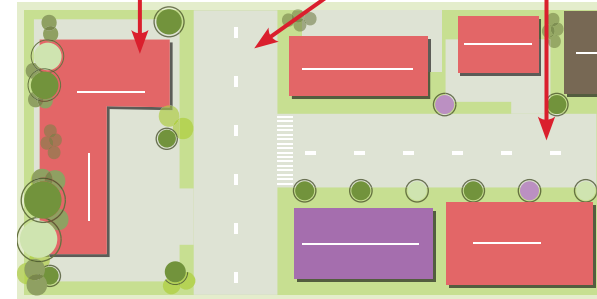


REGIONAL COMMERCIAL

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

Proper landscaped buffering and site design should occur to minimize the impact of the commercial use on nearby residential

Commercial uses are typically located along minor and major arterial roadways, as well as nearby highways

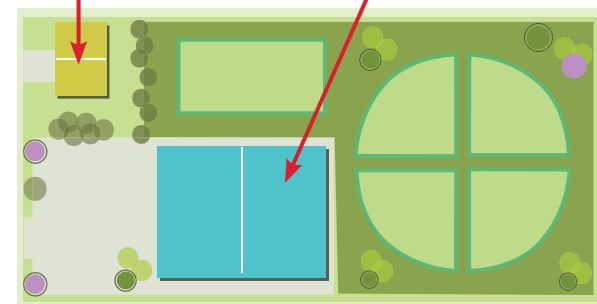


PUBLIC/QUASI-PUBLIC

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

Residential is often an appropriate neighbor to public/quasi-public uses

Public/quasi-public uses such as a school may require larger parking lots that should be appropriately designed and buffered to limit any negative impacts to nearby uses



BUSINESS PARK

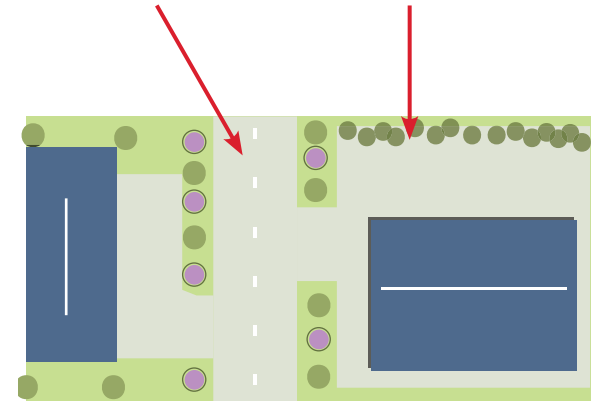
The Business Park land use category is set aside to include business park office complexes and very light industrial uses. Business Park developments include larger office complexes and corporate campuses, with ancillary warehouse and distribution facilities and limited activities such as testing, fabrication, manufacturing, and assembly of materials when incorporated into a master planned site. All activities are contained within the buildings with no outdoor storage. Limited support retail or commercial activities would be allowed including restaurants, cafes, coffee shops, and similar service-retail businesses as part of a planned mixed-use development. **Business Park does not include intense uses such as data farms.**

INDUSTRIAL

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

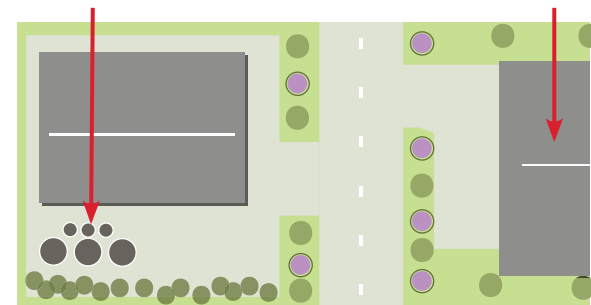
Typically, business park uses should be located along arterial roads with easy access to the highway

Proper landscaped buffering and site design should occur to minimize the impact of the business park uses on other nearby uses



Outdoor storage and bulk materials are often associated with industrial uses

Typical uses can include manufacturing and assembly of goods, shipping and distribution centers, rail yards, and intermodal facilities



FUTURE LAND USE PLAN

Springfield's Future Land Use Plan

Figure 2.6 illustrates the Future Land Use Plan for Springfield. Utilizing the growth considerations identified earlier in this chapter, this Plan identifies a vision for just one potential development pattern for land within the planning boundary.

Flexibility in the Future Land Use Plan

This Future Land Use Plan should remain flexible and be reviewed annually by the Planning Commission and elected officials to ensure the vision presented for the community is accurate and reflects development potential. Market forces are key indicators that determine the type, location, and rate of development likely to occur within and around Springfield. The City should explore opportunities to offer tax or financial incentives for developments that align with the community's vision and needs. To support long-term growth in Springfield, priority should be given to making investments in resilient infrastructure and stormwater facilities.

Preserving the Agricultural Character + Small Town Feel

Areas that are near or within the floodplain or sensitive landforms maintain much of their agricultural operations. Furthermore, the small town character of the community

is retained by preserving the agricultural band of land surrounding the city limits. This intentionally keeps development focused near city limits and within areas that are able to be sewered.

Providing a Mix of Housing Types

A key goal of the Future Land Use Plan was to build upon existing neighborhoods and identify areas where density could be added without disrupting the character of surrounding developments. This is accomplished by intentionally locating a mix of housing types and densities to reflect public input. Maintaining contiguous development practices and walkable neighborhoods helps retain the small town character present in Springfield today. Chapter 3: Housing focuses in on these housing types and goals in greater detail.

Supporting Commercial, Business Park + Industrial Activity

Existing commercial, business park and industrial developments help support the tax base and provide amenities to residents and visitors to Springfield. This Plan identifies areas to expand these activities along key corridors, such as Highway 50 and the proposed expressway. Additionally, downtown Springfield is proposed to grow across Highway 50 to the west to further support local businesses.



FIGURE 2.5 // HOUSING EXAMPLE

FUTURE LAND USE PLAN

CHARACTER CONSIDERATIONS OF THE FUTURE LAND USE PLAN

- This plan enhances the existing civic heart that is anchored by Downtown Springfield and the community's small town feel.
- The Future Land Use Plan extends Downtown Springfield across Highway 50 and increases local business activity.
- Increased residential density is rewarded throughout the planning boundary. By adding density, this promotes efficient growth and lessens loss of agriculture and open space.
- A band of agricultural land is located along the periphery of city limits to preserve the unique Springfield identity.
- Industrial, Business Park and Regional Commercial is located northwest of Highway 50 and in pockets along future expressway.

FUTURE LAND USE CATEGORY	ACRES	SHARE
Green Corridor/Ag/Open Space	15,944.8	-
Parks + Recreation	168.7	2.8%
Rural Residential	1,275.5	21.2%
Low-Density Residential	897.2	14.9%
Medium-Density Residential	807.0	13.4%
High-Density Residential	239.5	4.0%
Downtown Mixed-Use	71.4	1.2%
Mixed-Use	168.0	2.8%
Neighborhood Commercial	93.3	1.5%
Regional Commercial	405.3	6.7%
Rural Arts	149.6	2.5%
Public/Quasi-Public	134.1	2.2%
Business Park	779.6	12.9%
Industrial	840.1	13.9%
TOTAL	21,973.4	100.0%

TABLE 2.1 // FUTURE LAND USE PLAN ACRES + SHARES

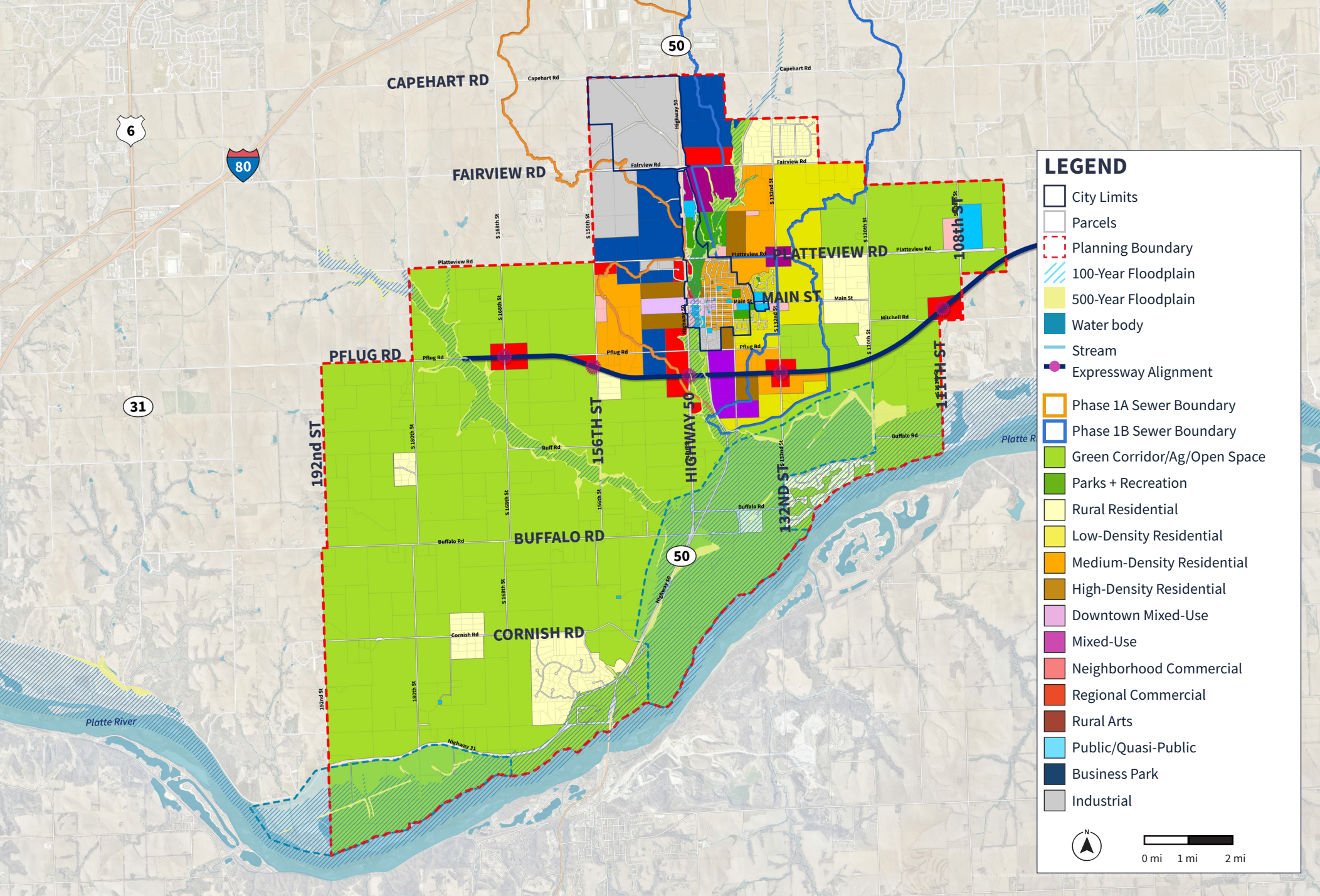


FIGURE 2.6 // SPRINGFIELD FUTURE LAND USE PLAN

FUTURE LAND USE PLAN

Future Land Use Plan Population Potential

To better understand the potential capture rate of residents within the Future Land Use Plan, a three phase build-out scenario was completed based on the wastewater agency phasing. These estimates use the Phase 1A (15 year outlook) and Phase 1B (20 year outlook) sewerable areas within the planning boundary, the proposed land uses within those sewerable areas, and a series of assumptions for dwelling units per acre. The population potentials in Table 2.3 present the projections for population capture through 2050.

Assumptions

- Rural Residential: 1 dwelling unit/40 acres
- Low-Density Residential: 4.26 dwelling unit/acre*
- Medium-Density Residential: 8 dwelling units/acre
- High-Density Residential: 15.37 dwelling units/acre*
- Average Household Size: 2.45**

Future Land Use Area	Population Potential***
Future Land Use Phase 1A Build-Out	13,659
Future Land Use Phase 1A + 1B Build-Out	32,550
Future Land Use Full Build-Out Potential	34,277

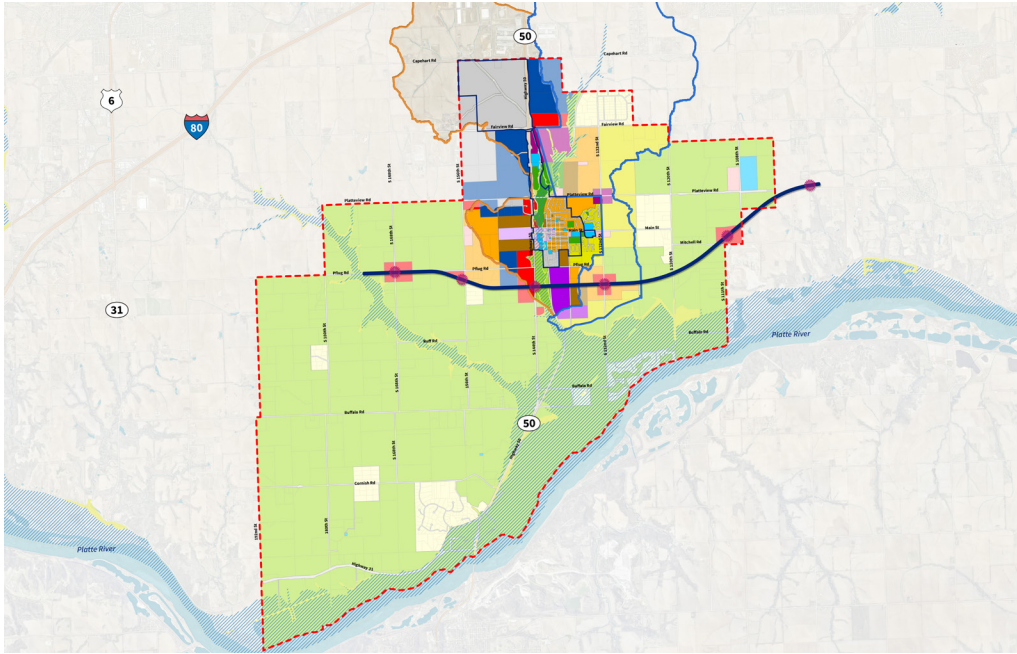
TABLE 2.2 // FUTURE LAND USE PLAN BUILD-OUT CAPTURE POTENTIAL

**These assumptions are taken from the Sarpy County and Cities Wastewater Agency Design Information.*

***Based on Springfield average household size.*

****Includes all existing population in population potential.*

The projections shown above differ from those on page 65. These population projections were created to identify what the proposed land uses would support at full build out. The projections shown above are not the numbers utilized for the remainder of estimates shown throughout the plan.



PHASE 1A

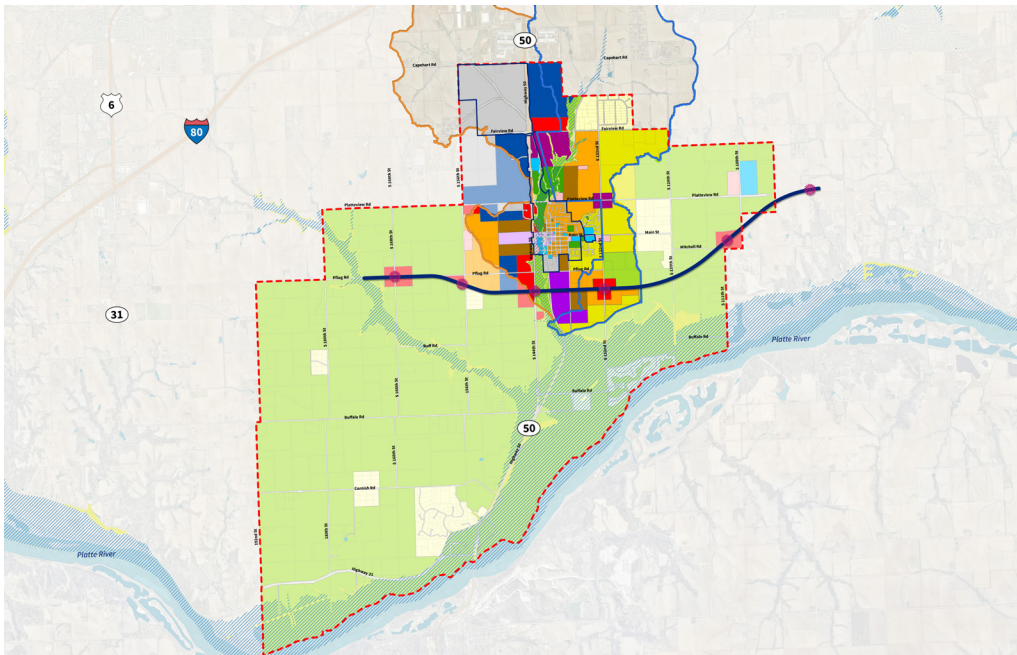
Future Land Use Plan

Estimated Capture

13,659 residents

At one-third: 4,553 residents

At one-half: 6,830 residents



PHASE 1A + 1B

Future Land Use Plan

Estimated Capture

32,550 residents

At one-third: 10,850 residents

At one-half: 16,275 residents

FUTURE LAND USE PLAN

STAR WARS Preliminary Study

In 2021, Nebraska Legislature enacted LB406, creating the STAR WARS committee to study water-based development. They envisioned a lake for public recreation to keep dollars in-state, proposing robust development including homes, a town center, and a resort.

JEDI Focused Study

In 2022, the JEDI Act (LB1023) empowered the Nebraska DNR to select land for a lake based on criteria including location near the Platte River floodplain, size of at least 3,600 acres, and no construction of dams or flooding of cities.

A location between Ashland and Gretna was initially considered. To avoid impacting public water system wellfields, three potential lake sites from the original five were found to be suitably sized without affecting existing infrastructure. These locations were selected for detailed analysis. One of these sites is a large, excavated lake along the Platte River, downstream of Louisville, south of Springfield on the Sarpy County side, identified on future land use maps within this comprehensive plan. A feasibility study and detailed analysis are necessary to obtain a deeper understanding of this site.

Although outside Springfield's ETJ, the area remains within the community's planning boundary. This may require land use changes suitable for a regional lake destination (such as regional commercial, tourism, hotels, marina, etc.) if the identified site is deemed feasible and will necessitate an update to the future land use plan long term.

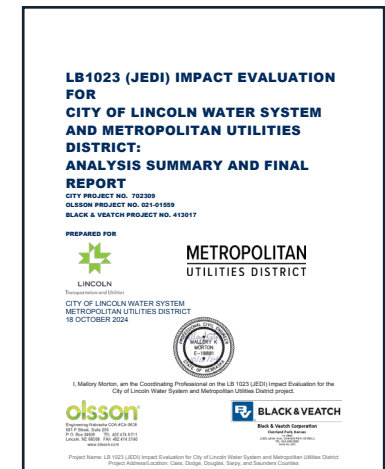
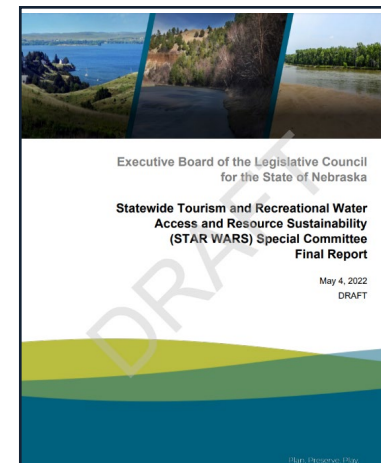


FIGURE 2.7 // REPORT COVERS

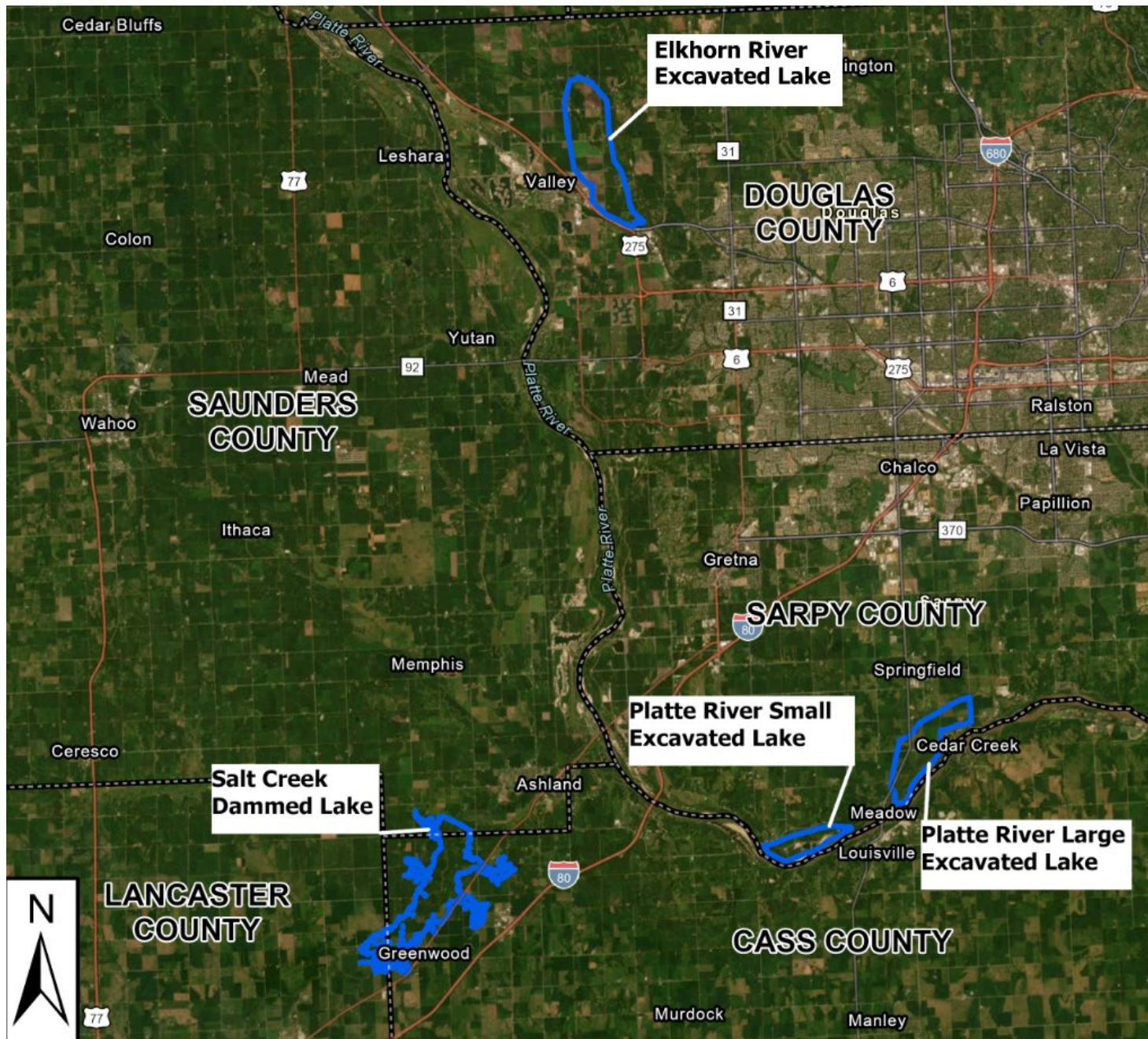


FIGURE 2.8 // JEDI REPORT MAP

GOALS, POLICIES, AND ACTION ITEMS

Goals, Policies, and Action Items

Each chapter within the Springfield Comprehensive Plan concludes with a list of goals, policies and action items. A sample chart and definitions is provided below to better summarize how these recommendations are intended to be used. The recommended goals, policies, and action items for the Future Land Use Chapter are provided on the opposite page.

Chapter code: FLU = Future Land Use and follows with the rest of the core chapters.

Goals are intentionally broad and aspirational.

GOAL FLU-1: GOALS ARE VISIONARY AND REFLECT WHAT THE CITY SHOULD ASPIRE TO ACHIEVE.	
Policies	
P-1.1	Policies are standard operations and procedures that the City should follow to encourage sustainable growth and activity in the community.
Action Items	
AI-1.1	Action items are steps the City should consider taking to support the goal. Some items are one-step components, while others are intended to be practiced long-term.

Policies = P, Action Items = AI
The numbering practice follows Chapter #, Item #

GOAL FLU-2: PROMOTE SMART AND BALANCED GROWTH THROUGHOUT SPRINGFIELD

Policies

P-2.1	Preserve sensitive environmental areas, such as streams, floodplains, and areas with significant tree cover. Future regulatory tools for this could include a floodplain and/or stream buffer ordinance and others.
P-2.2	Encourage a mix of residential typologies to promote housing choice in Springfield.
P-2.3	Concentrate higher intensity developments, such as commercial, business park, and industrial uses, along major roads and locate less intense developments, such as residential and public spaces, on local roads. Continue to inform residents about the benefits that business parks and industrial developments bring to the community by tracking and showcasing their value.
P-2.4	Utilize transition land uses, as presented in the Future Land Use Plan, to gradually change densities and intensities of uses. Landscape buffers should also be considered for buffering uses and spaces throughout the community.
P-2.5	Follow the Sarpy County + Cities Wastewater Agency Master Plan's recommendations for growth from the identified sewerable land to support growth within the planning boundary.
P-2.6	Practice strategic growth and decision-making by supporting developments that align with the goals and vision of Springfield, and denying developments that do not.

Action Items

AI-2.1	Update the zoning code as needed to support the comprehensive plan and Future Land Use Plan recommendations. Explore opportunities to consider maximum lot sizes in some residential districts and tree planting ordinance for new construction.
AI-2.2	Practice flexibility with the zoning code and Future Land Use Plan to encourage right-sized growth and activity in Springfield.
AI-2.3	Coordinate with local developers to discuss preferred development products and locations within city limits and beyond.
AI-2.4	Support and encourage infill redevelopment throughout the Springfield community.
AI-2.5	Preserve right-of-way easements for future utilities and streets, ensuring enough space is also dedicated for street trees and sidewalks.
AI-2.6	Develop both immediate and long-term growth areas by considering the availability and serviceability of sewer infrastructure.
AI-2.7	Host a round table with local and regional developers to discuss residential and commercial needs identified by the community to maintain small town feel and potential land assembly.
AI-2.8	Proposed future developments should be coordinated with other public agencies, such as Natural Resource District, utility providers, etc., to ensure coordination and/or compliance.
AI-2.9	Consider design guideline typologies to help steer the look and feel of development, ensuring it maintains Springfield's small town character and identity (i.e. enhance current overlay districts).

