

The Fort Calhoun Plan A Comprehensive Land Use Plan

Prepared With the Citizens of Fort Calhoun, Nebraska

Prepared by:

The Schemmer Associates Inc.

Fort Calhoun, Nebraska

Comprehensive Plan

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I. Planning Process

The Fort Calhoun Plan is designed to provide a comprehensive vision of the City's future. It is a future that is based on taking community actions that will improve the lives of the City's residents and make the City uniquely attractive for continued investment and growth.

Fort Calhoun provides an excellent quality of life, historical attractions, and the intimacy of a small town. Now, Fort Calhoun has the opportunity to further unify and strengthen the City by defining a new vision for the future.

A Comprehensive Plan for Fort Calhoun

Roles of a Comprehensive Plan

This comprehensive development plan for Fort Calhoun has two fundamental purposes. The first purpose provides an essential legal basis for land use regulation such as zoning and subdivision control. Secondly, a modern comprehensive plan presents a unified and compelling vision for a community, derived from the aspirations of its citizens and establishes the specific actions necessary to fulfill that vision.



- *The Legal Role*

Communities prepare and adopt comprehensive plans for legal purposes. Nebraska State Statutes enable cities to adopt zoning and subdivision ordinances to promote the "health, safety, morals, or general welfare of the community." Land use regulations such as zoning ordinances recognize that people in a community live cooperatively and have certain responsibilities to one another. These regulations establish rules that govern how land is developed within a municipality and its extra-territorial jurisdiction.

However, under Nebraska law, a city may not adopt land use ordinances without first adopting a comprehensive development plan. This requirement derives from the premise that land use decisions should not be arbitrary, but should follow an accepted and reasonable concept of how the City should grow. Under state statutes, a comprehensive development plan must address, at a minimum, the following issues:

- Land use, or the planned distribution of activities and uses of land in the community.
- Transportation facilities.
- Community facilities, including recreation facilities, schools, public buildings, and infrastructure.
- Annexation, identifying those areas that may be appropriate for annexation in the future.

The Fort Calhoun Plan provides the ongoing legal basis for the City's continuing basis to regulate land use and development.

- *The Community Building Role*

A comprehensive development plan has an ultimately more significant role in the growth of a community. The plan establishes a picture of Fort Calhoun's future, based on the participation of residents in the planning of their community. This vision is particularly crucial at this time in the community's history. Beyond defining a vision, the plan presents a unified action program that will implement the City's goals. The plan is designed as a working document - a document that both defines the future and provides a working program for realizing the City's great potential.

- *The Planning Process*

The Fort Calhoun Plan is the result of a planning process that involved citizens of the City to define its future. The first part of the process involved a three-part strategic planning program, designed to assess the City's current position; establish visions and goals for Fort Calhoun's fifteen-year future; and consider an action program necessary to achieve that vision. Members of the community were invited to participate in the strategic planning process through a series of community workshops at Fort Calhoun Planning Commission meetings.



Background Information

Fort Calhoun is located within central Washington County in eastern Nebraska. The City resides roughly 8-miles from the Omaha-Council Bluffs Metro Area. Other nearby cities of interest to Fort Calhoun are; Blair to the northwest, Kennard to the west, Bennington to the southwest, and Crescent to the southeast in Iowa.

The main thoroughfare through Fort Calhoun is U.S. Highway 75, running north and south through the City. The main east-west road through the City is Monroe Street.



In 1819 an outpost, the largest of its time in the United States, was constructed under the orders of the Secretary of State, John C. Calhoun. The outpost, named after Colonel Henry Atkinson, served as regional center of politics and trade for seven years. It also developed many firsts in Nebraska, including the first library, hospital, sawmill and school.

In 1854 John Goss Sr. selected the site of Fort Calhoun as a claim in anticipation of the Nebraska

Territory being opened up for settlement. Mr. Goss then transferred the claim to the Fort Calhoun Townsite Company for two shares in the company and the town was surveyed and platted in 1855.

When the boundaries for Washington County were formed in a bill during the first territorial legislature, a close vote for the county seat resulted in Fort Calhoun being awarded the designation. A courthouse was erected in 1856 the City served as the Washington County seat from 1856 to 1858, when it was moved to DeSoto after a tense confrontation with DeSoto citizens. The county seat was moved back to Fort Calhoun in 1866 and remained until 1869, when it was moved to Blair.

Railroad tycoon John Blair auctioned off lots in Washington County in 1869 after a bridge was constructed across the Missouri River at Missouri Valley. These lots became the City of Blair and started the drive for growth in Washington County. Blair's Sioux City and Pacific Railroad to the north created a desire for a connection by the Omaha and Northwestern Railroad to the burgeoning growth center of Omaha. The line was constructed through Fort Calhoun, sparking additional growth as the railroad provided passenger and freight services for Fort Calhoun residents.

Economically, the City initially served as a farm community where surrounding farmers came for trade and sale of goods. Many businesses prospered off this aspect, including blacksmiths, implement houses, cream stations and mills. After construction of the railroad, Fort Calhoun became a local connection for local grain and lumber shipments to outside markets.

Development occurred gradually until after World War II when a munitions plant in the City was converted to a food service container and tray