CHAPTER 3: HOUSING

Chapter Overview

The Housing Chapter considers the community's existing residential land uses and neighborhoods to inform recommendations on potential locations for low-, medium-, and high-density residential uses. Further consideration for desired housing types and neighborhood characteristics, potential and existing housing rehabilitation programs, and housing affordability are also explored.

Existing Residential Composition in Springfield

Figure 3.1 presents the existing residential land uses found within and outside Springfield today. The Springfield Pines and Southcrest Hills SIDs (Sanitary and Improvement District) are included on the map and in residential calculations due to their impact on housing accessibility and operations in Springfield.

Residential patterns in Springfield today are largely single-family oriented. Residential growth is trending to the east side of the community with the construction of the SIDs and supportive uses, such as the high school.

Sarpy County Housing Study

Sarpy County completed the Sarpy County + Communities County-Wide Housing Study with Strategies for Housing Affordability in April 2020. The findings of this study demonstrated a county-wide need for housing, especially affordable units. At the time in which this study was completed, there were roughly 400 homes destroyed in the 2019 floods that had not been recouped in housing counts, displacing many residents from the area.

Springfield was estimated to need roughly 12.2 acres of land for new residential development to accommodate an additional 30 owner-occupied units and 15 renter-occupied units by 2025. Since the adoption of the Sarpy County Housing Study in 2020, the nation experienced the COVID-19 pandemic and increased housing demand. It is likely the 12.2 acres needed for development is underestimating the true need of the community, especially when taking the population projections into consideration.

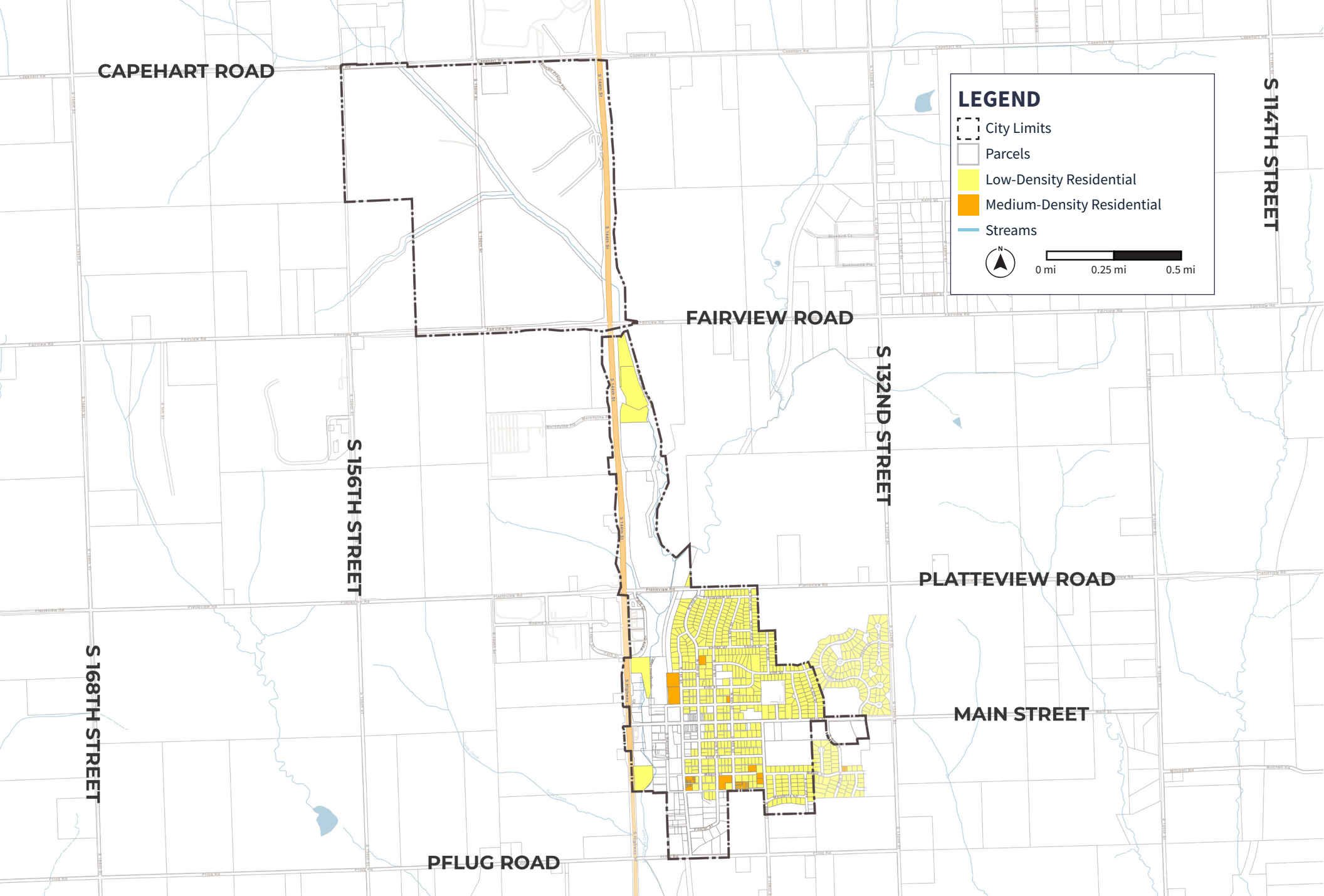


FIGURE 3.1 // EXISTING RESIDENTIAL LAND USE MAP, SIDS INCLUDED

SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE

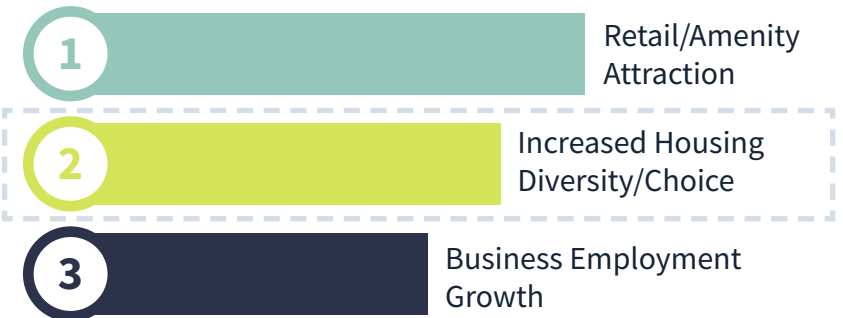
WHAT WE HEARD FROM THE COMMUNITY

Housing-Related Public Input

Springfield seeks more diverse housing options to support residents at all stages of life, particularly addressing the limited choices available for aging in place. To meet this need, programs should be offered to help renovate existing homes, and smaller housing options should be provided for those looking to downsize. Additionally, maintenance-free housing developments could better accommodate the community's needs.

There is also openness to denser housing developments as a solution to rising lot prices and housing affordability concerns. The development community is interested in a variety of housing types, including condos, duplexes, and higher-end single-family homes. A senior housing facility and senior center to support aging in place would also be welcomed. Overall, there is excitement about the recent housing development, reflecting positive growth and progress in the community.

Mentimeter Voting Results



Priority Ranking Activity Results

- 1 Single-Family Homes
- 2 Medium-Density Residential
- 3 Senior Housing Options

Most Preferred Residential Styles



REHAB EXISTING HOUSING
LOW-DENSITY RESIDENTIAL



ENTRY LEVEL HOME, MEDIUM LOT
LOW-DENSITY RESIDENTIAL



MOVE-UP HOME, LARGE LOT
LOW DENSITY RESIDENTIAL

Least Preferred Residential Styles



3-4 STORY APARTMENTS
HIGH-DENSITY RESIDENTIAL



3 STORY ATTACHED ROWHOMES
MEDIUM-DENSITY RESIDENTIAL



QUADPLEX
MEDIUM-DENSITY RESIDENTIAL

KEY HOUSING INITIATIVES

Defining the Comprehensive Plan's Housing Goals

Based upon the existing conditions findings in Phase 1 and public input received in Phase 2, the following four goals have been identified for housing preservation and development in Springfield. These goals are defined in greater detail with case studies and recommendations on the following pages.



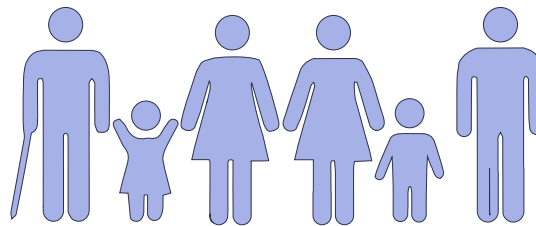
**PRESERVE THE EXISTING
HOUSING STOCK**



**TARGET A VARIETY OF
HOUSING TYPES**



**PROMOTE STRONG
NEIGHBORHOODS**



**HOUSING FOR ALL AGES
+ INCOMES**

PRESERVE THE EXISTING HOUSING STOCK

Methodologies for Preserving the Existing Housing Stock

The public input presented strong support for housing rehabilitation programs to enhance the quality of the existing housing stock. These types of programs can take a number of forms and introduce a number of organizations and partnerships to the community. Some opportunities for preserving the housing stock are provided on the following pages.

Case Study: City of Independence, Kansas Neighborhood Exterior Grant Program

What is Included in the Program?

The City of Independence offers a Neighborhood Exterior Grant Program for residents wishing to make improvements to their property and neighborhoods. The City contributes anywhere between \$50,000-\$100,000 annually toward the program. Eligibility requires that residents must:

- Be located within one of the qualifying districts.
- Have a home value at or below \$100,000.
- Have an average minus or lower rating from the County Assessor.

Each of these projects requires a minimum of two property owners contributing to the improvements, with a minimum investment of \$1,000 and maximum reimbursement of \$5,000. Eligible project types can range from facade restoration and window/door repair or replacement to tree removal and driveway repair or installation.

To learn more about Independence's program, click the link or scan the QR code:



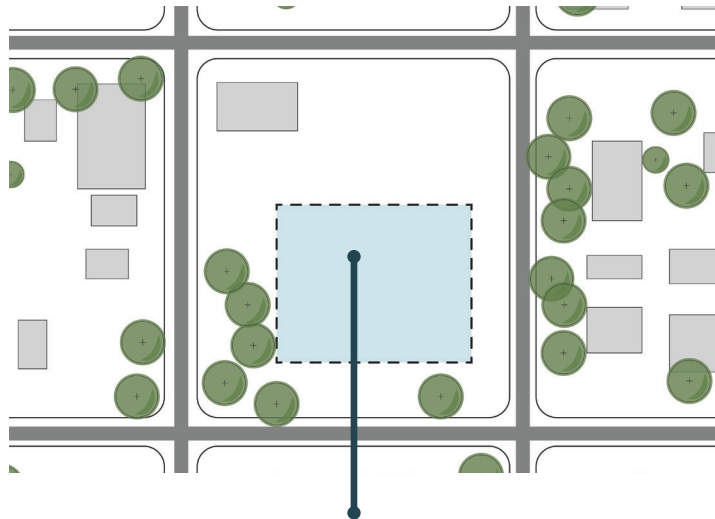
[Independence Neighborhood
Exterior Grant Program](#)



What is Infill Redevelopment?

Infill redevelopment projects repurpose land already located within city limits to provide needed uses and services. The graphics in Figure 3.2 illustrate an example scenario of an infill redevelopment project in which a parcel with vacant structures is purchased and redeveloped to include housing and commercial uses that meet the needs of the community and returns the parcel to productive uses, rather than sitting vacant. Infill projects provide a variety of benefits outside of returning parcels to active uses. Some of these include efficient use of pre-existing infrastructure or lower-cost tie-ins to infrastructure, increases activity in areas and generally improves aesthetics, and provides an opportunity for creative solutions and development approaches to best serve the site.

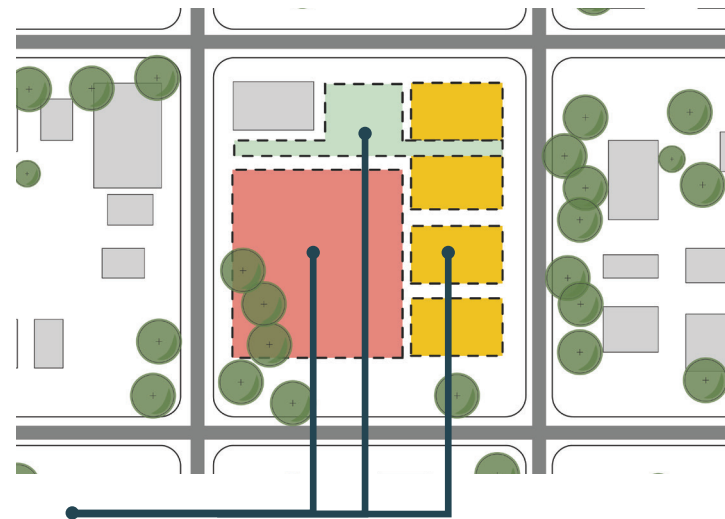
BEFORE INFILL REDEVELOPMENT



An existing parcel with a vacant structure located on it, not in use or occupied.

FIGURE 3.2 // EXAMPLE BEFORE/AFTER OF INFILL

AFTER INFILL REDEVELOPMENT



Through infill redevelopment, the parcel provides needed residential units, green space, and additional areas to develop more commercial or retail amenities.

TARGET A VARIETY OF HOUSING TYPES

Benefits of Diverse Housing Types

Public input from Phase 2 indicated a desire for a variety of housing types, primarily in the form of single-family, medium-density, and senior residential types. Introducing new housing types and configurations into the community helps Springfield support life-cycle patterns. The following pages detail the benefits to some housing types that reflect the community's desires.

Cottage Courts

Cottage courts feature a variety of attractive features including detached units and a central gathering space. These detached units often come in a variety of designs and floor plans, further catering to the needs of the residents. The smaller lot sizes and shared central greens result in lower maintenance requirements in terms of lawns. Lower maintenance requirements is a growing desire for young families and seniors, as they are looking to spend less time and effort on lawn care.

Introducing cottage court developments into Springfield could be an opportunity to maintain the desire for detached, single-family units with light-to-moderate density and lower maintenance requirements for residents.





Narrow Lot Development

Historic neighborhoods often feature much smaller lot sizes and setbacks from one unit to another when compared to modern neighborhoods. These practices can be reinforced in redevelopment throughout these neighborhoods via narrow lot developments. Modern zoning codes are more often designed to support modern lot sizes and therefore, can often make the redevelopment of such parcels difficult. The City should consider flexible application practices to the redevelopment of these lots to encourage and support redevelopment of smaller lot sizes in the heart of Springfield.

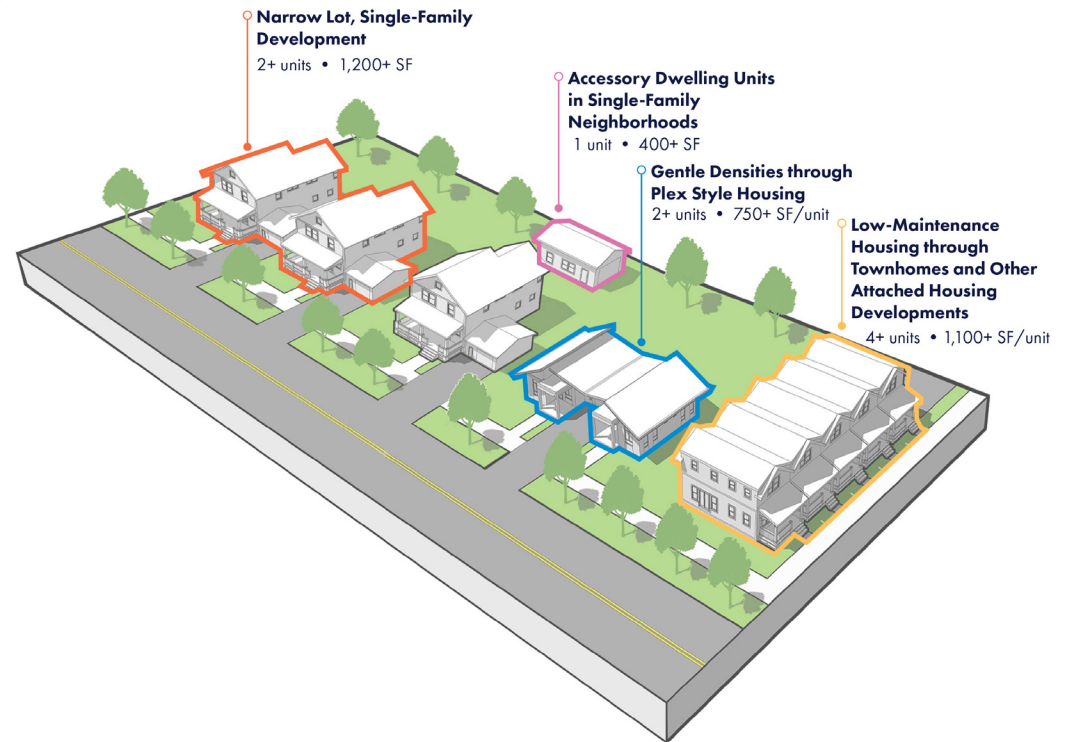


TARGET A VARIETY OF HOUSING TYPES

Gentle Densities in Neighborhood Development

The graphic to the right demonstrates what housing types could look like if a neighborhood block were to have a variety of 'gentle densities' constructed. Gentle densities can take the form of accessory dwelling units (ADUs), cottage courts, duplexes and other horizontally attached -plex style homes, townhomes, rowhouses, garden style apartments, and more. Incorporating gentle densities should not negatively impact the visual appearance and character of the neighborhood as these housing types have similar building heights to the single-family units already present. It is important to find ways to support these gentle densities to increase housing choice throughout the community, especially in pre-existing neighborhoods.

HOW CAN WE DIVERSIFY OUR HOUSING STOCK AND ADD GENTLE DENSITIES TO OUR NEIGHBORHOODS?



Townhomes + Mixed-Use Developments

Townhomes and mixed-use developments have been identified to respond to the community's desires for more senior-friendly and medium-density developments and walkable, vibrant activity corridors. These typologies are opportunities to add a variety of uses and unit types in one concentrated area. Mixed-use developments typically encourage retail, commercial, or office spaces to occupy the first floor, with residential uses on the upper floors. These can take the form of unit types ranging from studio to three-bedroom spaces. These types of developments can range from two-story structures to over four stories, depending on the community.

Townhomes are an excellent way to gradually decrease densities in the community and provide a mix of renter and owner occupancy. Furthermore, townhomes often have a smaller footprint compared to detached units and can come with a homeowner association (HOA) that would manage all lawn, sidewalk, and amenity space maintenance, further reducing any physical demand on the homeowner. These reflect the initiatives of the gentle density recommendation as well and provide a mix of densities throughout neighborhoods.



PROMOTE STRONG NEIGHBORHOODS

Strong Neighborhood Characteristics

The imagery on the opposite page and text below highlight some of the primary characteristics that help contribute to strong neighborhoods. The City of Springfield should explore how to integrate these characteristics into its zoning code and subdivision regulations to support strong neighborhood characteristics in new developments throughout the community.

A

VARIED HOUSING DESIGN encourages diverse character and identity throughout the neighborhood. The greater the varied design of housing, the greater the character of the community.

B

STREET-FRONTED HOMES help keep residents connected and engaged with one another. Activity along the neighborhood street is enhanced through yard maintenance, garages and driveways, and play.

C

QUALITY OF LIFE AMENITIES such as parks, trails, schools, community gardens, and other activity centers support a high quality of life for residents. New neighborhoods should be located near pre-existing amenities or new amenities should be added to support walkability and connectivity to these quality of life amenities.

D

LANDSCAPING + BUFFERS between the road and sidewalk provide a sense of safety to pedestrians and bicyclists utilizing the dedicated sidewalks. Trees and plantings should be dispersed throughout the buffer for added soft-scaping.

E

SIDEWALKS should be located on one or both sides of the neighborhood street to promote walkability and connectivity to nearby amenities, such as parks and schools.

F

LIGHTING should be placed throughout the neighborhood to support safety and security for residents and their homes. Additional consideration for placement and light pollution is needed so as not to disrupt neighborhood character.

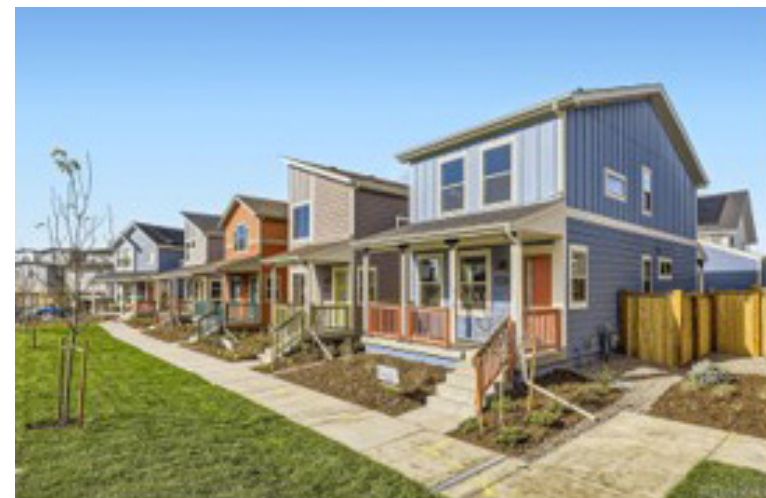


FIGURE 3.3 // STRONG NEIGHBORHOOD CHARACTERISTICS

PROMOTE STRONG NEIGHBORHOODS

Case Study: City of Lee's Summit, Missouri New Longview Neighborhood

New Longview Neighborhood Strengths + Application to Springfield

The New Longview Neighborhood located in Lee's Summit, Missouri presents a case study for varied residential densities in one neighborhood. The intentional intermingling of densities, housing types, accessory dwelling units, alley-loaded and detached garage configurations, and much more establish this community as a tangible example for creating housing choice where there was previously little. Some highlights of this development include:

- Narrow-lot development
- Varied design character throughout
- Strong streetscaping/landscaping
- Pedestrian connections and gathering spaces are a top priority
- Alley-loaded homes
- Gentle density additions

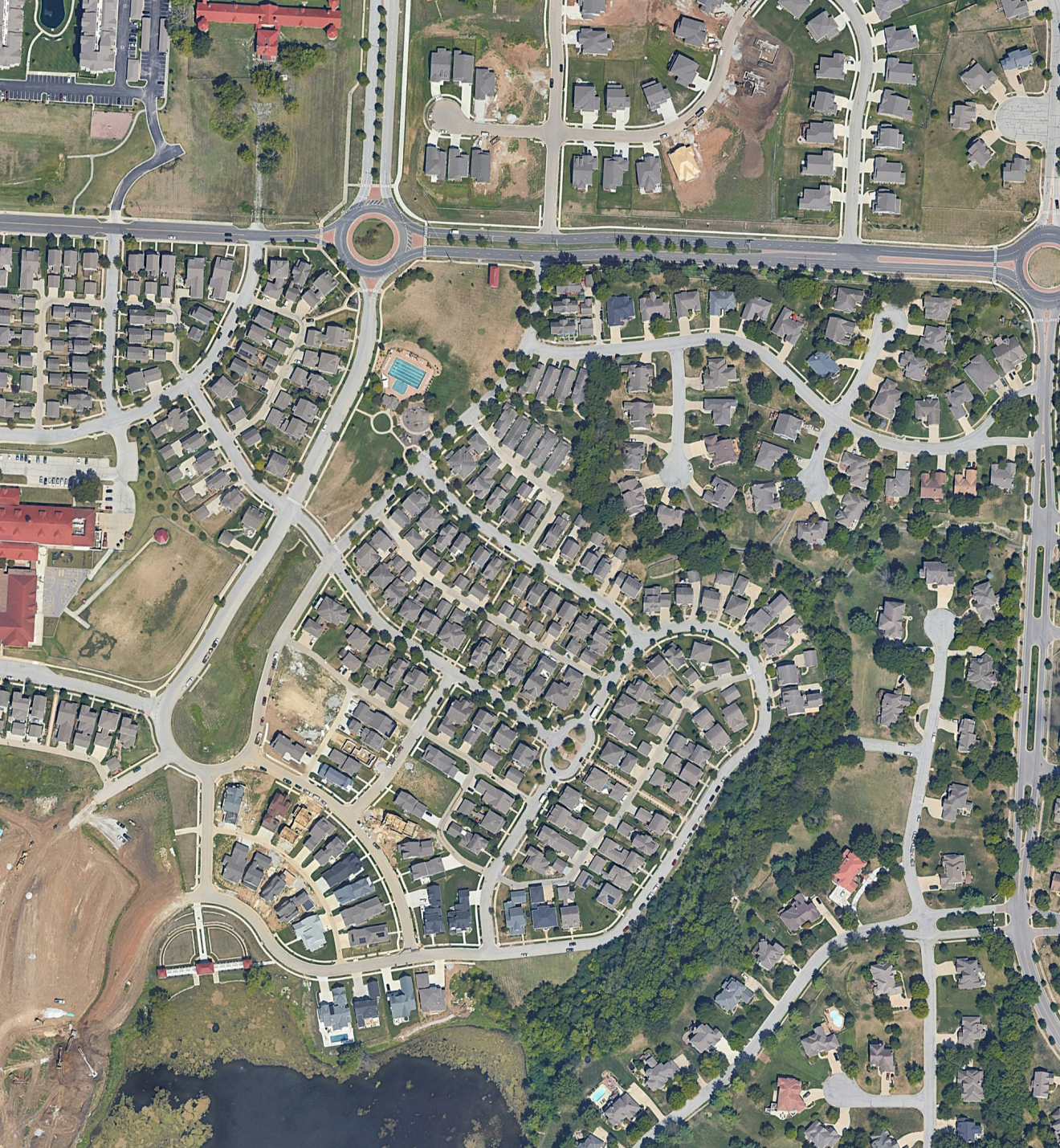


FIGURE 3.4 // CASE STUDY: NEW LONGVIEW IN LEE'S SUMMIT, MO



PROMOTE STRONG NEIGHBORHOODS

Case Study: City of North Kansas City, Missouri Northgate Village

Northgate Village Strengths + Application to Springfield

Northgate Village in North Kansas City, Missouri provides some similar practices to that of New Longview; however, this case study stands out for a few additional reasons: the Northgate Village has a greater intensity of densities adjacent to one another with a lesser gradient for transitions. There are apartments across from single-family units and townhomes with shared central green spaces and park spaces accessible via the well-connected sidewalk system. Additional design characteristics in this neighborhood include:

- Very narrow-lot development
- Varied design character throughout
- High-Density Developments adjacent to single-family homes and townhomes
- Alley-loaded homes
- Central greenspaces



FIGURE 3.5 // CASE STUDY: NORTHGATE VILLAGE IN NORTH KANSAS CITY, MO



HOUSING FOR ALL AGES + INCOMES

Support Housing for All Ages + Incomes

Public input demonstrated support for single-family, medium-density, and senior housing types. These housing types provide a great opportunity to ensure that all ages and incomes are supported in Springfield as the community continues to grow.

Supporting all ages and incomes through housing can take a variety of forms including:

- Providing a wheelchair-accessible ramp to the front door or single-level housing styles through universal design practices.
- Ensuring there is adequate move-up housing on the market to allow entry-level homeowners to transition into larger homes and support new homebuyers in Springfield.
- Introducing new, affordable downsizing options for seniors that wish to live independently.

What is Life Cycle Housing?

Life cycle housing is an approach to housing that focuses on providing housing types that match all ages and stages of life from young people living alone or with roommates, young couples, young families, multi-generational families, single-parents, empty nesters, or solo seniors.

Each of these household types typically generate demand for different housing types. Springfield should aim to have a mix of housing that covers all these types and densities to allow residents to remain in Springfield as they progress through various life stages and household formations.

What is Universal Design?

Universal Design (UD) is defined by the United States Access Board as the design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design. Within housing, this refers to the design of entrances, doorways, corridors, and other small details that help ensure the home is accessible to all today and in the future.

**UNIVERSALLY DESIGNED
TOWNHOMES**

APARTMENTS

ENTRY-LEVEL HOME

DOWNSIZED HOME

**LARGE SINGLE-
FAMILY HOME**

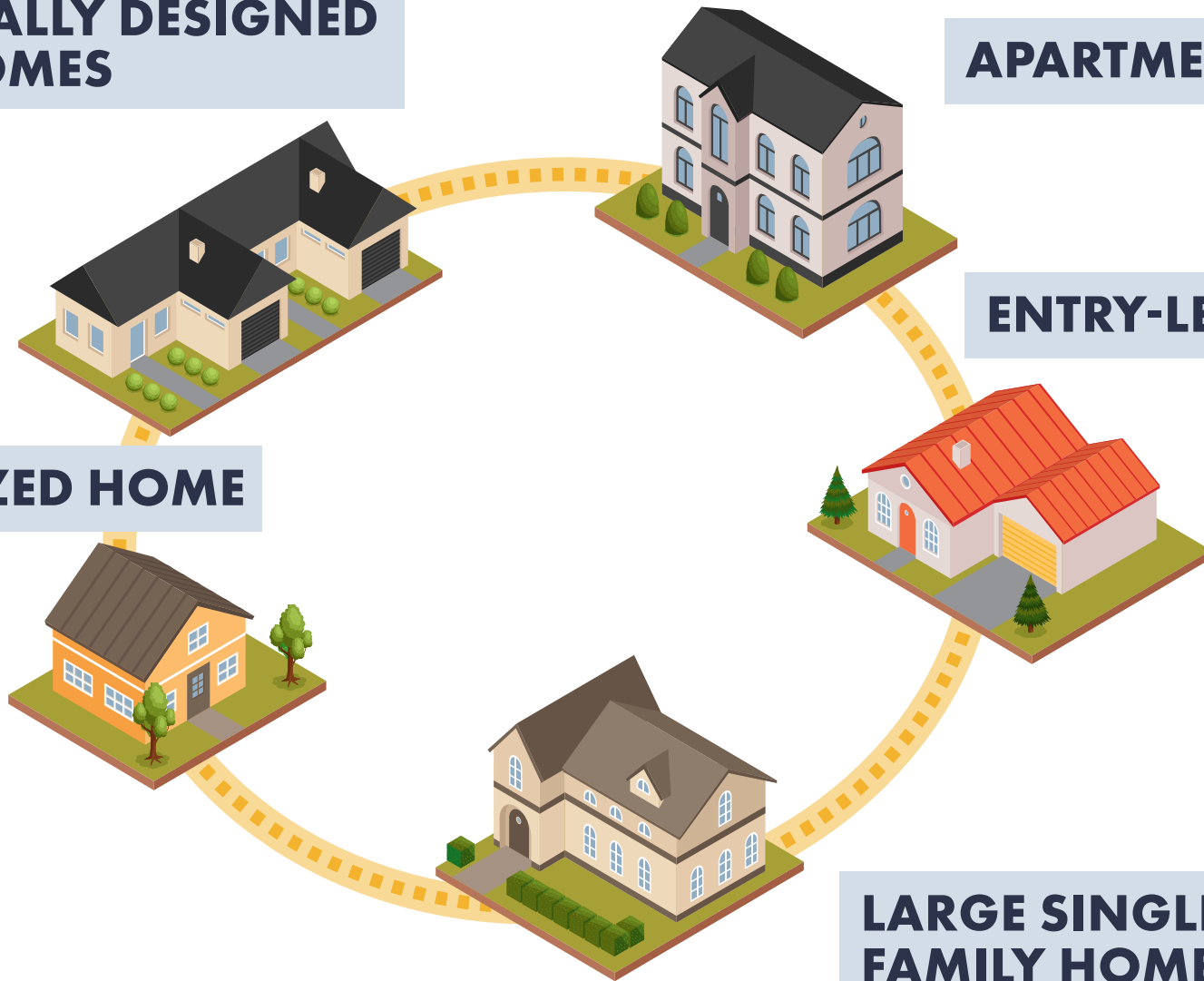


FIGURE 3.6 // LIFE CYCLE HOUSING EXAMPLES

GOALS, POLICIES, AND ACTION ITEMS

GOAL H-3: ATTRACT QUALITY RESIDENTIAL DEVELOPMENTS TO SPRINGFIELD THAT MEETS THE NEEDS OF CURRENT AND FUTURE RESIDENTS.

Policies

P-3.1	Follow the recommendations of the Future Land Use Plan for proposed residential developments.
P-3.2	Balance quality residential developments with flexibility in the zoning code by providing some variation in parking requirements, maximum lot sizes, and creative lot configurations, especially for residential infill developments.
P-3.3	Maintain an open-door policy with developers to discuss potential residential development projects in Springfield.

Action Items

AI-3.1	Add a development-ready webpage to the City's website to highlight the Future Land Use Plan and ready to develop land or infill potential sites in the community.
AI-3.2	Support and encourage medium- and high-density developments to broaden housing choice and increase access to quality rentals.
AI-3.3	Work with developers to install utilities, sidewalks, streetlights, and 1-2 trees per residential lot to enhance the community's infrastructure and aesthetic.

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

Policies

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

Action Items

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

CHAPTER 4: TRANSPORTATION + MOBILITY

Overview

The Transportation and Mobility Chapter reviews existing conditions of the transportation network within Springfield that provides access and mobility throughout for the community's residents and visitors – whether they are reaching their destination through driving, biking, or walking. The transportation network serves to provide connections between neighborhoods, major employers, recreational opportunities, and commerce, as well as provide utility services such as fiber, water, sanitary sewer, and electricity, found in the public right-of-way. Roads within the plan will be classified into the following categories:

- Major Arterial Roads
- Minor Arterial Roads
- Collector Streets
- Local Streets

In addition to reviewing existing conditions, the chapter also provides a Future Streets Plan and a set of goals, policies, and action items intended to serve as a guide for decision-making and planning of the transportation and mobility network. This planning helps to shape the form and character of the city and ensure continued access and mobility to its residents and visitors. The Chapter will overview the following:

- Review of Existing Transportation and Mobility in Springfield + Public Input Summary
- Road Classifications
- Future Streets Plan
- Goals, Policies, and Action Items



EXISTING TRANSPORTATION NETWORK

Existing Transportation Network

Springfield's transportation network is comprised of a network of vehicular streets and trails to connect residents and visitors to local and regional destinations and hubs. The street network consists of a variety of street types designed to meet the desire of maintaining the small town feel while being mindful of future growth. This includes Major Arterial Roads, Minor Arterial Roads, Collector Roads, and Local Roads. A full map with road classification for the Future Streets Map can be viewed later in this section.



EXISTING TRANSPORTATION NETWORK

The following items provide a definition and description of road and street classifications for Springfield.



MAJOR ARTERIAL ROADS

A major arterial road provides regional connectivity by providing a through travel route which supports a higher traffic volume. A major arterial roadway is designed for higher speeds of 45 miles per hour or greater and has limited access to adjacent land, site entrances, and lower capacity roads. **The primary goal is to efficiently move traffic (especially those from longer distances) through the community, connecting key areas while minimizing local interruptions.**



MINOR ARTERIAL ROADS

A minor arterial road provides local connectivity, linking the community to areas within the city, such as local business districts and downtown, manufacturing centers, and industrial parks. A minor arterial roadway is designed for speeds of 35 miles per hour or greater and has limited access to adjacent land, site entrances, and lower capacity roads. **The primary goal is to facilitate the movement of traffic into and through the community, providing crucial links between local areas and larger road networks.**



COLLECTOR STREETS

A collector street is intended to gather traffic from the local street network and carry the traffic into a higher capacity road system, such as arterial roads. A collector street is designed at lower to mid-range speed levels, such as 20-35 miles per hour and may provide for on-street parking. **The goal is to prioritize local traffic, walkability, and preserve the small-town charm by ensuring residents can cross collector streets safely without concern.**



LOCAL STREET

A local street serves neighborhoods by directing its traffic toward a collector street. It is designed at the lowest speed levels, with traffic calming measures to ensure an environment encouraging lower travel speeds. Local streets may provide on-street parking. **The primary goal of a local street is to foster a neighborhood atmosphere where children can safely play, and residents can enjoy a calm, quiet environment.**

EXISTING TRANSPORTATION NETWORK

Regional Transportation Network

Regional transportation systems may include major arterial roadways which provide regional connectivity to vehicular traffic, or it may include other transportation modes, including regional trail systems that support biking and walking as a travel mode or railway systems and local airports which support the movement of goods and materials.

State Highway 50 (N-50)

The City of Springfield is connected to the Omaha-Council Bluffs Metropolitan area through State Highway 50 (N-50), a north-south highway which bisects the city's corporate limits. As of 2023, N-50 sees an Annual Average Daily Traffic (AADT) of 11,715 vehicles per day, with 1,230 trucks traveling the road on average, per day. The highway provides a thorough connection to State Highway 370, as well as Interstate 80 to the north.

Platteview Road

Platteview Road is an east-west county highway bisecting the city corporate limits. As of 2022, Platteview Road sees an AADT of 4,275 vehicles per day, with 665 trucks traveling the road on average, per day. The County Road provides a connection west of Springfield to Interstate 80, and provides a thorough connection to Lincoln, Nebraska. In March 2024, a portion of this roadway was improved by Sarpy County to increase roadway capacity from a two-lane roadway to a three-lane. This comprehensive plan takes into consideration the future expressway that would carry more regional trips currently on Platteview Road and suggests that Platteview Road can become a collector street long term.

South Sarpy Expressway

In a 2015 Metropolitan Area Planning Agency study, Platteview Road was highlighted as a key east/west corridor between Highway N-31 and U.S. 75. Formally known as the Platteview Road Expressway, the South Sarpy Expressway (SSE) will connect I-80 and I-29 through Sarpy County, serving as a south-metro beltway. Designed as a four-lane highway with controlled access, the SSE will bypass the City of Springfield and is projected to handle six times the traffic volume of Platteview Road today. This expressway offers significant potential for strategic economic development at key nodes along its route, all while preserving the small-town charm of Springfield by acting as a southern boundary for the community.



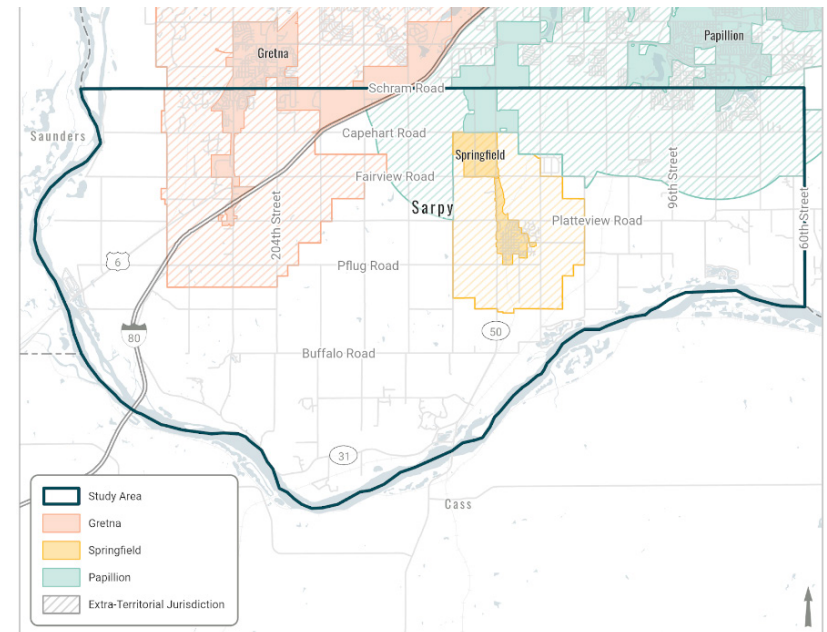
EXISTING TRANSPORTATION NETWORK

WE-STEP

The Western Sarpy County Transportation Enhancement Plan (WE-STEP) is a strategic transportation plan for western Sarpy County, developed in collaboration with the City of Gretna, Papillion, Springfield, Sarpy County, and the Metropolitan Area Planning Agency (MAPA).

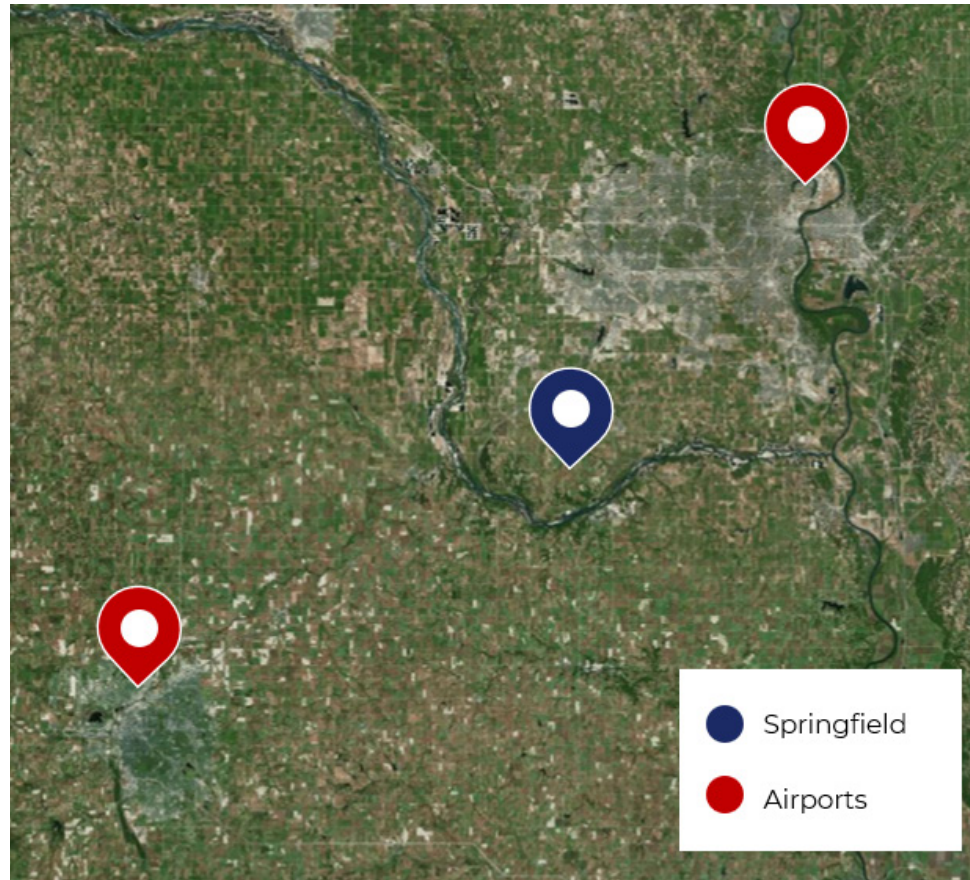
WE-STEP provides a framework to help the rapidly changing communities develop for future generations. The plan identifies a proposed future regional transportation network and flexible guidelines that can fit with whatever develops around it.

A unified set of policies, guidelines, and standards used by the County and each city is recommended to ensure that roadway design, right-of-way (ROW) allocation, utility coordination, and the like are consistent and cohesive across jurisdictions.



Local and Regional Airports

Springfield is near two local airports, Eppley Airfield (OMA), located 25-miles north of the city and Lincoln Airport (LNK), just 41-miles southwest of the city. Both airports are accessible via arterial roadway networks and interstate/highway systems which can support truck traffic, making the city advantageous for new industrial development.



WHAT WE HEARD FROM THE COMMUNITY

Transportation + Mobility Public Input

The community expressed a strong desire for additional trail connectivity to key destinations, both locally and regionally. Maintaining safety and the calm atmosphere that defines Springfield is a top priority, with residents valuing the ability for children to safely ride bikes and walk to school. This sense of safety is crucial to the town's unique identity and high quality of life. There is also a clear desire to reduce traffic speeds throughout the community, particularly on Highway 50 and Platteview Road, to ensure safe pedestrian travel, especially as the town continues to grow. Slowing down traffic on these major roads will help preserve the peaceful, family-friendly environment that residents cherish.



Top Priorities:



STREET TREES



STREET FURNITURE / OUTDOOR CAFE SEATING



GATHERING SPACE + AMPHITHEATER

Lowest Priorities:



ROUNDBABOUTS



MARKED SHARE THE ROAD "SHARROW"



PAINTED ON STREET BIKE LANE

FUTURE STREETS PLAN

Future Streets Plan

The Future Streets Plan for Springfield, which can be viewed on Figure 4.1, provides a plan for future mobility and transportation within the city as it continues to grow.

The plan designates roads within the community and its growth areas as either Major Arterials, Minor Arterials, Collectors, or Local Streets. Definitions for each road classification can be found earlier in this chapter.

The Future Streets Plan also designates areas within the street network that should be improved in the future, with improvements including gateway signage, grade-separated pedestrian crossings, or enhancements to the street intersections. Each improvement should be considered as the City grows to maintain the community's small town feel, as well as improve safety along these transportation corridors.

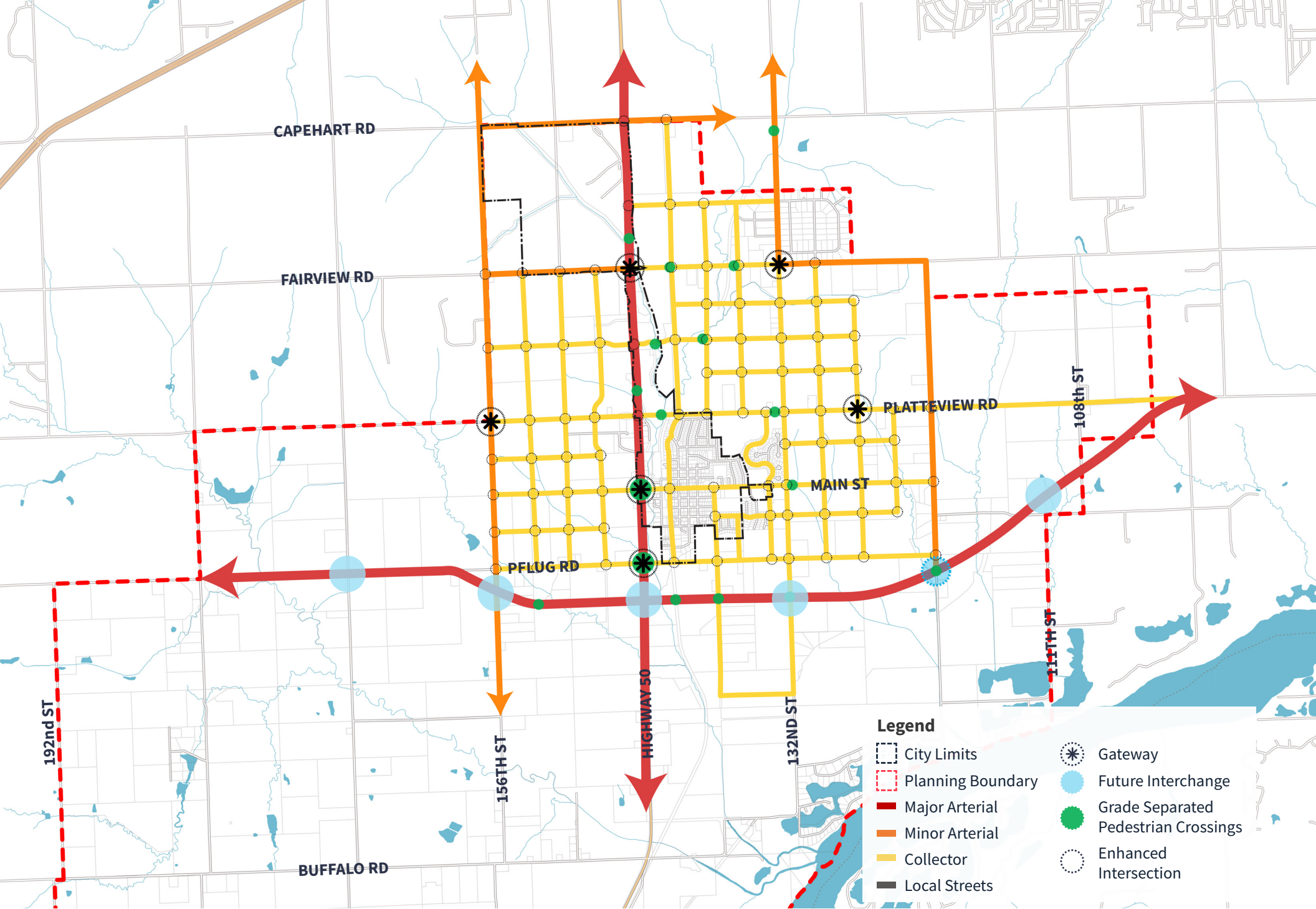


FIGURE 4.1 // FUTURE STREETS PLAN

DESIGN CONSIDERATIONS

Street Design Considerations

The design of a street is an important consideration as it pertains to developing community character and preserving the aesthetics and small town feel. Design characteristics, including street trees or traffic calming measures can also contribute to safety by slowing drivers down and implementing standards to improve visibility at intersections. These can be incorporated through the following:

- Incorporating street trees
- Implementing traffic calming measures
- Enhancing intersections
- Creating bike and pedestrian grade separation



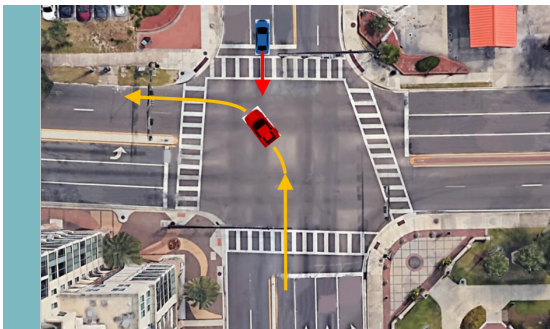
STREET TREES

Street trees can help calm traffic by creating visual cues that encourage drivers to reduce speed, improving road safety and enhancing the overall driving experience. Each large deciduous tree needs 1,000 cubic feet of soil. Ensure there is enough space reserved for public infrastructure like lane widths, sidewalks, trails, and utilities within the right-of-way. Create a tree list to identify suitable species and set spacing standards.



TRAFFIC CALMING MEASURES

Traffic calming measures are designed to increase the safety of a street or roadway through the combination of multiple design and policy strategies. Design interventions can include reducing the traffic speeds, installing raised pedestrian crossings, lane narrowing, or implementing curb extensions. These measures are particularly effective on collector streets where high-speed driving or traffic volume creates risks for pedestrians, cyclists, and residents.



ENHANCED INTERSECTIONS

Although simple, a very important aspect to maintaining a small town feel is the ability to ensure that citizens can walk throughout their community safely. Improvements at key street intersections can enhance pedestrian safety by providing adequate and through sidewalks with safe, signalized crossings and demarcated crosswalks. It is recommended that pedestrian and bicycle crossings at intersections or streets with on-street parking are designed with curb extensions to maintain visibility between vehicles and pedestrians.



BIKE / PEDESTRIAN GRADE SEPARATIONS

In areas where high-speed and a high volume of vehicular traffic provides a physical barrier to pedestrian connectivity, such as the South Sarpy Expressway or Highway 50, it is recommended that the City work with other agencies and local/state jurisdictions to identify and implement appropriate grade separated crossings for pedestrians and bicyclists. These separated crossings should be designed to reduce the number of at-street crossings which create a serious risk to pedestrians and cyclists with high-speed traffic.

GOALS, POLICIES, AND ACTION ITEMS

GOAL TM-5: PROVIDE A TRANSPORTATION NETWORK THAT CONNECTS THE COMMUNITY AND PRESERVES THE SMALL TOWN FEEL

Policies

P-5.1	Require development to accommodate all identified roads and streets within the future streets plan.
P-5.2	Require developers to dedicate the necessary right- of- way based upon the recommended road and street cross sections.
P-5.3	Discourage direct driveway access on high traffic arterial roads.
P-5.4	Encourage traffic calming measures on collector and local streets and on roads where possible.
P-5.5	Encourage branding elements on arterial streets within city limits.
P-5.6	Discourage cul-de-sacs as they limit neighborhood connectivity.
P-5.7	Maintain the feeling of safety for pedestrians and cyclists by requiring roads and streets to be built at a regular, pedestrian interval that is walkable, dense, and public.
P-5.8	Provide full community connectivity across major arterials through grade separated infrastructure.

GOAL TM-5: PROVIDE A TRANSPORTATION NETWORK THAT CONNECTS THE COMMUNITY AND PRESERVES THE SMALL TOWN FEEL

Action Items

AI-5.1	Develop a standard corridor cross section for each road/street classification that provides adequate space for pedestrians, cyclists and for streetscaping and street trees, looking at the existing streets within Springfield as precedent.
AI-5.2	Complete a study of Highway 50 – reviewing pedestrian and cycling crossings and seek funding for plan implementation of the study area.
AI-5.3	Collaborate with local, county, and state agencies to strategically plan and build support for the future bypass, ensuring it is designed in a way that minimizes disruption to Springfield’s future growth and development.
AI-5.4	Collaborate with other agencies (such as county and State DOT) to create a coordinated design for roads and streets on the state/county system that fall within city limits or the planning boundary that maintain a small town feel while ensuring safety of the transportation system.
AI-5.5	Collaborate with MAPA and other agencies to align the latest WE-STEP recommendations with the updated future streets plan and future land use visions within this document.

CHAPTER 5:

COMMUNITY IDENTITY

+ DOWNTOWN

Overview

Springfield has a great amount of pride and a high quality of life. It is family-oriented, with low crime and walkable neighborhoods. With fun, family-centered events (such as all the parades and the library programs for all ages) these qualities are what make Springfield unique. This chapter aims to preserve and promote the unique character of the community, guide downtown development, and beautify Springfield.

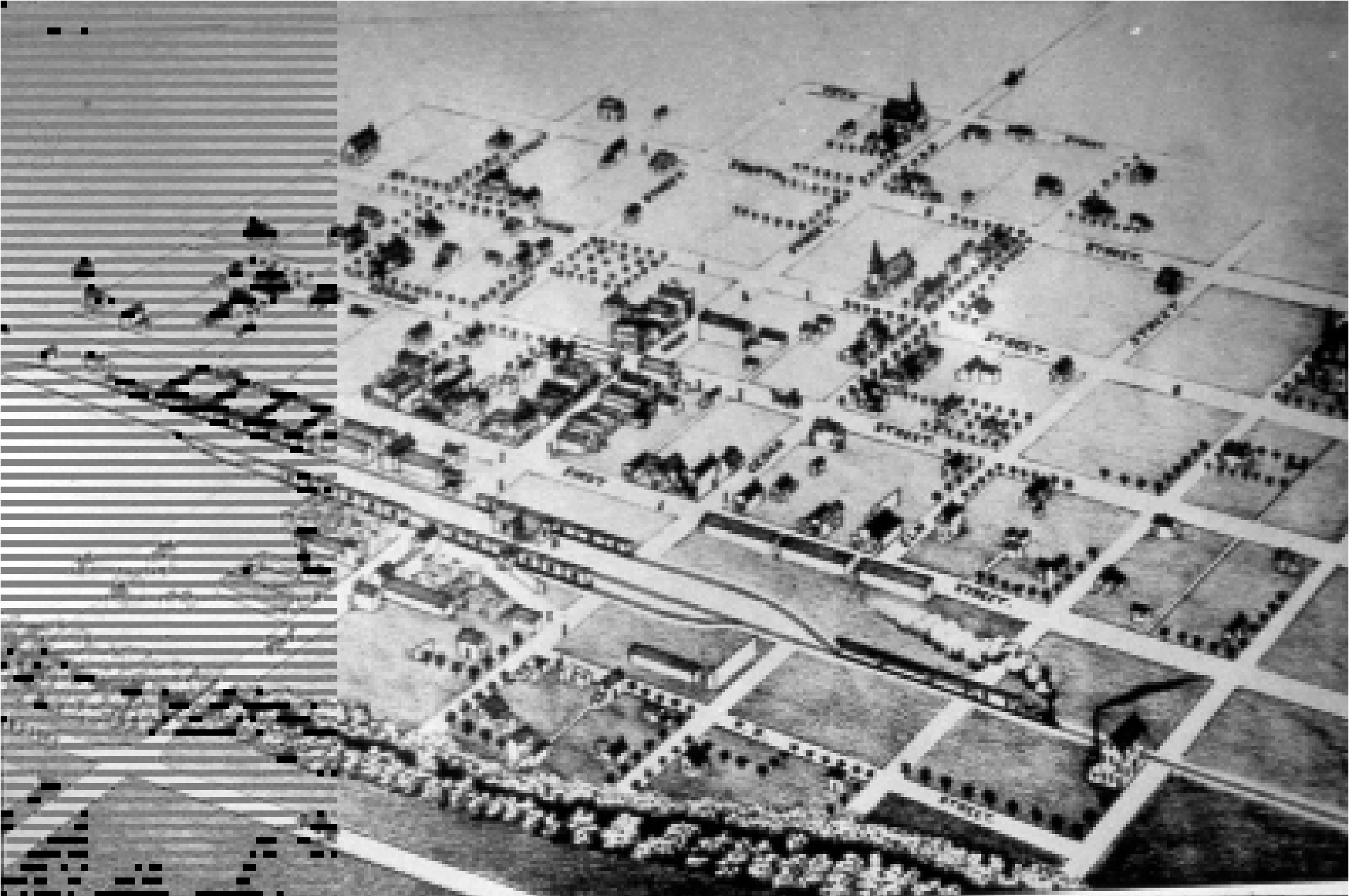
This Chapter will overview the following:

- Public Input Summary
- Key Initiatives + Strategies
- Goals, Policies, and Action Items

Education in Springfield

Springfield is home to a new elementary school that opened in 2022. Springfield Platteview Community Schools (SPCS) has been a pillar of community pride, fostering exceptional students in academics, athletics, and vocational pursuits.

Serving over 1,200 students from Preschool through 12th grade across 90 square miles of Sarpy County, SPCS has earned an "Excellent" rating from the Nebraska Department of Education in both 2023 and 2024. This achievement highlights the dedication and hard work of our students, educators, leaders, and the entire community.



WHAT WE HEARD FROM THE COMMUNITY

Community Identity Related Public Input

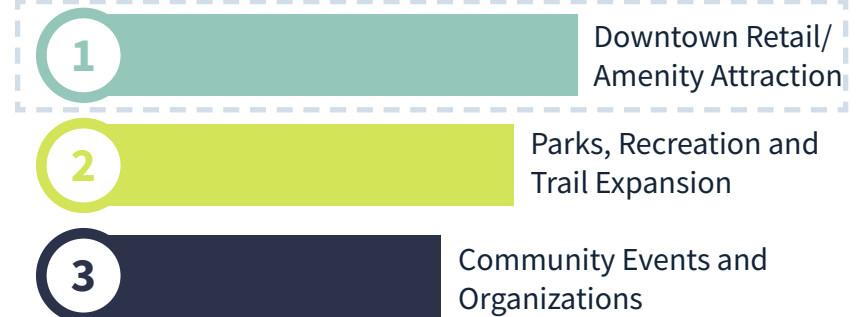
Springfield residents love the unique small-town feel. Residents want to preserve their high quality of life as the community grows. They believe that the ability to safely walk and bike to key amenities within the community is a strong indicator of maintaining that cherished small-town feel.

There is a clear need for a safer pedestrian connection on Main Street from Highway 50 to Downtown across the creek, along with a desire to develop a vibrant downtown area with appealing amenities. Opportunities for beautification, such as planters, landscaping, street trees, fountains, community gardens, gateway signage, and public art, are also highly regarded.

Community events and organizations are seen as crucial to fostering a lively, welcoming environment. By tapping into agritourism—highlighting the downtown fairgrounds and the winery just south of town—Springfield has the potential to become a cultural and entertainment hub.

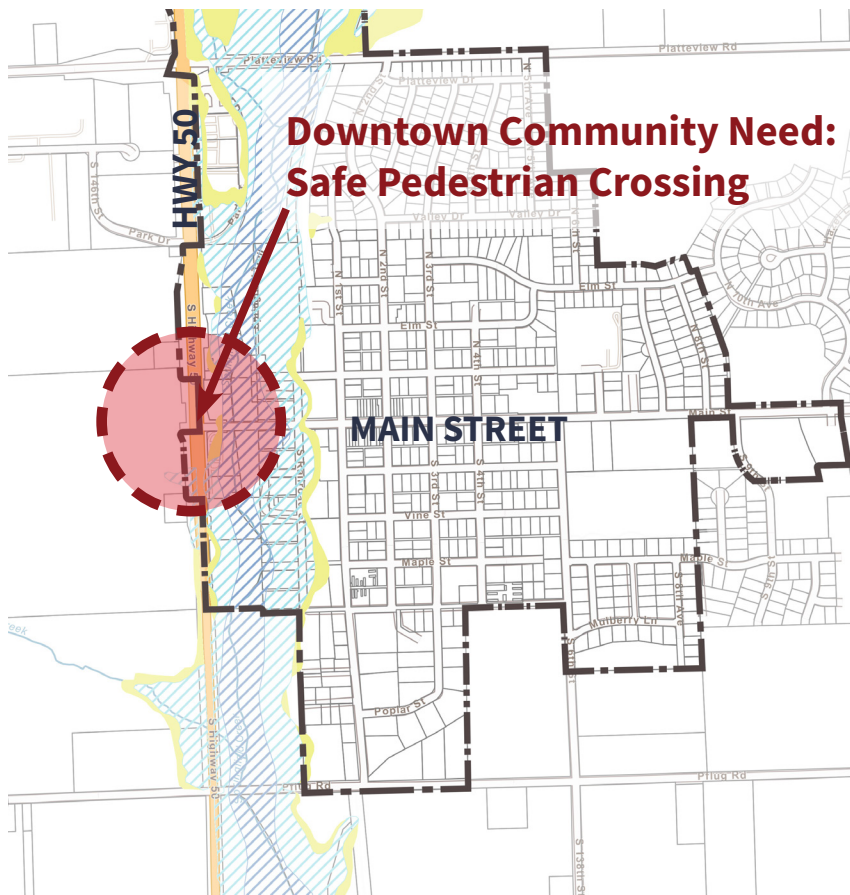
Residents also highlighted the New Elementary School, Library, Fairgrounds, and local downtown businesses as favorites. However, there are concerns about the unappealing look of Highway 50 as the town's main entrance and the poor aesthetic of the street connecting it. Finally, there is a strong desire for more shops along Main Street to enhance the downtown experience.

Mentimeter Voting Results (online)



Priority Ranking Activity Results

- 1 Downtown Retail/Amenity Attraction
- 2 Community Events/Organizations
- 3 Streetscaping/Beautification



Most Preferred Beautification Improvements



STREET TREES



GATHERING SPACE + AMPHITHEATER



STREET FURNITURE/OUTDOOR CAFE SEATING

KEY INITIATIVES + STRATEGIES

Key Initiatives + Strategies

Springfield can use several initiatives and strategies to enhance its identity and downtown area. These include revitalizing streetscapes to create more attractive and functional public spaces, elevating the downtown district to foster a vibrant community hub, establishing welcoming gateways that signify entry into Springfield, organizing community events that bring residents together and celebrate local culture, and promoting Springfield to highlight its unique character and appeal. These initiatives will help strengthen the community's identity and ensure long-term success.

Strategic opportunities for Springfield's identity and downtown are categorized into the following:

- Streetscapes
- Downtown
- Gateways
- Community Events
- Promoting Springfield

Streetscapes

Streetscapes significantly enhance the overall look and feel of a community, making it more inviting and aesthetically pleasing. Well-designed streetscapes can improve the functionality of public spaces, providing safer and more enjoyable environments for pedestrians and cyclists. They also contribute to the economic vitality of an area by attracting visitors and encouraging local businesses to thrive. Moreover, streetscapes foster a sense of community pride and identity, creating spaces where residents can gather, interact, and celebrate their local culture.

In Springfield, the focus on different types of streetscapes—highway beautification, community beautification, and downtown beautification—ensures that every part of the town benefits from these enhancements, ultimately leading to a more cohesive and vibrant community.

Highway Beautification

Highway beautification involves median treatments (i.e. street trees, landscaping, or unique branding elements) and standard DOT light poles with custom Springfield branded banners, creating visually appealing entrances to and through the town.

Community Beautification

Community beautification focuses on adding street trees, unique-to-Springfield vehicular and pedestrian light poles with Springfield branded banners, limited site amenities such as benches and bike racks where appropriate, elevated paving design, and utility wraps.

Downtown Beautification

Downtown beautification includes street trees, enhanced landscaping, planters, benches, bike racks, trash cans, and unique-to-Springfield pedestrian light poles with Springfield branded banners, all of which contribute to a vibrant and welcoming downtown area.

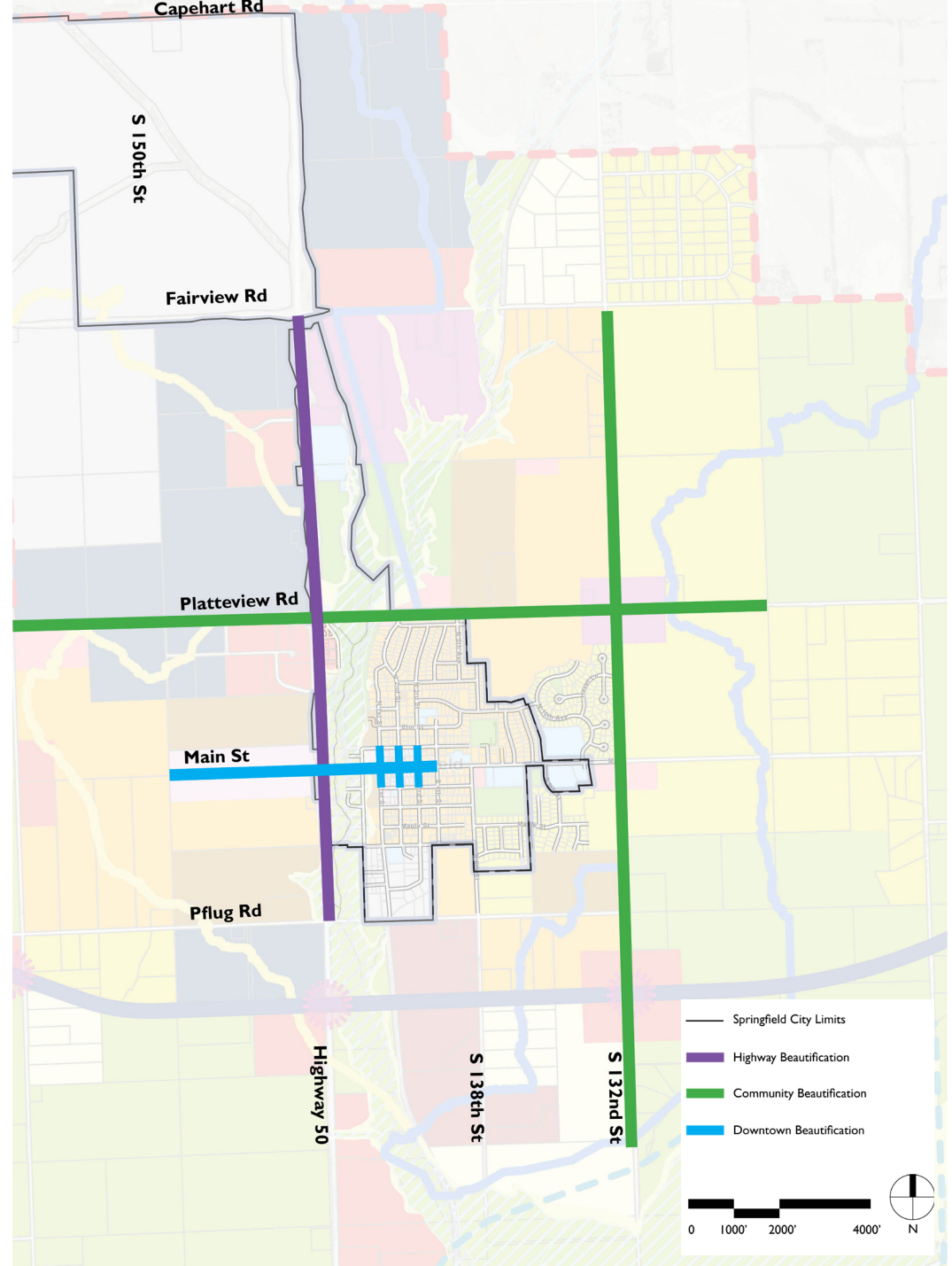


FIGURE 5.1 // STREETSCAPE IMPROVEMENT MAP

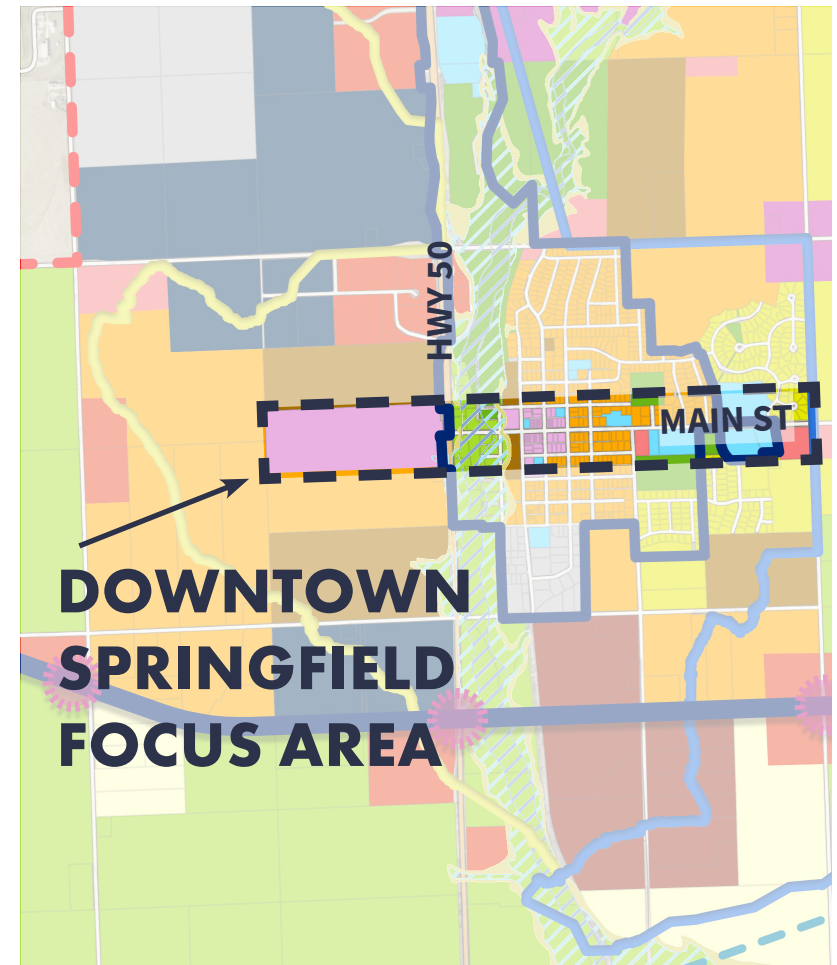
KEY INITIATIVES + STRATEGIES

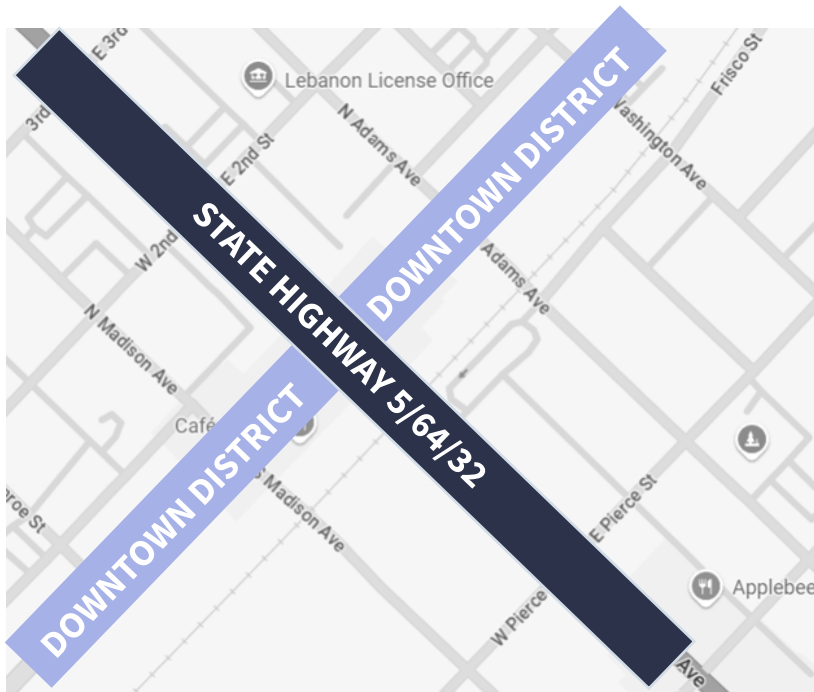
Downtown

The Future Land Use Plan proposes expanding the existing downtown area across Highway 50. This contiguous expansion will bolster the long-term success of the district, embracing existing downtown businesses and enhancing their prosperity through the proximity and adjacency of walkable, mixed-use buildings ranging from two to three stories.

Coordination with the NDOT will be crucial to maintaining a pedestrian-friendly environment across the highway, ensuring seamless connectivity between land uses.

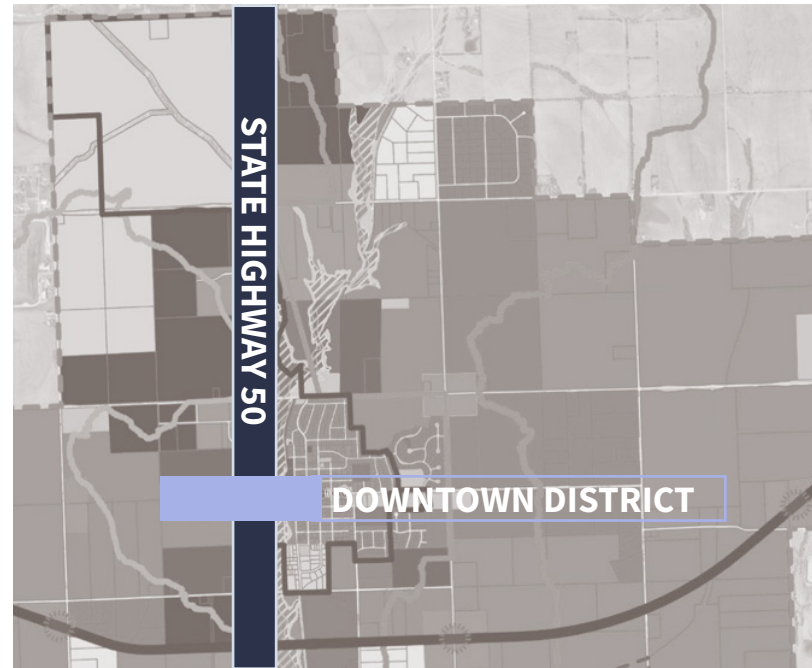
A successful example of this approach can be seen in Lebanon, Missouri, where the downtown area, serving approximately 15,000 residents, is bisected by a state highway. This highway accommodates around 10,500 annual average daily traffic, including 3,000 trucks. In comparison, Springfield's future downtown district would be divided by Highway 50, which has an annual average daily traffic of 11,715 vehicles, 1,230 of which are trucks. Strengthening the district with branding and signage will help signify to both passersby and residents that this is the heart of the community.





LEBANON, MO

FIGURE 5.2 // DOWNTOWN DIVIDED BY HIGHWAY COMPARISONS



SPRINGFIELD, NE

Lebanon

- **10,500** average daily traffic
- **3,000** trucks

Springfield

- **11,715** average daily traffic
- **1,230** trucks



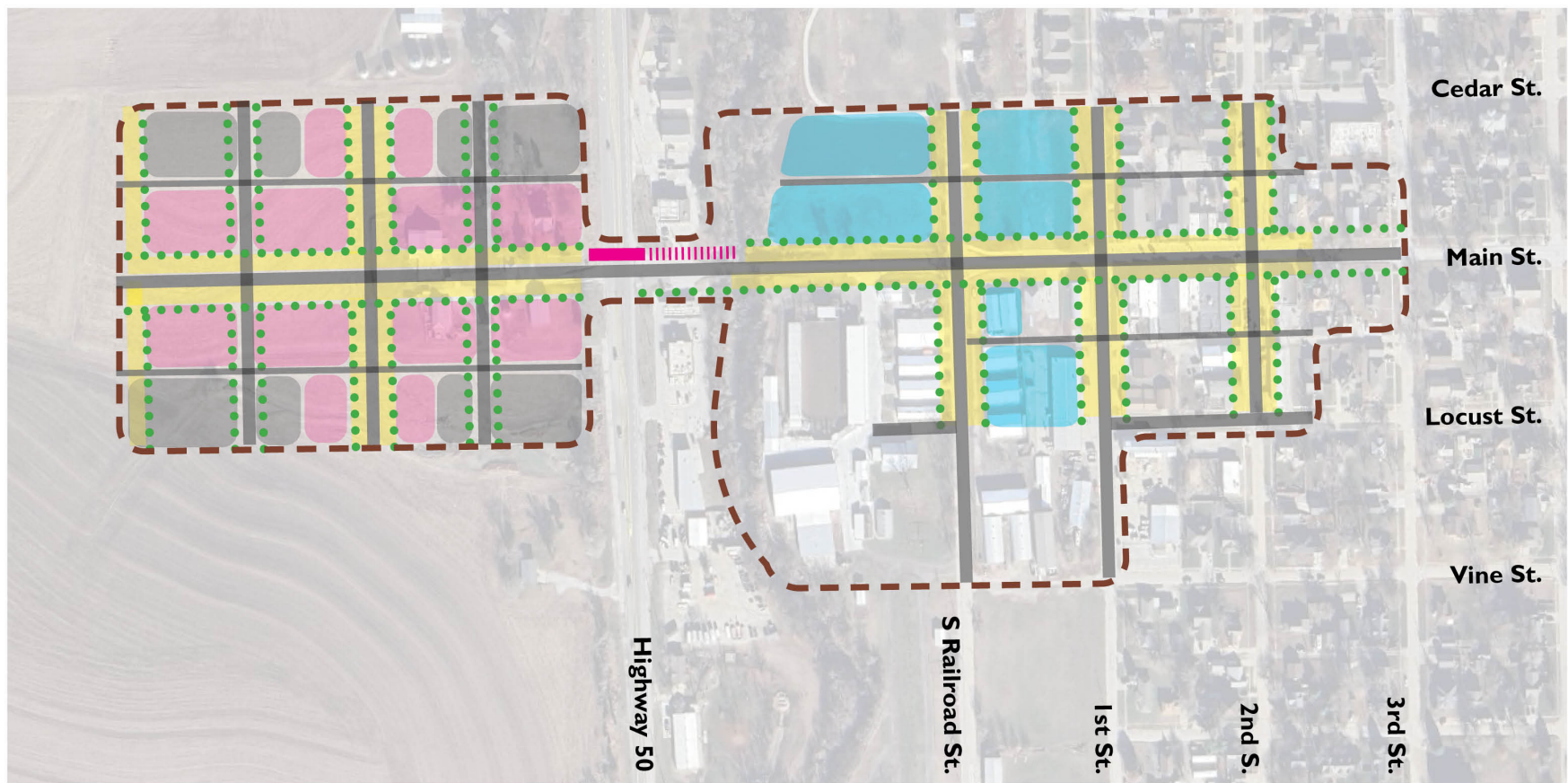
KEY INITIATIVES + STRATEGIES

Strong Downtown Characteristics

Downtown enhancements will help elevate Springfield's downtown into a vibrant, well-connected hub that reflects the community's unique character. Strategies to help raise downtown include:

- Establishing a program for business improvement funds for businesses to apply for improvements such as new storefronts and building infrastructure.
- Maintaining and expanding where possible more on street parking with new and infill development downtown.
- Providing strong and safe pedestrian connections that connect the new district with existing downtown.
- Beautifying streetscapes that incorporate items such as planters, landscaping, public art, unique paving designs, and brand incorporation.





- DOWNTOWN DISTRICT
- NEW DEVELOPMENT OPPORTUNITY
- INFILL DEVELOPMENT OPPORTUNITY
- PARKING
- ON STREET PARKING
- PEDESTRIAN BRIDGE
- PEDESTRIAN BRIDGE OVER HIGHWAY
- STREET ENHANCEMENT

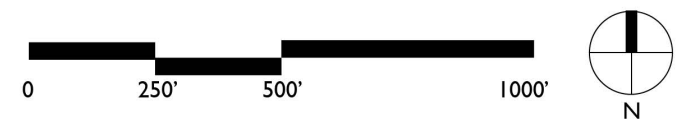


FIGURE 5.3 // DOWNTOWN ENHANCEMENTS MAP

KEY INITIATIVES + STRATEGIES

Gateways

Another way to showcase Springfield's pride and welcoming environment is through the creation of gateways. These gateways serve as inviting points for people entering the community, setting the first impression of how residents view their hometown.

Gateways should prominently feature the name of the community, possibly accompanied by a slogan, and incorporate the new Springfield brand and/or logo. These monuments should be situated within a landscaped environment, with plantings in both the background and foreground to enhance their visual appeal. Additionally, gateway monuments should harmonize with the natural surroundings and be constructed from durable materials to ensure they stand the test of time.

Primary Gateway

Primary gateways are located and positioned to serve visitors and community members alike along high-volume traffic roadways. Primary gateways should be appropriately sized and legible for cars that go over 45 miles per hour. Ensure gateways have sufficient right of way at key intersections to accommodate the monument feature.

Secondary Gateway

Secondary gateways are located along roads with slower speeds and are designed to serve the community and show local pride. Ensure gateways have sufficient right of way at key intersections to accommodate the monument feature.

Community Events

Springfield embraces a rich array of community events that are integral to its culture and traditions, such as the Halloween Parade, Holiday Lights Parade, and Springfield Days Parade. The Sarpy County Fairgrounds has recently expanded its programming beyond the annual fair, offering additional entertainment for the community. This initiative has further activated the downtown area, providing more activities for residents. In 2024, Springfield held its first farmer's market, marking another milestone in community engagement. Springfield should continue to find ways to host consistent and high-quality events to attract visitors and keep residents actively involved in their community. Continue to leverage and partner with the fairgrounds.

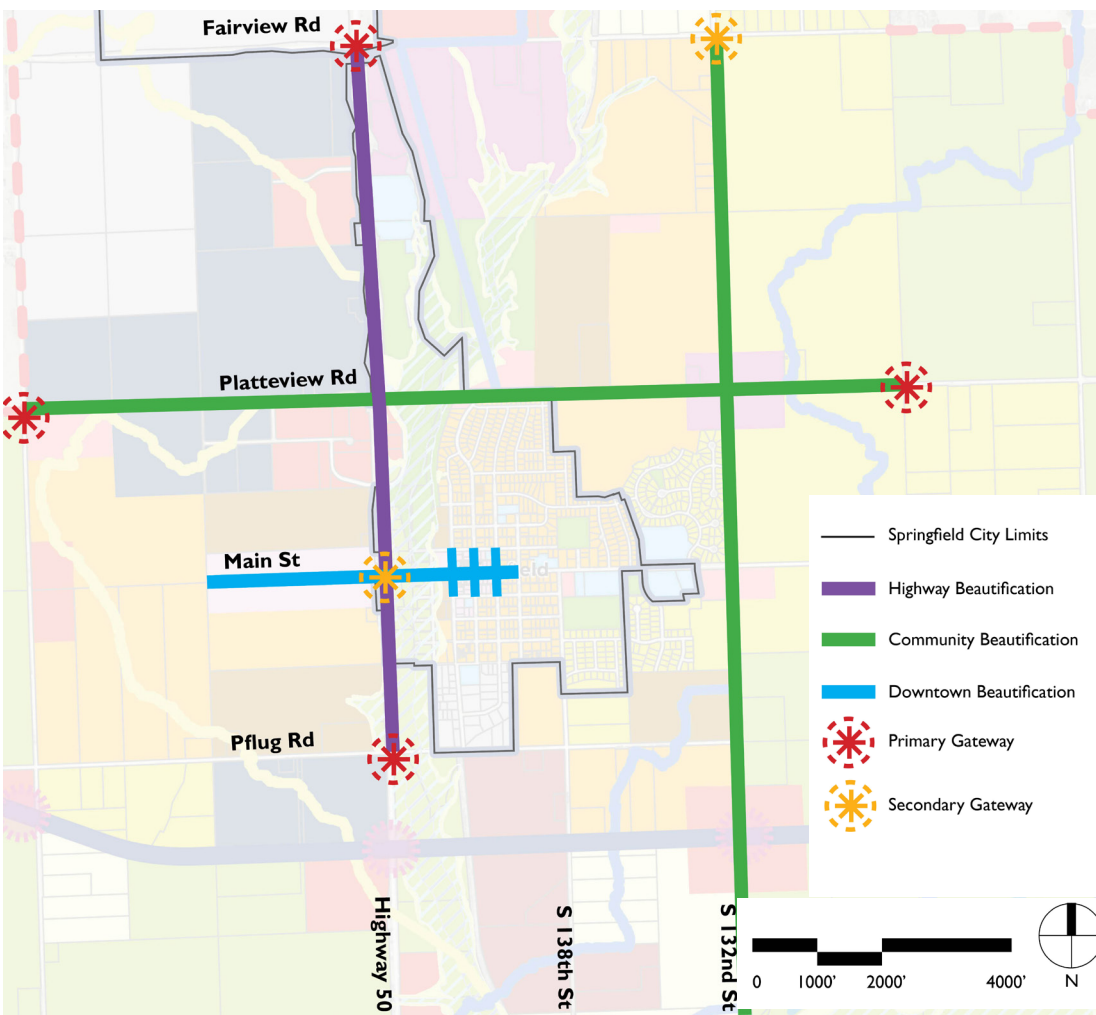


FIGURE 5.4 // GATEWAY IMPROVEMENT MAP



FIGURE 5.5 // PHOTOS FROM SPRINGFIELD EVENTS

KEY INITIATIVES + STRATEGIES

Promote Springfield

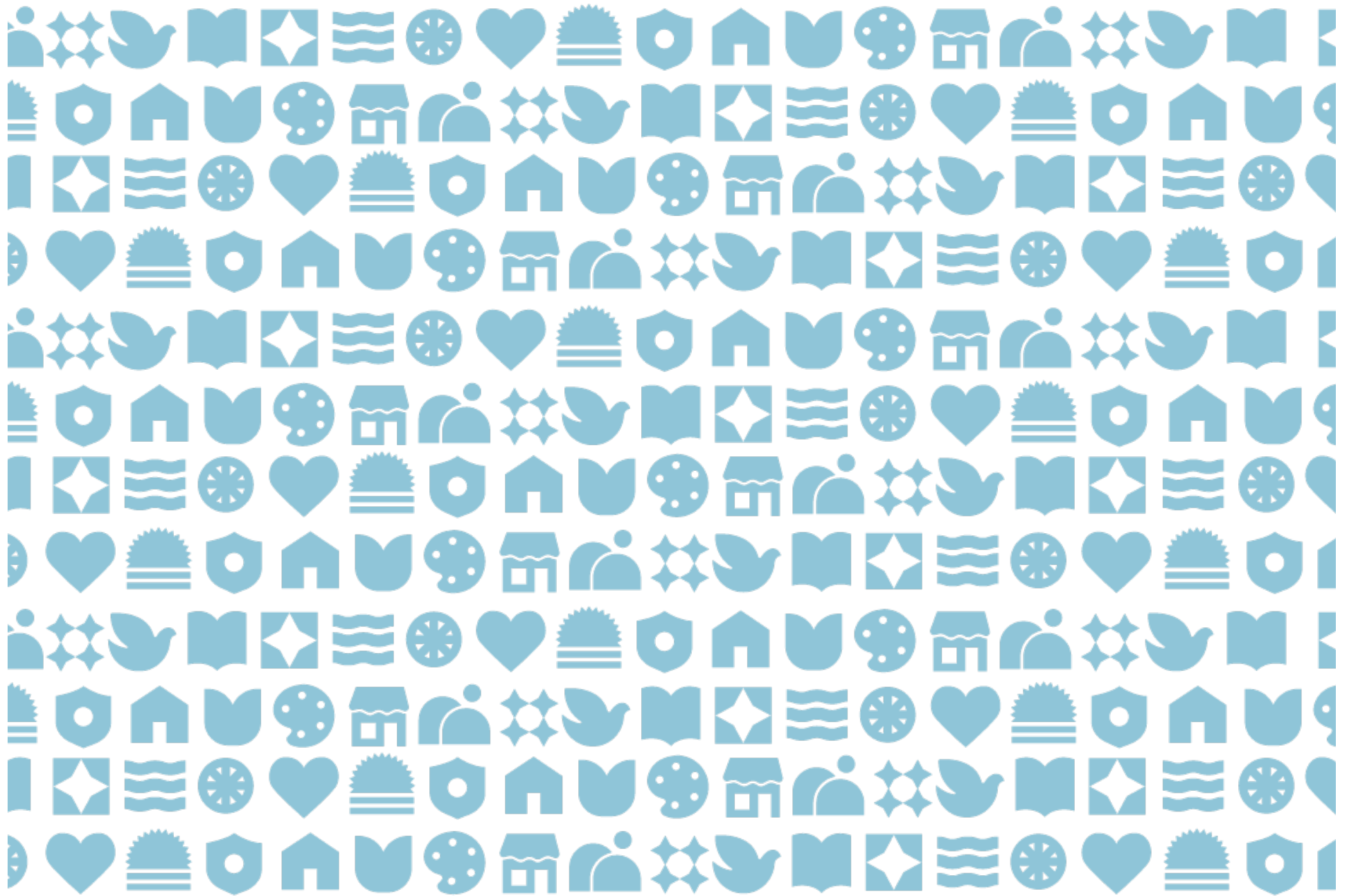
Promoting the Springfield community can be achieved through a multifaceted approach. First, showcasing life in Springfield is essential to highlight the vibrant culture, events, and everyday experiences that make the community unique. This can be done through engaging content that captures the essence of Springfield's lifestyle.

Second, leveraging recent branding efforts to expand the marketing campaign will help reach a broader audience and reinforce the community's identity. By utilizing the new Springfield brand and logo, the marketing campaign can create a cohesive and recognizable image.

Lastly, continuing to improve consistency in the application of the Springfield Brand across all platforms and materials will ensure that the community's message remains clear and unified. This consistency will strengthen the brand's impact and foster a sense of pride among residents and visitors alike.



FIGURE 5.6 // SPRINGFIELD CITY LOGO



GOALS, POLICIES, AND ACTION ITEMS

GOAL CI-6: ENHANCE SPRINGFIELD'S COMMUNITY IDENTITY AND AESTHETIC APPEAL THROUGH STRATEGIC BEAUTIFICATION PROJECTS, BRANDING INITIATIVES, AND COMMUNITY ENGAGEMENT EFFORTS.

Policies

P-6.1	Incorporate the Springfield brand into the built environment to reinforce community identity and pride.
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Action Items

AI-6.1	Implement landscaping, median treatments, and light poles with custom banners along major and minor arterial roads to create visually appealing entrances to Springfield.
AI-6.2	Enhance collector streets throughout the community with street trees, vehicular and pedestrian light poles with banners, limited site amenities, and utility wraps to improve the overall streetscape.
AI-6.3	Improve downtown aesthetics by adding street trees, enhanced landscaping, expanded on street parking where possible, planters, benches, bike racks, trash cans, and pedestrian light poles with banners to create a welcoming and vibrant downtown area.
AI-6.4	Position primary gateways along high-volume traffic roadways with appropriately sized and legible signage for cars traveling 35-45 miles per hour to ensure clear and attractive entrances to the community.
AI-6.5	Position secondary gateways along slower high-volume traffic roadways to showcase community pride and create a sense of arrival.
AI-6.6	Identify and continue to host major Springfield events that are consistent and high quality to attract residents and visitors, with a focus on agritourism and the rural arts.
AI-6.7	Continue to showcase life in Springfield through various marketing efforts to promote the community's unique character and attractions.
AI-6.8	Leverage recent branding efforts to expand the marketing campaign and reach a broader audience.
AI-6.9	Continue to improve consistency in the application of the Springfield brand across all initiatives to strengthen community identity and recognition.
AI-6.10	Explore funding and grant opportunities to enhance the community tree canopy.

GOAL CI-7: ELEVATE SPRINGFIELD'S DOWNTOWN INTO A VIBRANT, WELL-CONNECTED HUB THAT FOSTERS DEVELOPMENT AND SHOWCASES EXCEPTIONAL AESTHETIC APPEAL.

Policies

P-7.1	Work to preserve Springfield's small town charm as it grows by promoting a sense of place and belonging through infill development and strong downtown characteristics.
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Action Items

AI-7.1	Provide a safe pedestrian connection across the creek to connect Highway 50 and future development to the west to Downtown.
AI-7.2	Promote infill development along Main Street with buildings that promote transparency (i.e. first floor windows).
AI-7.3	Establish a downtown business improvement program focused on façade enhancements and major infrastructure renovations, such as roof and HVAC systems, to support the revitalization of downtown businesses.
AI-7.4	Conduct a study to explore the potential for extending on-street parking on Main Street, particularly west toward the creek, to accommodate future development and maintain the urban character of downtown.
AI-7.5	Work with local schools to create job and volunteer opportunities for high school students within the community and downtown.
AI-7.6	Study ways to provide a safe pedestrian route across Highway 50 to enhance the connection between the existing downtown area and the future commercial development west of Highway 50. Consider exploring the idea of a future pedestrian overpass and at grade enhancements.
AI-7.7	Implement vegetation buffers for non-historic downtown businesses without retail storefronts to enhance the aesthetic appeal and create a more cohesive streetscape.
AI-7.8	Apply to become a Creative District through the Nebraska Arts Council's Creative District Program.

CHAPTER 6: PARKS + TRAILS

Overview

The Parks and Trails Chapter provides a review of existing parkland and recreation land within the City of Springfield. This chapter also provides high-level recommendations for the facilitation and management of parkland and trails in Springfield, as well as ideas and recommendations to include towards the development of a Parks and Recreation Master Plan.

The chapter also includes three types of level of service (LOS) analyses for the park system today, as well as provides demand estimated based on projected population growth scenarios in 2050. A high-level future trails plan is also provided. The chapter concludes with a series of goals, policies, and action items for Springfield to reference when making decisions over planning and budgeting.

This chapter will overview the following

- Review of Existing Parks and Trails in Springfield + Public Input Summary
- Future Parks Service Area Analysis
- Future Bike Network Planning
- Goals, Policies, and Action Items



EXISTING PARKS

Existing Parks in Springfield

Figure 6.1 shows existing park and recreation land within Springfield today. The City of Springfield has a total of five (5) main parks within city limits, and one (1) just outside of city limits. These parks combined account for a total of 65-acres. These parks vary in their size, function, and programming and as such are classified into five (5) parkland types:

- Neighborhood / Mini Park
- Community Park
- Greenway
- Special Use Park
- School Facility

The largest parkland and recreation areas within Springfield includes the Springfield Soccer Complex, Buffalo Park, and the Springfield Trail and Recreation Area. Other parks servicing the city include City Park, Urban Park, Pines Park, and the Springfield Elementary School.

Park Name	Type	Acres
Urban Park	Mini	1.22
City Park	Neighborhood	5.28
Pines Park*	Neighborhood	0.13
Buffalo Park	Community	10.65
Springfield Creek Trails and Recreation Area	Greenway	13.0
Springfield Soccer Complex	Special Use	35.63
TOTAL	-	65.91

TABLE 6.1 // EXISTING PARKS BY TYPE AND ACRE

* PARK SYSTEM LOCATED OUTSIDE OF CITY LIMITS

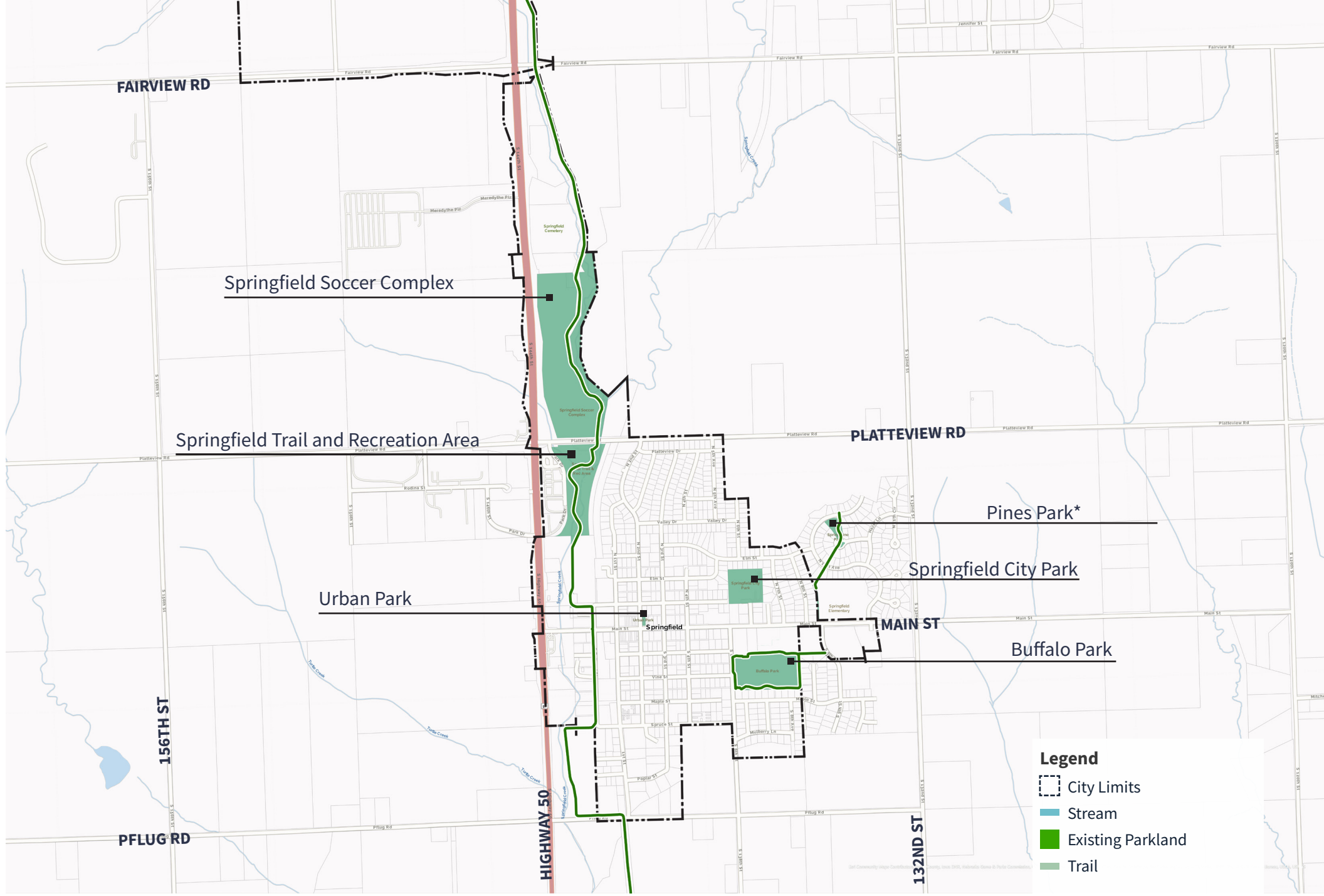


FIGURE 6.1 // EXISTING PARK + OPEN SPACE MAP
 SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE

WHAT WE HEARD FROM THE COMMUNITY

Parks and Trails Public Input

The community has expressed a strong desire for more trail connections to link residents to key destinations both within Springfield (winery, coffee shop) and regionally to the MoPac trail. The floodplain along the east side of Highway 50 presents a unique opportunity that some residents are interested in utilizing for camping, glamping, or an RV park, potentially serving as a long linear green park corridor to connect future developments (i.e. trail oriented development).

Many residents have highlighted the need for an indoor recreation facility to provide active spaces for teenagers and the elderly. When discussing the expansion of sports fields, it was evident that the community prefers parks to primarily serve residents rather than catering to regional tournaments. Additionally, there is a call for updates to existing parks, including more shelters and the continued renewal of aging play equipment.

The community also envisions new outdoor amenities such as a dog park, skate park, city pool, fishing ponds, pickleball courts, community gardens, a fountain, and an amphitheater along the existing bike path near Highway 50.



Top Priorities:



INDOOR RECREATION CENTER



TRAIL



YOUTH RECREATION PROGRAMS

Lowest Priorities:



DISC GOLF COURSE



INTERACTIVE ART SPACE



NEIGHBORHOOD PLAYGROUND

LEVEL OF SERVICE

Evaluating Existing Level of Service

Overview

A level of service analysis shows how well a parks system serves the needs of a community. The analysis can be evaluated by examining different features and characteristics of a city, such as the time it takes to walk to a park, the number of parkland available per 1,000 residents, or the distribution of parkland within the city limits.

The analysis utilized the following to evaluate the level of service in Springfield:

- Availability – Number of Acres per 1,000 residents
- Geographic Distribution – Service Areas by Park Type
- Access – Walk Time Analysis

Service Areas

Parkland can also be assessed by examining service areas, which depict how far of a geographic range a park will serve. Neighborhood parks will serve an area of between 1/4 and 1/2 miles. A community park will serve a larger area, typically 1-mile. Special use parks are varied, as their uses may be more specialized or varied from the unique services provided, and are typically not included in level of service analysis. Figure 6.2 shows service areas for the neighborhood and community parks in Springfield.

The service by park type analysis shows that the existing community, especially residential neighborhoods, are very well covered by park distribution. However, as the community continues to grow, future park land should be set aside to ensure park facilities are available in close proximity to future residents.

PARK NAME	PARK TYPE	ACRE
Buffalo Park	Community	10.65
City Park	Neighborhood	5.28
Urban Park	Mini	0.13
Pines' Park*	Neighborhood	1.22
Springfield Creek Trails and Recreation Area	Greenway	13.0
Springfield Soccer Complex	Special Use	35.63
TOTAL	-	65.91
ESTIMATED 2024 POPULATION	2,000 (includes SIDs)	
RECOMMENDED LOS	10.5 (per NRPA)	
SPRINGFIELD LOS	8.6 (excluding Special Use + Greenway)	

TABLE 6.2 // EXISTING PARK LEVEL OF SERVICE

* PARK SYSTEM LOCATED OUTSIDE OF CITY LIMITS

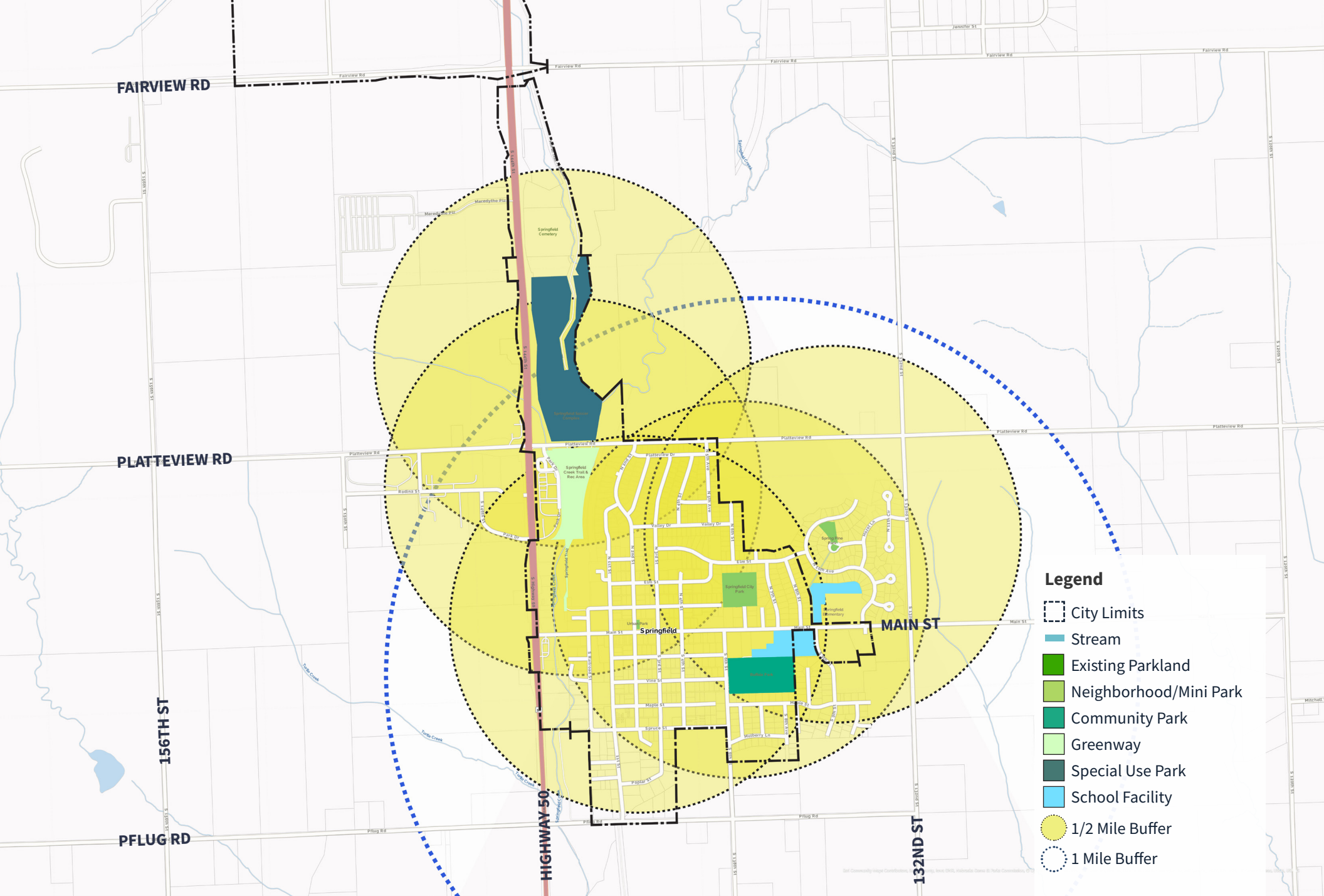


FIGURE 6.2 // GEOGRAPHIC DISTRIBUTION/PARK SERVICE AREA MAP

WALK TIME ANALYSIS

Walk Time Analysis

A third way that park systems can be analyzed is through a walk-time analysis. The Walk Time Analysis Maps, shown in Figures 6.3-6.8, assess the service area of the six parks assessed below at a scale of 5 to 15 minute walk-times. Overall, a majority of the community has access to parks within a 5 to 15 minute walk time.

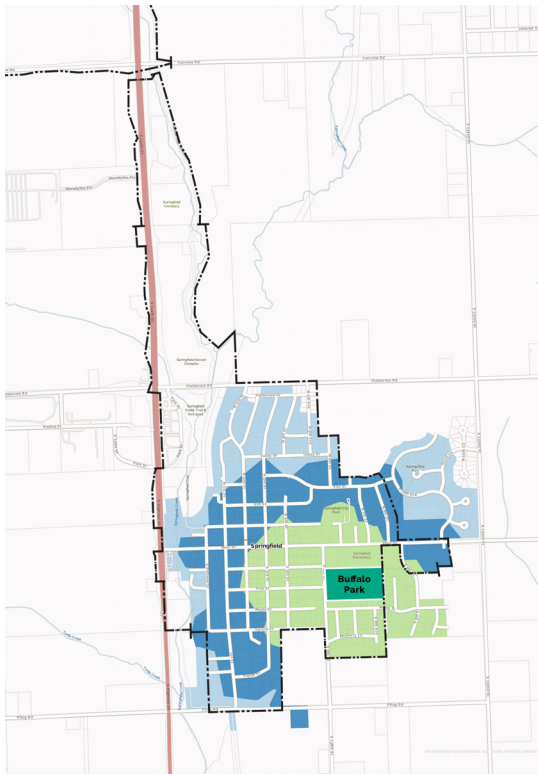


FIGURE 6.3 // BUFFALO PARK

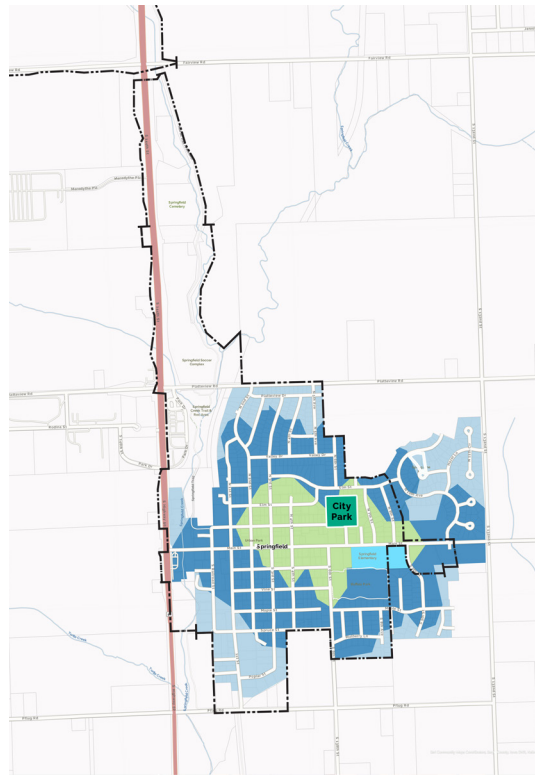


FIGURE 6.4 // CITY PARK

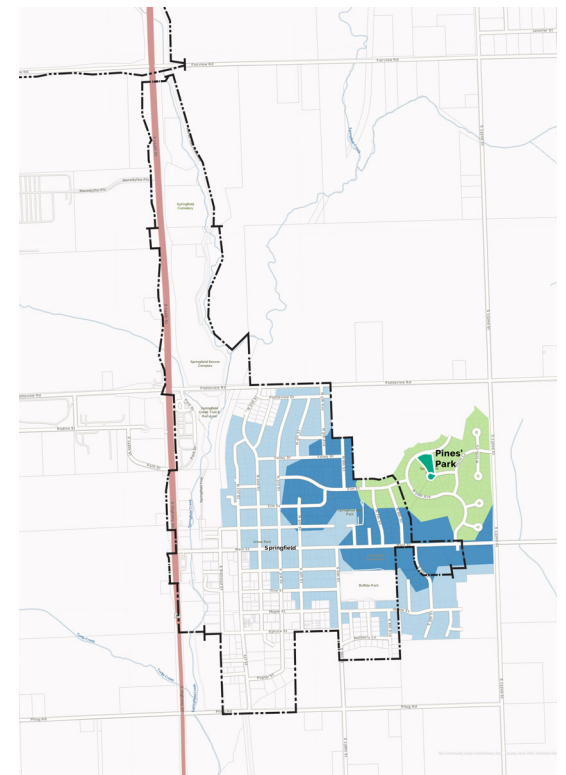


FIGURE 6.5 // PINES' PARK

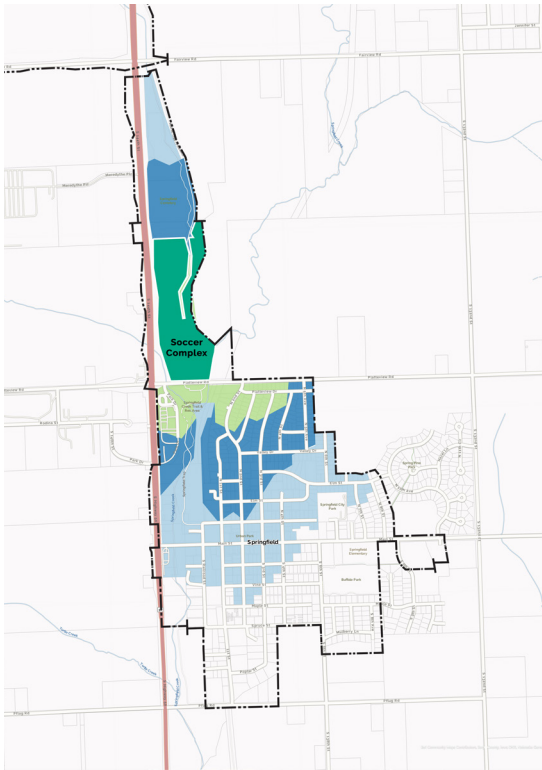


FIGURE 6.6 // SPRINGFIELD SOCCER COMPLEX

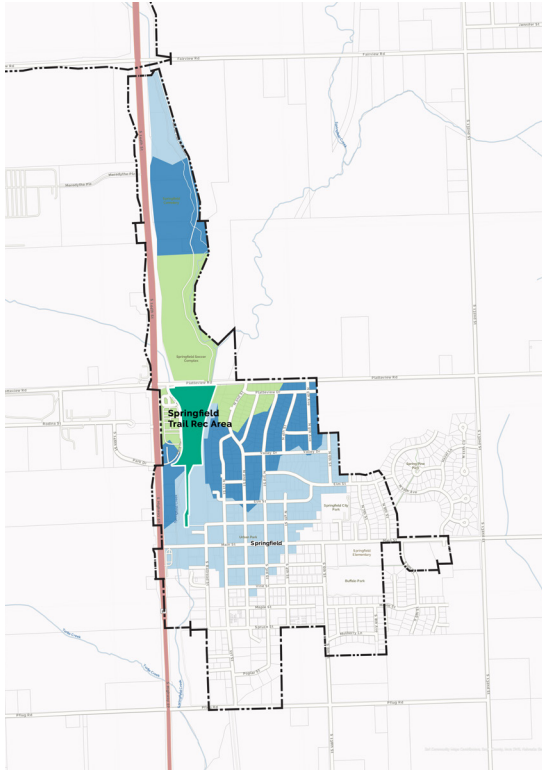


FIGURE 6.7 // SPRINGFIELD CREEK TRAILS AND RECREATION AREA

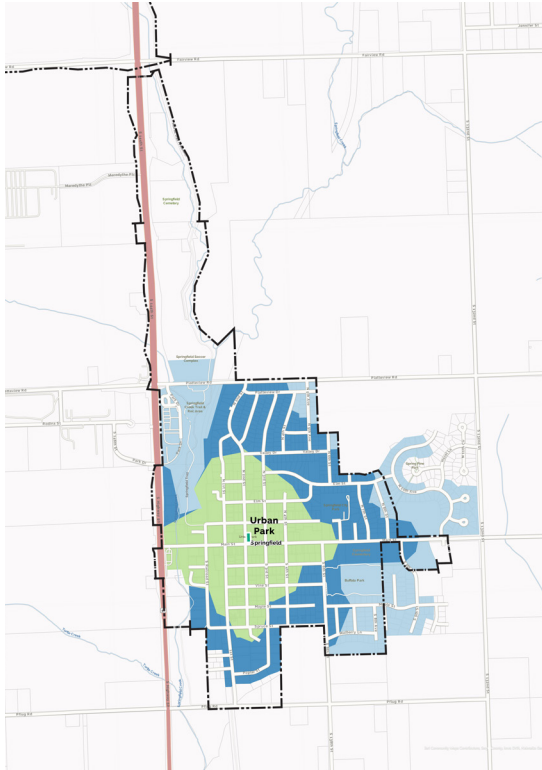


FIGURE 6.8 // URBAN PARK

EXISTING TRAILS

Existing Trails

Figure 6.9 shows the existing trail system within Springfield. The MoPac Trail, which traverses the former Missouri Pacific Railroad Line, currently connects Springfield to the Platte River, located south of the community. The trail line is considered part of the Great American Rail Trail, a national trail providing a 3,700-mile route from Washington to Washington D.C.

The MoPac Trail runs north/south in Springfield, through the Springfield Creek Trails and Recreation Area. The Recreation Area is a greenway which is home to a trail head for the MoPac Connection. The recreational area is equipped with bike racks and repair stations, public parking, a pavillion with picnic tables, and more.

Additionally, local trails service the community as connectors to destinations and parks within the city, including the trail segments surrounding Buffalo Park, as well as the segment connected to Pines' Park.



RECREATIONAL PROGRAMMING

Springfield Youth Athletic Association

The Springfield Youth Athletic Association (SYAA) was first organized in the 1990's to provide organized youth programs for each sport. Today, the local non-profit youth sports organization offers a variety of athletic programs and activities for the community that are hosted locally, and is looking into adding soccer to their programming.

- Basketball – Girls & Boys
- Football – Flag & Tackle
- Volleyball
- Wrestling

These athletic programs are hosted at City Park Ball Field, Salberg Field at Platteview High School, and at the Springfield Elementary School Ball Field.

Other Programming

The Springfield Youth Athletic Association (SYAA) recently handed over several programs to a new for-profit organization.

- Baseball
- Softball



FUTURE DEMAND FOR PARK ACRES

Future Demand Estimates

Table 6.3 shows the projected demand for park acres based on low to high population growth scenarios in 2050. Park demand estimates were created using the level of service of 10.5 acres / 1,000 residents.

Neighborhood Parks

By 2050, Springfield will likely need between 3.4 to 21.4 additional neighborhood park acres to meet demand.

Community Parks

By 2050, Springfield will likely need between 33.4 to 101.4 additional community park acres to meet demand.

Neighborhood Park Acre Demand Estimates by 2050 by Growth Scenario	Total Demand (Acres)	Existing Acres	Acres to be Added	Total Number of Parks
Low (around 5,000 population)	6.25 to 10	6.63	0 to 3.15	1
Medium (around 7,000 population)	8.75 to 14	6.63	2.12 to 7.37	1-2
High (around 10,000 population)	12.5 to 20	6.63	5.87 to 13.37	2-3

Community Park Acre Demand Estimates by 2050 by Growth Scenario	Total Demand (Acres)	Existing Acres	Acres to be Added	Total Number of Parks
Low (around 5,000 population)	27.5 to 40	10.65	16.85 to 29.35	1
Medium (around 7,000 population)	38.5 to 56	10.65	27.85 to 45.35	1-2
High (around 10,000 population)	55 to 80	10.65	44.35 to 69.35	2

TABLE 6.3 // PARK ACRE DEMAND ESTIMATES

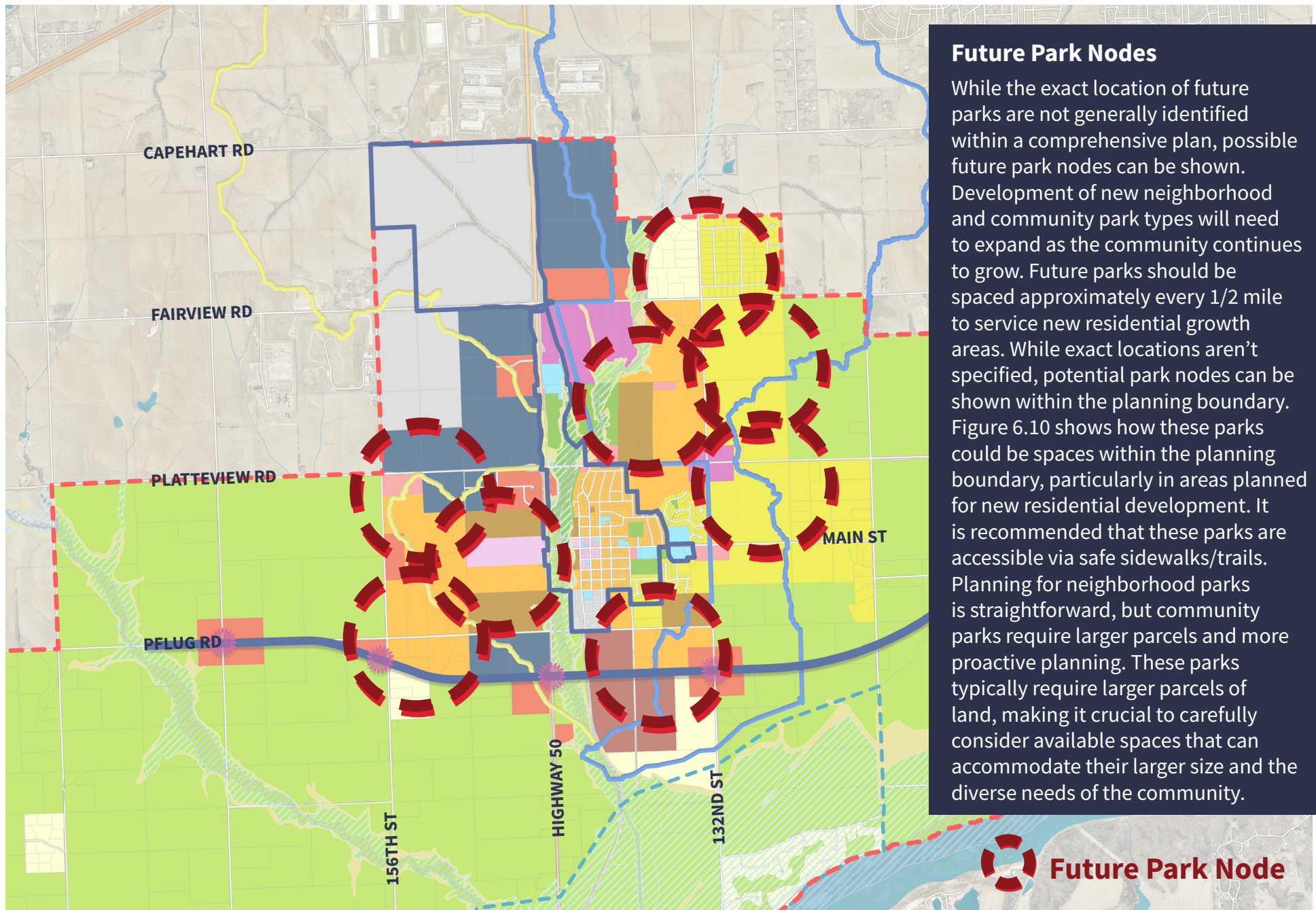


FIGURE 6.10 // FUTURE PARK NODE MAP

FUTURE TRAILS MAP

Future Trails

Figure 6.11 shows a proposed future trails map for Springfield and builds upon the MoPac Trail system which runs north/south through the community. Existing trails are shown in dark green. Future trails, shown in orange, are proposed along major arterials to expand shared use paths and provide internal circulation in proposed residential areas. Trail connections are also shown to provide future connections to commercial and mixed-use areas, as well as tourist destinations.

This high-level trails master plan should be explored in greater detail as part of the development of a Parks and Recreation Master Plan.

	ALL MUNICIPALITIES	MUNICIPALITIES WITH A POPULATION LESS THAN 20,000
Median LOS	16.0	4.5
Lower Quartile	6.0	2.0
Upper Quartile	46.0	9.2

Source: National Recreation and Park Association (NRPA)

TABLE 6.4 // TRAIL MILES COMPARISONS

**TOTAL TRAIL MILES IN
SPRINGFIELD = 4.31**

Springfield City Limits + SID

**2.15 MILES OF TRAIL PER
1,000 RESIDENTS**

Springfield's LOS for bicycle and walking trails.

Trail Miles in Springfield

MoPac Trail	3.4
Buffalo Park	.61
Springfield Pines SID	.30

TABLE 6.5 // TRAIL MILES SPRINGFIELD

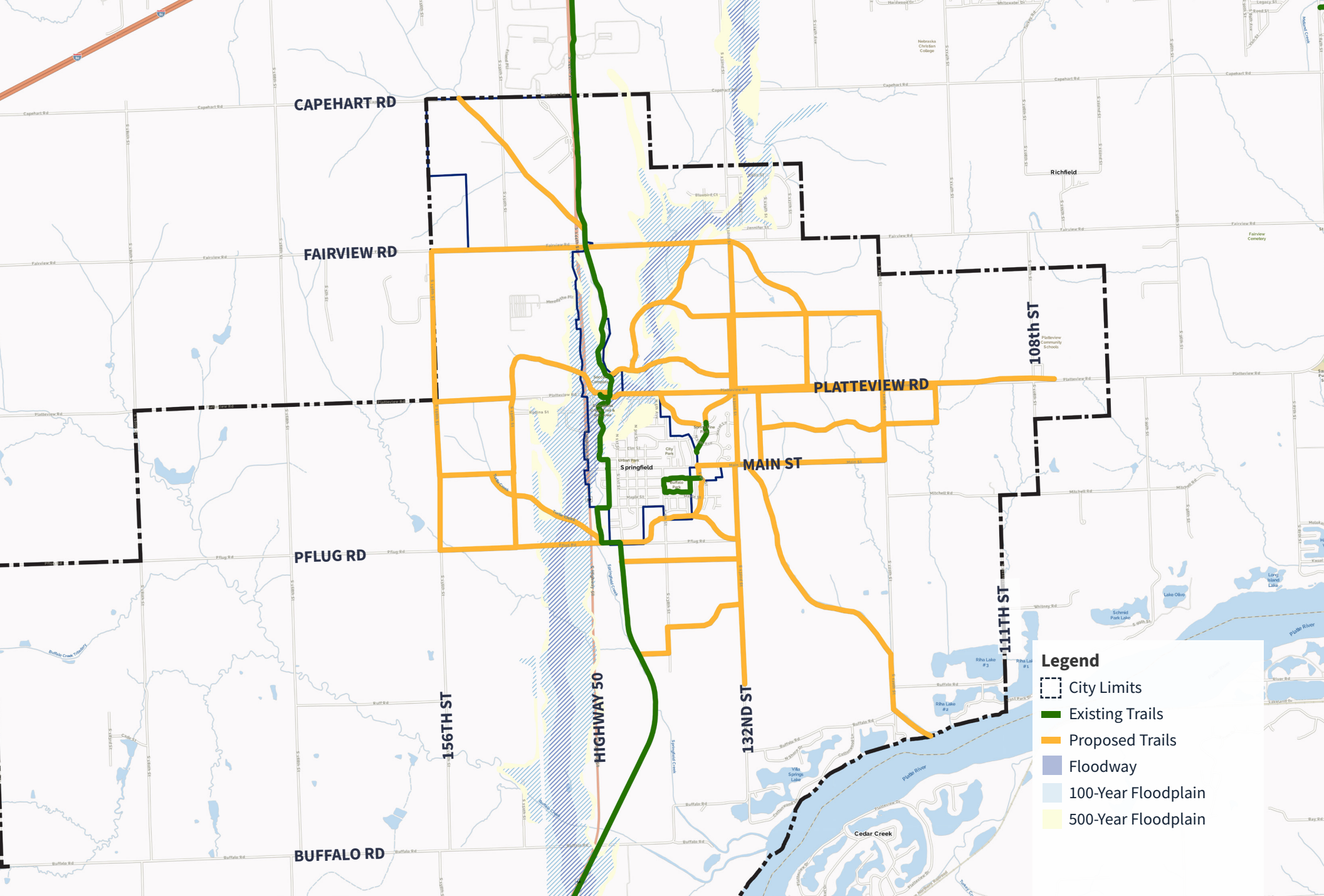


FIGURE 6.11 // FUTURE TRAILS MAP

FUTURE DEMAND FOR PARK STAFF

Future Demand for Staffing

As the City of Springfield continues to grow, additional demand and support to program and maintain Springfield's recreational services and park system will also grow. Adequate staffing is necessary to ensure oversight of recreational properties to maintain equipment and services, provide noxious weed control, and provide for a safe environment for the community to recreate and play.

Additional support for maintaining and supporting Springfield's park system may also include volunteer recruitment, with recognition strategies to help support volunteerism.

Parks and Recreation Staff Demand by Role	Low Growth	Medium Growth	High Growth
Operations / Maintenance	2	3	5
Programming	1	2	3
Administration	1	1	2
Other	0	0	1

TABLE 6.6 // PARKS AND REC STAFF BY ROLE

Parks and Recreation Staff Demand by Growth Scenario	Total by 2050
Low (around 5,000)	5
Medium (around 7,000)	7
High (around 10,000)	10

TABLE 6.7 // PARKS AND REC BY GROWTH



GOALS, POLICIES, AND ACTION ITEMS

GOAL PT-8: PROVIDE A HIGH-QUALITY PARKS AND TRAILS SYSTEM FOR EXISTING AND FUTURE SPRINGFIELD RESIDENTS.

Policies

P-8.1	Expand trail connections, including intra-neighborhood trail access like those found in the Springfield Pines SID development.
P-8.2	Expand neighborhood parks as new residential areas developed according to the Future Park Node map.
P-8.3	Routinely upgrade and perform maintenance of playgrounds, fields, courts, and other park facilities on a rotating schedule to be efficient with limited funding.
P-8.4	Continue to partner with the Springfield Platteville Community Schools on shared park facilities for recreation space.
P-8.5	Ensure parks and recreation facilities are served by pedestrian and bicycle facilities to and inside of the facility.
P-8.6	Integrate low-maintenance landscapes such as native prairie land to add variety to the user experience and reduce mowing and other maintenance costs.
P-8.7	Explore expanding the park space south of town along Spring Creek to connect to the future regional lake.
P-8.8	Incorporate green infrastructure into community parks and recreation facilities to provide on-site stormwater management, reduce irrigation, and for use as an educational tool for residents.
P-8.9	Connect all parks and community facilities with adequate trail connections.

GOAL PT-8: PROVIDE A HIGH-QUALITY PARKS AND TRAILS SYSTEM FOR EXISTING AND FUTURE SPRINGFIELD RESIDENTS.

Policies (Continued)

P-8.10	Encourage the use of wayfinding signage along the Springfield trail system.
P-8.11	Encourage public art and other placemaking efforts along trails and within parks in Springfield.
P-8.12	Work with partners to establish a regional trail connection.

Action Items

AI-8.1	Complete a parks and recreation master plan to help enhance existing and future parkland in Springfield.
AI-8.2	Create a neighborhood park planning policy for all future park planning that emphasizes quality design and neighborhood input.
AI-8.3	Evaluate indoor recreation needs to determine long-term need for a community-owned indoor recreation space.
AI-8.4	Identify a timeline for long-term park and recreation staffing increases, including the creation of separate Parks and Recreation Department that handles administration, programming and operations/maintenance.
AI-8.5	Monitor the development of the JEDI Potential Lake Location south of Springfield as well as trail connections to this potential future amenity.
AI-8.6	Design a timeline for a new parks and wayfinding signage package to improve wayfinding, aesthetics, and placemaking in Springfield parks.
AI-8.7	Explore opportunities to connect regional trail to key destinations throughout Springfield, such as coffee shop and winery.
AI-8.8	Leverage floodplain for future trail extensions as a way to connect future developments (i.e. trail oriented development) to existing Springfield neighborhoods and districts.
AI-8.9	Coordinate with Heartland B-Cycle to establish electric bike stations at Platteview Road and the Platte River to create an out and back tourism loop.

CHAPTER 7: NATURAL RESOURCES + ENERGY

Natural Resources + Energy Overview

Natural resources include all natural features present in Springfield and its planning boundary that will impact development in Springfield over time. This includes everything from floodplains, to streams, and slopes. A review of the current existing conditions of each major natural feature is provided alongside ideas of how these natural features can best be addressed, protected, or enhanced as Springfield grows. The energy section of the chapter addresses energy infrastructure, use, and conservation practices Springfield should also consider as it grows. Lastly, a set of goals, policies, and action items related to natural resource and energy are provided to help guide decision-making and priorities as Springfield grows.



Existing Natural Resources in the Springfield Area

There are several key natural features that are present in the Springfield planning boundary that will impact how and where Springfield ultimately develops. Most notably, the Platte River south of Springfield has had perhaps the largest impact on the presence of these natural features from the floodplain surrounding the Platte River's tributaries, the associated tree cover near these water bodies, the fertile soil that has led to agricultural activity surrounding the community, as well as the gentle slopes that define the drainage pattern of the area. Each of these natural features and landforms will be discussed in the following pages.

NATURAL RESOURCES IN SPRINGFIELD TODAY



Floodplain

Floodplain is the low-lying land near water bodies that is the first land impacted during high water or rain events.



Streams

Streams are the defining features of the drainage system surrounding Springfield and the Platte River.



Watersheds

Watersheds are the boundaries in which water flows and drains to a common source in an area.



Agriculture

Much of the land near Springfield is used for agriculture - a finite resource important to the economy of Nebraska.



Slope

Areas with steep slopes are vulnerable to erosion and can lead to water quality issues if not properly managed.



Tree Cover

Tree cover provides various environmental and economic benefits to communities.



Wetlands

Wetlands include areas of land that are covered with water during at least part of the year and provide many benefits.

NATURAL RESOURCES EXISTING CONDITIONS

Floodplain

Floodplain generally refers to the flat, low-lying areas surrounding a river or other water body that experience periods of inundation during high water events such as rainfall or snowmelt. Areas within the floodplain are environmentally significant because of the substantial biodiversity of flora and fauna that grow and live within the ecosystem. Floodplain plays an important role in the natural flooding cycles of rivers and it is widely agreed that this land should be left undeveloped to protect the stream and surrounding habitats as well as prevent unnecessary loss of property or life.

Figure 7.1 shows the location of floodway, 100-year floodplain, and 500-year floodplain in Springfield and its immediate planning boundary. Floodway refers to the actual channel of a river and the adjacent land area that must be reserved to discharge base flood levels without increasing the elevation of water in an area. The 100-year floodplain includes land in which the statistical likelihood of a flood in any given year is 1%, or a 1 in 100 chance. The 500-year floodplain is the land in which the likelihood of a flood in any given year is 0.2%, or a 1 in 500 chance.

Currently, Springfield requires that any new or substantially improved residential building located in the flood fringe or floodway must have a lowest floor at least one foot above the base flood elevation. For commercial buildings, the lowest floor must be elevated or floodproofed at least one foot above the base flood elevation.

The City of Springfield should review current regulations and consider strengthening the regulations with a floodplain ordinance that prohibits most development within the 100 and 500-year floodplain in the planning boundary. This will help protect the waterbodies near Springfield and prevent unnecessary flood damage and potential loss of life due to flooding events.

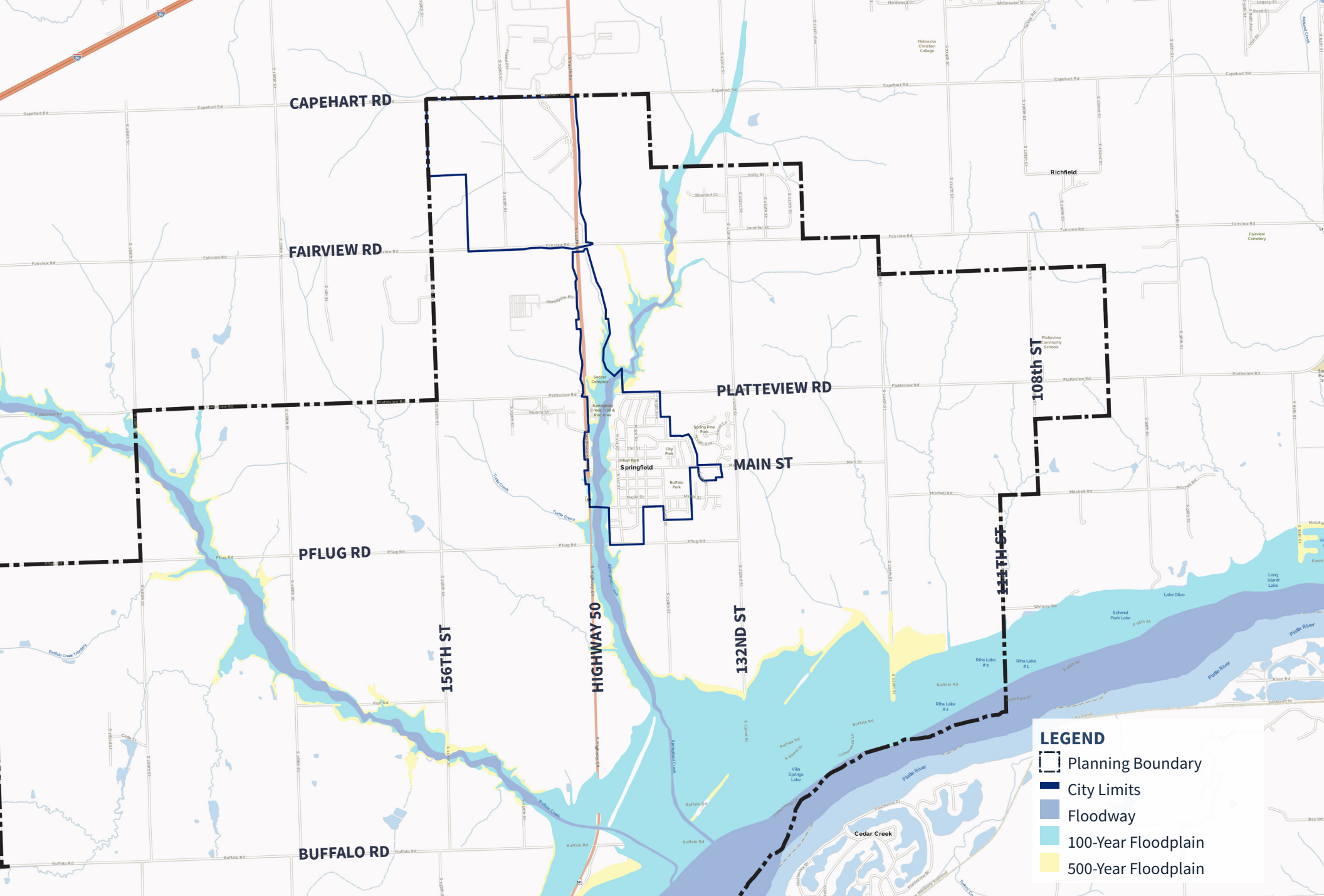


FIGURE 7.1 // EXISTING FLOODPLAIN MAP

SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE

NATURAL RESOURCES EXISTING CONDITIONS

Streams by Type

There are three main types of streams identified on United States Geological Survey (USGS) maps:

- Type 1 – Perennial Streams
- Type 2 – Intermittent Streams
- Type 3 – Ephemeral Streams

Figure 7.2 shows the location of type 1 and 2 streams in Springfield and the planning boundary.

Type 1 – Perennial Streams

Type 1 – Perennial Streams are streams with a continuous flow of water throughout the year except for in cases of extreme drought. The type 1 streams in Springfield and the planning boundary are shown in dark blue and include Springfield Creek, which runs through the community, and Buffalo Creek to the southwest. Both streams merge with the Platte River in similar locations south of town.

Type 2 – Intermittent Streams

Type 2 – Intermittent Streams are streams that contain water during most of the year, especially in the wet seasons of the year, which in the United States is typically May through October. Type 2 streams are shown in light blue and include streams such as Turtle Creek.

Type 3– Ephemeral Streams

Type 3 – Ephemeral Streams are stream channels formed during or immediately after rainfall or snowmelt, but not occurring under other conditions.

Like floodplain, the area around streams are biodiverse and ecological sensitive areas home to many flora and fauna. The area around streams are susceptible to erosion and can be a first line of defense for water quality control and to prevent the frequency and severity of flooding.

As a member of the South Sarpy Watersheds Partnership (SSWP), Springfield has agreed to follow the policy recommendations outlined in the 2024 watershed management plan. One of these updated policies includes the creation of a green space corridor along all streams equal to three times the channel depth plus 50 feet on both sides of the channel. The policy specifies that the outside 30 feet can be used for passive recreation, such as a trails. Additionally, the watershed management plan requires grade control structures on all streams identified in the watershed management plan to prevent stream bed degradation, for which any construction costs will be reimbursed by the partnership.

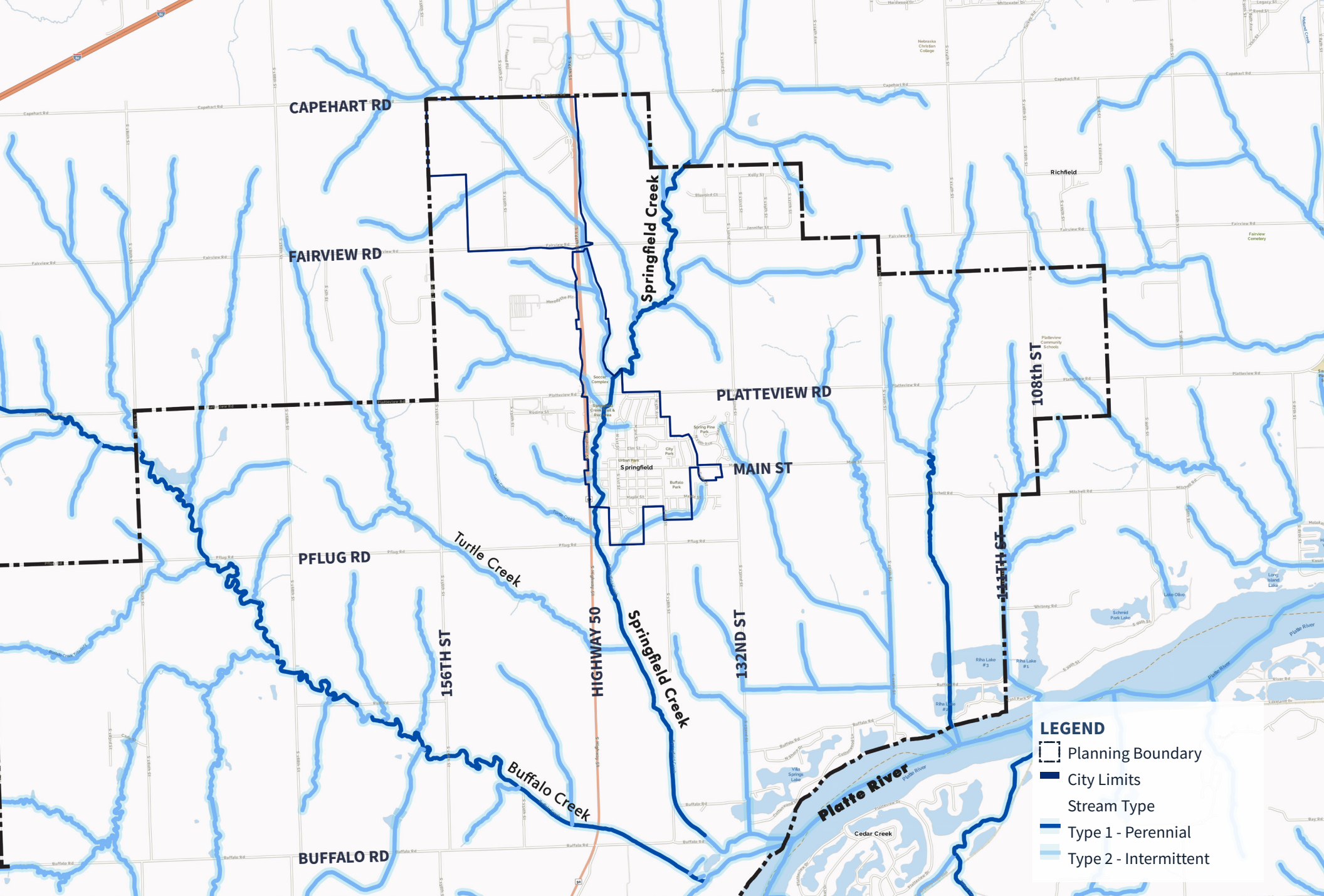


FIGURE 7.2 // EXISTING STREAM TYPES MAP

SOURCE: SARPY COUNTY WITH INPUTS FROM CONFLUENCE

NATURAL RESOURCES EXISTING CONDITIONS

Watersheds

Watersheds refer to the boundaries in which all water flows to a common source or location. There are many levels of watersheds identified by the United States Geological Survey (USGS), which range from large regional basins to subwatersheds. Large regional basins can span multiple states or even countries such as the Missouri River Basin. Subwatersheds are smaller – typically between 5,000 and 45,000 acres. Figure 7.3 shows the subwatersheds in the Springfield planning area.

Most of the Springfield community today falls under the Turtle Creek watershed, but the Buffalo Creek and Turkey Creek-Platte River watersheds are both within the planning area. All of the subwatersheds in the Springfield area are part of the larger Platte River Basin, which covers a large swath of Nebraska as well as portions of Wyoming and Colorado. Springfield should continue to prioritize being a good regional partner in watershed management. Since 20216, Springfield has been a

member of the South Sarpy Watersheds Partnership (SSWP), which adopted a new watershed management plan in 2024. Policies included for the SSWP area stemming from the plan include reducing peak flow maintenance requirements to 2-year and 10-year peak runoff events, creation of a green space corridor along all streams equal to three times the channel depth plus 50 feet, and grade control structures required for all streams identified in the plan. These policies should be followed closely.



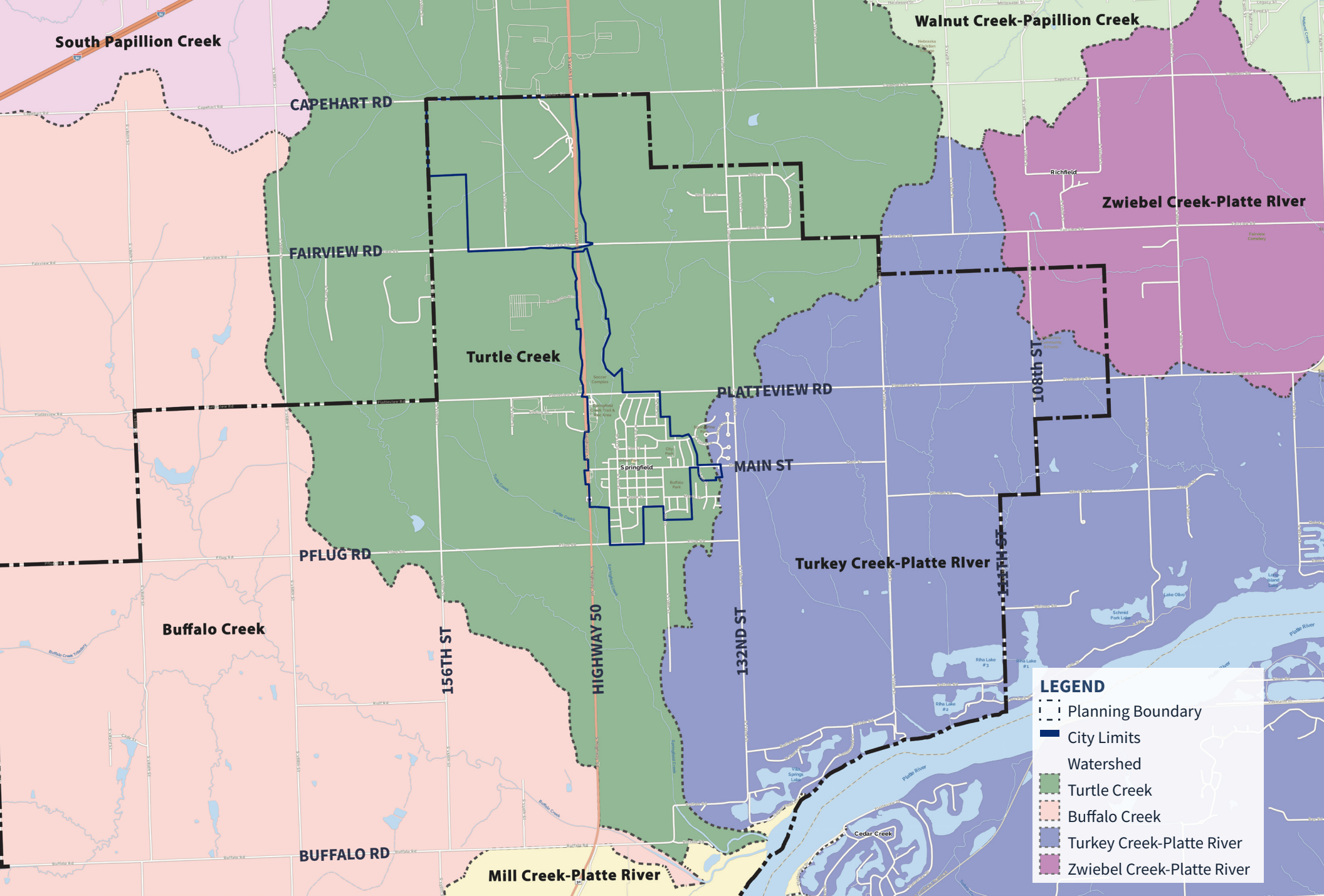


FIGURE 7.3 // SUBWATERSHED BOUNDARIES MAP

SOURCE: CONFLUENCE WITH INPUTS FROM USGS AND SARPY COUNTY

NATURAL RESOURCES EXISTING CONDITIONS

Agriculture

Much of the undeveloped land around Springfield today is used for agricultural purposes. Figure 7.4 shows what land area has a current occupancy or use of agriculture land per Sarpy County parcel data. While not strictly a natural resource, agricultural land is an important environmental consideration for growth in Springfield. Agricultural land plays an important role in our food system and the Nebraska economy overall. Once converted to the built environment it is nearly impossible to add more agricultural land back into an environment. Springfield should discourage the unnecessary conversion of agricultural land to the built environment.



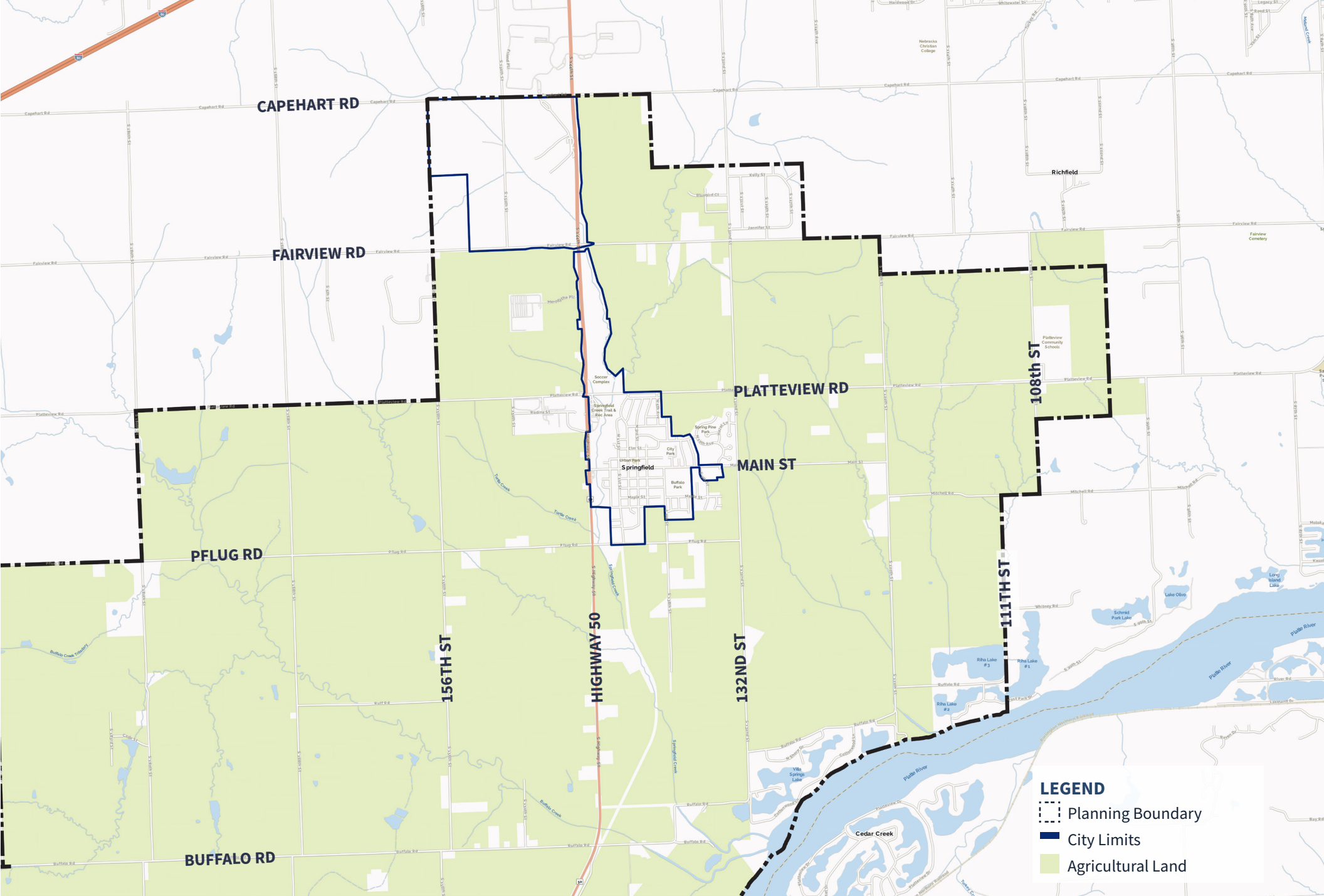


FIGURE 7.4 // EXISTING AGRICULTURAL LAND

SOURCE: CONFLUENCE WITH INPUTS FROM SARPY COUNTY

NATURAL RESOURCES EXISTING CONDITIONS

Slope

The percentage slope of the Springfield area is shown in Figure 7.5. The darkest green shows slopes of 5% or less. Light green shows those slopes between 5 and 10%. Yellow is intermediate and shows slopes between 10 and 15%. The steepest slopes are shown in orange and red, which represent slopes of 15 to 20% and 20% and above, respectively. Generally, the slopes in Springfield follow the drainage pattern of the area with the steepest slopes occurring near bodies of water or stream beds. South of Springfield as land approaches the Platte River the land becomes very flat and likely shows where the floodplain and floodway of the Platte River has shifted over time. Areas with steep slopes are sensitive natural features that are vulnerable to erosion of topsoil. The erosion of topsoil into streams can negatively impact water quality also. The South Sarpy Watersheds Partnership 2024 watershed management plan requires all streams within the partnership area, including Springfield, to have grade control structures installed on all streams identified in the plan to prevent stream bed degradation in excess of four feet. The construction costs are reimbursed by the partnership. This policy should continue to be enforced to prevent areas with sensitive slope in the planning boundary.



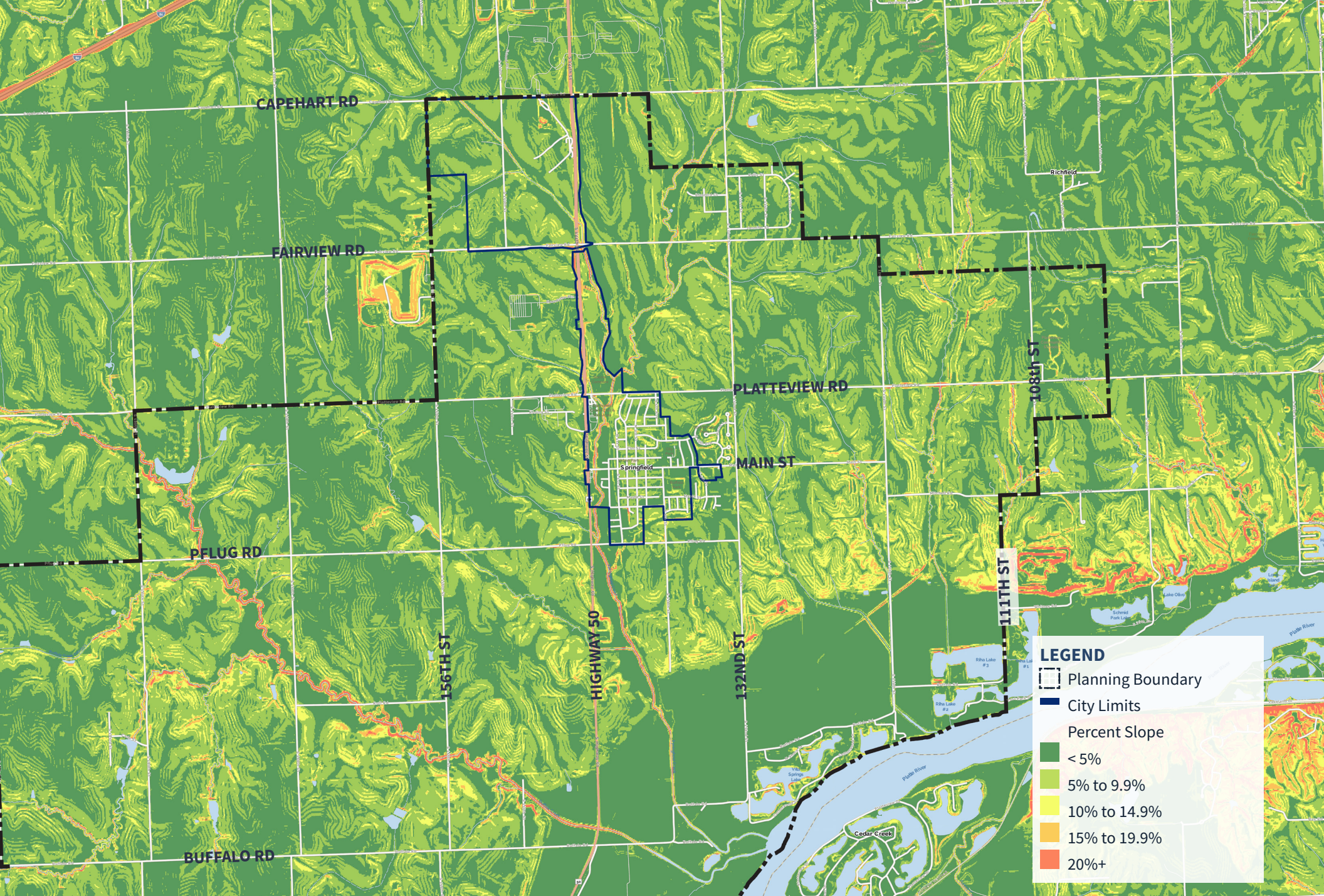


FIGURE 7.5 // SLOPE ANALYSIS

SOURCE: CONFLUENCE WITH INPUTS FROM USGS + SARPY COUNTY

NATURAL RESOURCES EXISTING CONDITIONS

Tree Cover

Trees provide numerous environmental and economic benefits, including lowering surface air temperature because of the shade they provide. This cooling effect reduces the need for energy use by buildings. Trees help to absorb and slow floods and filter water to help improve water quality and stormwater management. Trees also help improve air quality by capturing carbon dioxide and other pollutants. Lastly, trees improve property values and the overall quality of life all while creating a habitat for local wildlife.

Due to the agricultural nature of much of the land use surrounding Springfield, there is not a significant amount of tree cover in the city or planning boundary. Where tree cover does occur currently mainly follows the stream system along Springfield Creek and Turtle Creek. The existing tree cover should be preserved as the community develops as open space, greenway, or trail land.

Tree cover expansion should be a priority for Springfield as the community grows outward. In an urbanized area, this can be accomplished most easily through the addition of street trees, the planting of tree cover in parks and other public spaces, as well as encouraging private property owners to plant new trees on their property.



Wetlands

Wetlands are areas where water covers the soil at least part of the year or all year. These sensitive ecological areas provide food and habitat for flora and fauna, help to absorb and slow down flood water, and filter pollutants out of water. Wetlands include marshes, lakes, river and streams, oxbows, wet meadows, fens, forested swamps, and seeps. The State of Nebraska maintains a Wetland Program Plan, which aims to protect, restore, and manage wetlands in the state.

The Nebraska Game and Parks Commission (NGPC) has a variety of wetland resources available for viewing and use online. According to the NGPC, there are five main wetlands found in Nebraska:

- Playa Wetlands – mostly circular, rain-filled basins.
- Sandhill Wetlands – formed where sandy soils are dominant along the Loup and Platte River sandhills.
- Saline and Alkaline Wetlands – wetlands filled with salty waters tied back to minerals in the area.
- Riverine Wetlands – found at the edges along rivers and river floodplains, including small streams and creeks.
- Urban Wetlands – found in urban areas, including marshes, stream edges, wooded floodplains, or constructed ponds and reservoirs.

Riverine wetlands are the main types found in the immediate planning boundary, but there are some freshwater emergent wetlands and ponds as you extend outward. The most significant wetland area near Springfield is the Platte River area where there is significant amounts of riverine, lakes and ponds, forested/shrub wetlands, and emergent wetlands.

Wetlands should be preserved and protected whenever possible to prevent flooding, promote water quality, and provide habitat for local wildlife. Springfield should work with regional agencies and groups to protect this resource.



NATURAL RESOURCE KEY CONSIDERATIONS

There are several other key considerations the City of Springfield should consider when addressing natural resources in the growth and development of the community. Below are four key future considerations.



PROPOSED FUTURE LAKE PROJECT

The area south of Springfield has been identified by the Statewide Tourism and Recreational Water Access and Resource Sustainability (STARWARS) Committee as a potential location for a large recreational lake. While the likelihood of this is unknown, the City should be prepared for the impact this will have on drainage patterns, floodplain, etc.



GREEN INFRASTRUCTURE EXPANSION

Green infrastructure, such as rain gardens, rain barrels, or permeable pavement, should be integrated onto public property such as parks, the new city hall, and other existing/future facilities. The City should also encourage residents to add green infrastructure onto their property or business. This could include offering financial incentives or lower cost rain barrels.



STORMWATER MANAGEMENT BEST PRACTICES

Springfield is one of several Sarpy County communities that is a participating member of the South Sarpy Watersheds Partnership (SSWP). The SSWP was formed in 2016 through an interlocal cooperation act agreement and developed a comprehensive Watershed Management Plan that was adopted in 2024. The SSWP collects stormwater fees and enforces stormwater management policies for the area. Springfield should continue to implement and adopt new policies that adhere to the recommendations of the watershed management plan



GREENWAY EXPANSION

Springfield should take advantage of the floodplain that runs along Springfield Creek to expand its greenway network. This expanded greenway could serve as additional recreation space as well as enhance the floodplain and stream bank's ability to reduce severity of flooding and improve water quality, etc. These recommendations have been built into the Future Land Use and Community Identity Chapters as well.

ENERGY COMPONENT

State Energy Requirements

As of 2010, the State of Nebraska began requiring comprehensive plans to include an element regarding energy. This section is required to address three components:

- 1 Energy infrastructure and energy use by sector, including residential, commercial, and industrial sectors.
- 2 Utilization of renewable energy sources.
- 3 Energy conservation measures that benefit the community



Energy Infrastructure + Springfield

The City of Springfield is a retail customer of the Omaha Public Power District (OPPD), a public electric utility wholly owned by the State of Nebraska and controlled by a special district. OPPD serves over 855,000 people in the Omaha region and surrounding counties.

OPPD's current fuel sources for generation include:

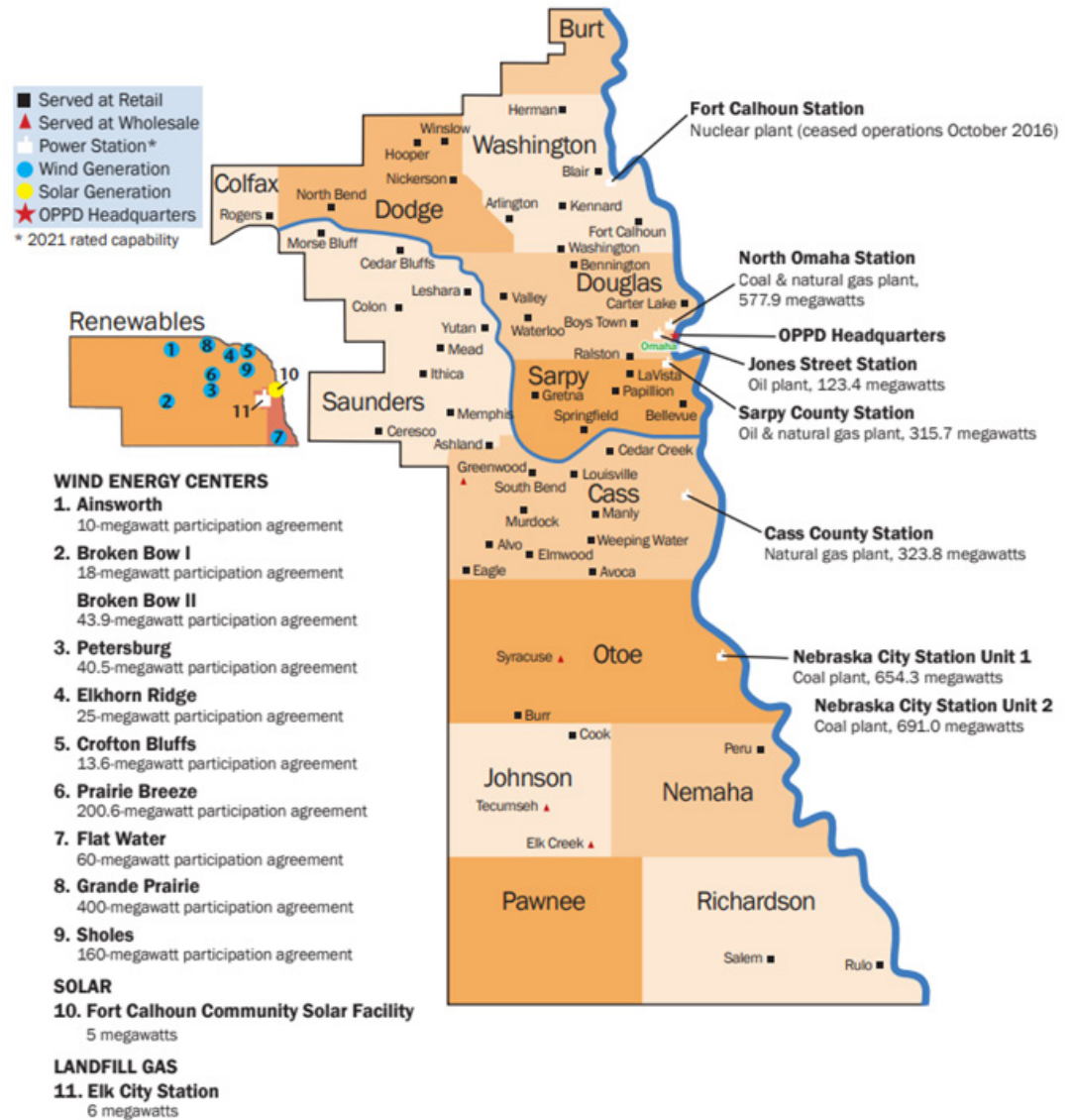
- Low-sulfur coal
- Wind*
- Solar*
- Landfill gas
- Natural gas and fuel oil
- Hydroelectric*

OPPD formerly utilized nuclear energy at Fort Calhoun Nuclear Station, however, operations ceased in 2016, and the facility is in the decommissioning process.

The image on the right shows the location of OPPD's service territory and the approximate location of different energy facility types. Within Sarpy County, the closest facility to Springfield is the Sarpy County Station, an oil and natural gas plant with an overall generation of 315.7 megawatts.

* Renewable energy sources

OPPD SERVICE TERRITORY



ENERGY COMPONENT

Energy Use by Sector in Springfield

The table below shows the 2024 energy use by sector for Springfield, Nebraska. The sectors include commercial, residential, and street lights. Currently, 92% of energy use is consumed by the commercial sector. Table 7.1 below also shows how energy consumption rates compared in the previous comprehensive plan in 2013-2014.

Overall, there has been a significant increase in commercial energy use in Springfield in the past decade. In fact, there has been a nearly 3,000% percent increase. This is mainly due to the addition of a data center in Springfield.

Not only is commercial energy usage significantly higher than residential energy usage, residential and street light energy usage has actually decreased over the past decade despite an overall increase in the number of premises, or customers. This is likely due to increases in efficiency in appliances, light bulbs, etc.

Sector	Total 2024 (KWH)	Share (%) 2024	Premise Count 2024	Total 2013 (KWH)	Premise Count 2013	% Change (KWH) 2013-2024
Commercial	97,128,494	92%	293	3,332,732	171	2,814.4%
Residential	8,716,885	8%	650	9,162,649	617	-4.9%
Street Lights	91,218	0%	N/A	232,724	N/A	-60.8%
TOTAL	105,936,597	0	943	12,758,105	788	+ 730.3%

TABLE 7.1 // ENERGY USE BY SECTOR

Energy Infrastructure + Springfield

There are several options the City of Springfield could consider when identifying ways to conserve energy usage as a community.

- Promoting energy conservation programs and education through OPPD, Nebraska Energy Office, and the U.S. Department of Energy
- Energy conservation measures on public buildings
- Consider adding solar panels on new city hall
- Encouraging recycling and composting to reduce energy needed to extract new raw materials
- Tree planting to reduce urban heat island and reduce cooling costs/demand
- Limiting the number of high energy users in the commercial sector while also encouraging existing/new commercial industries to do more with energy conservation and requirements.

Each of these potential ideas have pros and cons that will need to be weighed from a budget, staff resource, and economic development perspective.



GOALS, POLICIES, AND ACTION ITEMS

GOAL NE-9: PROTECT SPRINGFIELD'S NATURAL FEATURES, RESIDENTS, AND PROPERTIES THROUGH THE PRESERVATION OF NATURAL RESOURCES.

Policies

P-9.1	Discourage development and/or introduction of new impermeable surfaces in the floodway, floodplain, or stream buffer areas.
P-9.2	Encourage high quality wetlands be incorporated as a site amenity for aesthetics and on-site flood control.
P-9.3	Promote the preservation of any existing tree cover in the planning boundary.
P-9.4	Participate in any existing or additional regional watershed management planning studies or organizations like the South Sarpy Watersheds Partnership (SSWP).
P-9.5	Discourage the unnecessary conversion of agricultural land into the built environment to reduce sprawl and preserve farmland.
P-9.6	Continue to integrate stormwater management best practices into construction and development in Springfield following the recommendations of the South Sarpy Watersheds Partnership watershed management plan.
P-9.7	Educate Springfield residents and businesses on stormwater management best practices such as water conservation and water quality through pollution prevention.
P-9.8	Integrate green infrastructure on public properties and encourage private property owners to add green infrastructure such as rain gardens or rain barrels.
P-9.9	Promote energy efficiency for residential and commercial properties by sharing resources such as links to Omaha Public Power District (OPPD) energy efficiency programs.
P-9.10	Support regional efforts for renewable energy generation and consumption.

GOAL NE-9: PROTECT SPRINGFIELD’S NATURAL FEATURES, RESIDENTS, AND PROPERTIES THROUGH THE PRESERVATION OF NATURAL RESOURCES.

Action Items

AI-9.1	Explore the creation of a sustainability grant to help financially incentivize homeowners to increase energy efficiency of homes or add on-site green infrastructure installations.
AI-9.2	Enhance the floodplain ordinance in Springfield to discourage or prohibit new development in the floodplain.
AI-9.3	Add low-impact trails along any newly created greenway stream buffer corridors.
AI-9.4	Consider adopting a slope preservation ordinance to prevent erosion and promote water quality.
AI-9.5	Create a plan to accommodate for a potential future lake project in Springfield planning boundary.
AI-9.6	Install energy efficient upgrades to all city properties and structures to promote energy conservation.
AI-9.7	Consider adding solar panels to existing or new city facilities and structures.

CHAPTER 8:

SUMMARY

MATRIX FOR

IMPLEMENTATION

Overview

This chapter provides a comprehensive look at all goals, policies and action items mentioned earlier in the comprehensive plan document, and is organized by the following:

- Future Land Use Recommendations
- Housing Recommendations
- Transportation + Mobility Recommendations
- Community Identity + Downtown Recommendations
- Parks + Trails Recommendations
- Natural Resources + Energy Recommendations

Additionally, each policy or action item that was prioritized from the public open house and online input is identified as follows:

 High Priority (7+ stars)

 Medium Priority (5-6 stars)

Goals, Policies, and Action Items

Each chapter within the Springfield Comprehensive Plan concludes with a list of goals, policies and action items. A sample chart and definitions is provided below to better summarize how these recommendations are intended to be used. The recommended goals, policies, and action items for the Future Land Use Chapter are provided on the opposite page.

Chapter code: FLU = Future Land Use and follows with the rest of the core chapters.

Goals are intentionally broad and aspirational.

GOAL FLU-1: GOALS ARE VISIONARY AND REFLECT WHAT THE CITY SHOULD ASPIRE TO ACHIEVE.

Policies

P-1.1

Policies are standard operations and procedures that the City should follow to encourage sustainable growth and activity in the community.

Action Items

AI-1.1

Action items are steps the City should consider taking to support the goal. Some items are one-step components, while others are intended to be practiced long-term.

Policies = P, Action Items = AI

The numbering practice follows Chapter #, Item #

GOAL FLU-2: PROMOTE SMART AND BALANCED GROWTH THROUGHOUT SPRINGFIELD

Policies

✱	P-2.1	Preserve sensitive environmental areas, such as streams, floodplains, and areas with significant tree cover. Future regulatory tools for this could include a floodplain and/or stream buffer ordinance and others.
	P-2.2	Encourage a mix of residential typologies to promote housing choice in Springfield.
	P-2.3	Concentrate higher intensity developments, such as commercial, business park, and industrial uses, along major roads and locate less intense developments, such as residential and public spaces, on local roads. Continue to inform residents about the benefits that business parks and industrial developments bring to the community by tracking and showcasing their value.
	P-2.4	Utilize transition land uses, as presented in the Future Land Use Plan, to gradually change densities and intensities of uses. Landscape buffers should also be considered for buffering uses and spaces throughout the community.
	P-2.5	Follow the Sarpy County + Cities Wastewater Agency Master Plan's recommendations for growth from the identified sewerable land to support growth within the planning boundary.
	P-2.6	Practice strategic growth and decision-making by supporting developments that align with the goals and vision of Springfield, and denying developments that do not.

Action Items

	AI-2.1	Update the zoning code as needed to support the comprehensive plan and Future Land Use Plan recommendations. Explore opportunities to consider maximum lot sizes in some residential districts and tree planting ordinance for new construction.
✱	AI-2.2	Practice flexibility with the zoning code and Future Land Use Plan to encourage right-sized growth and activity in Springfield.
	AI-2.3	Coordinate with local developers to discuss preferred development products and locations within city limits and beyond.
	AI-2.4	Support and encourage infill redevelopment throughout the Springfield community.
	AI-2.5	Preserve right-of-way easements for future utilities and streets, ensuring enough space is also dedicated for street trees and sidewalks.
	AI-2.6	Develop both immediate and long-term growth areas by considering the availability and serviceability of sewer infrastructure.
✱	AI-2.7	Host a round table with local and regional developers to discuss residential and commercial needs identified by the community to maintain small town feel and potential land assembly.
	AI-2.8	Proposed future developments should be coordinated with other public agencies, such as Natural Resource District, utility providers, etc., to ensure coordination and/or compliance.
	AI-2.9	Consider design guideline typologies to help steer the look and feel of development, ensuring it maintains Springfield's small town character and identity (i.e. enhance current overlay districts).

GOAL H-3: ATTRACT QUALITY RESIDENTIAL DEVELOPMENTS TO SPRINGFIELD THAT MEETS THE NEEDS OF CURRENT AND FUTURE RESIDENTS.

Policies

P-3.1	Follow the recommendations of the Future Land Use Plan for proposed residential developments.
P-3.2	Balance quality residential developments with flexibility in the zoning code by providing some variation in parking requirements, maximum lot sizes, and creative lot configurations, especially for residential infill developments.
P-3.3	Maintain an open-door policy with developers to discuss potential residential development projects in Springfield.

Action Items

AI-3.1	Add a development-ready webpage to the City's website to highlight the Future Land Use Plan and ready to develop land or infill potential sites in the community.
AI-3.2	Support and encourage medium- and high-density developments to broaden housing choice and increase access to quality rentals.
AI-3.3	Work with developers to install utilities, sidewalks, streetlights, and 1-2 trees per residential lot to enhance the community's infrastructure and aesthetic.

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

Policies

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

Action Items

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

GOAL TM-5: PROVIDE A TRANSPORTATION NETWORK THAT CONNECTS THE COMMUNITY AND PRESERVES THE SMALL TOWN FEEL

Policies

P-5.1	Require development to accommodate all identified roads and streets within the future streets plan.
P-5.2	Require developers to dedicate the necessary right- of- way based upon the recommended road and street cross sections.
P-5.3	Discourage direct driveway access on high traffic arterial roads.
P-5.4	Encourage traffic calming measures on collector and local streets and on roads where possible.
P-5.5	Encourage branding elements on arterial streets within city limits.
P-5.6	Discourage cul-de-sacs as they limit neighborhood connectivity.
P-5.7	Maintain the feeling of safety for pedestrians and cyclists by requiring roads and streets to be built at a regular, pedestrian interval that is walkable, dense, and public.
P-5.8	Provide full community connectivity across major arterials through grade separated infrastructure.

GOAL TM-5: PROVIDE A TRANSPORTATION NETWORK THAT CONNECTS THE COMMUNITY AND PRESERVES THE SMALL TOWN FEEL

Action Items


AI-5.1	Develop a standard corridor cross section for each road/street classification that provides adequate space for pedestrians, cyclists and for streetscaping and street trees, looking at the existing streets within Springfield as precedent.
AI-5.2	Complete a study of Highway 50 – reviewing pedestrian and cycling crossings and seek funding for plan implementation of the study area.
* AI-5.3	Collaborate with local, county, and state agencies to strategically plan and build support for the future bypass, ensuring it is designed in a way that minimizes disruption to Springfield’s future growth and development.
AI-5.4	Collaborate with other agencies (such as county and State DOT) to create a coordinated design for roads and streets on the state/county system that fall within city limits or the planning boundary that maintain a small town feel while ensuring safety of the transportation system.
AI-5.5	Collaborate with MAPA and other agencies to align the latest WE-STEP recommendations with the updated future streets plan and future land use visions within this document.

GOAL CI-6: ENHANCE SPRINGFIELD'S COMMUNITY IDENTITY AND AESTHETIC APPEAL THROUGH STRATEGIC BEAUTIFICATION PROJECTS, BRANDING INITIATIVES, AND COMMUNITY ENGAGEMENT EFFORTS.

Policies

P-6.1	Incorporate the Springfield brand into the built environment to reinforce community identity and pride.
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Action Items

AI-6.1	Implement landscaping, median treatments, and light poles with custom banners along major and minor arterial roads to create visually appealing entrances to Springfield.
AI-6.2	Enhance collector streets throughout the community with street trees, vehicular and pedestrian light poles with banners, limited site amenities, and utility wraps to improve the overall streetscape.
 AI-6.3	Improve downtown aesthetics by adding street trees, enhanced landscaping, expanded on street parking where possible, planters, benches, bike racks, trash cans, and pedestrian light poles with banners to create a welcoming and vibrant downtown area.
AI-6.4	Position primary gateways along high-volume traffic roadways with appropriately sized and legible signage for cars traveling 35-45 miles per hour to ensure clear and attractive entrances to the community.
AI-6.5	Position secondary gateways along slower high-volume traffic roadways to showcase community pride and create a sense of arrival.
AI-6.6	Identify and continue to host major Springfield events that are consistent and high quality to attract residents and visitors, with a focus on agritourism and the rural arts.
AI-6.7	Continue to showcase life in Springfield through various marketing efforts to promote the community's unique character and attractions.
AI-6.8	Leverage recent branding efforts to expand the marketing campaign and reach a broader audience.
AI-6.9	Continue to improve consistency in the application of the Springfield brand across all initiatives to strengthen community identity and recognition.
AI-6.10	Explore funding and grant opportunities to enhance the community tree canopy.

GOAL CI-7: ELEVATE SPRINGFIELD'S DOWNTOWN INTO A VIBRANT, WELL-CONNECTED HUB THAT FOSTERS DEVELOPMENT AND SHOWCASES EXCEPTIONAL AESTHETIC APPEAL.

Policies

✱	P-7.1	Work to preserve Springfield's small town charm as it grows by promoting a sense of place and belonging through infill development and strong downtown characteristics.
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Action Items

✱	AI-7.1	Provide a safe pedestrian connection across the creek to connect Highway 50 and future development to the west to Downtown.
	AI-7.2	Promote infill development along Main Street with buildings that promote transparency (i.e. first floor windows).
	AI-7.3	Establish a downtown business improvement program focused on façade enhancements and major infrastructure renovations, such as roof and HVAC systems, to support the revitalization of downtown businesses.
	AI-7.4	Conduct a study to explore the potential for extending on-street parking on Main Street, particularly west toward the creek, to accommodate future development and maintain the urban character of downtown.
	AI-7.5	Work with local schools to create job and volunteer opportunities for high school students within the community and downtown.
	AI-7.6	Study ways to provide a safe pedestrian route across Highway 50 to enhance the connection between the existing downtown area and the future commercial development west of Highway 50. Consider exploring the idea of a future pedestrian overpass and at grade enhancements.
	AI-7.7	Implement vegetation buffers for non-historic downtown businesses without retail storefronts to enhance the aesthetic appeal and create a more cohesive streetscape.
	AI-7.8	Apply to become a Creative District through the Nebraska Arts Council's Creative District Program.

GOAL PT-8: PROVIDE A HIGH-QUALITY PARKS AND TRAILS SYSTEM FOR EXISTING AND FUTURE SPRINGFIELD RESIDENTS.

Policies

*	P-8.1	Expand trail connections, including intra-neighborhood trail access like those found in the Springfield Pines SID development.
*	P-8.2	Expand neighborhood parks as new residential areas developed according to the Future Park Node map.
*	P-8.3	Routinely upgrade and perform maintenance of playgrounds, fields, courts, and other park facilities on a rotating schedule to be efficient with limited funding.
*	P-8.4	Continue to partner with the Springfield Platteville Community Schools on shared park facilities for recreation space.
	P-8.5	Ensure parks and recreation facilities are served by pedestrian and bicycle facilities to and inside of the facility.
*	P-8.6	Integrate low-maintenance landscapes such as native prairie land to add variety to the user experience and reduce mowing and other maintenance costs.
	P-8.7	Explore expanding the park space south of town along Spring Creek to connect to the future regional lake.
	P-8.8	Incorporate green infrastructure into community parks and recreation facilities to provide on-site stormwater management, reduce irrigation, and for use as an educational tool for residents.
	P-8.9	Connect all parks and community facilities with adequate trail connections.

GOAL PT-8: PROVIDE A HIGH-QUALITY PARKS AND TRAILS SYSTEM FOR EXISTING AND FUTURE SPRINGFIELD RESIDENTS.

Policies (Continued)

P-8.10	Encourage the use of wayfinding signage along the Springfield trail system.
P-8.11	Encourage public art and other placemaking efforts along trails and within parks in Springfield.
P-8.12	Work with partners to establish a regional trail connection.

Action Items

AI-8.1	Complete a parks and recreation master plan to help enhance existing and future parkland in Springfield.
AI-8.2	Create a neighborhood park planning policy for all future park planning that emphasizes quality design and neighborhood input.
AI-8.3	Evaluate indoor recreation needs to determine long-term need for a community-owned indoor recreation space.
AI-8.4	Identify a timeline for long-term park and recreation staffing increases, including the creation of separate Parks and Recreation Department that handles administration, programming and operations/maintenance.
AI-8.5	Monitor the development of the JEDI Potential Lake Location south of Springfield as well as trail connections to this potential future amenity.
AI-8.6	Design a timeline for a new parks and wayfinding signage package to improve wayfinding, aesthetics, and placemaking in Springfield parks.
AI-8.7	Explore opportunities to connect regional trail to key destinations throughout Springfield, such as coffee shop and winery.
AI-8.8	Leverage floodplain for future trail extensions as a way to connect future developments (i.e. trail oriented development) to existing Springfield neighborhoods and districts.
AI-8.9	Coordinate with Heartland B-Cycle to establish electric bike stations at Platteview Road and the Platte River to create an out and back tourism loop.

GOAL NE-9: PROTECT SPRINGFIELD’S NATURAL FEATURES, RESIDENTS, AND PROPERTIES THROUGH THE PRESERVATION OF NATURAL RESOURCES.

Policies

P-9.1	Discourage development and/or introduction of new impermeable surfaces in the floodway, floodplain, or stream buffer areas.
P-9.2	Encourage high quality wetlands be incorporated as a site amenity for aesthetics and on-site flood control.
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P-9.8	Integrate green infrastructure on public properties and encourage private property owners to add green infrastructure such as rain gardens or rain barrels.
P-9.9	Promote energy efficiency for residential and commercial properties by sharing resources such as links to Omaha Public Power District (OPPD) energy efficiency programs.
P-9.10	Support regional efforts for renewable energy generation and consumption.

GOAL NE-9: PROTECT SPRINGFIELD’S NATURAL FEATURES, RESIDENTS, AND PROPERTIES THROUGH THE PRESERVATION OF NATURAL RESOURCES.

Action Items

	AI-9.1	Explore the creation of a sustainability grant to help financially incentivize homeowners to increase energy efficiency of homes or add on-site green infrastructure installations.
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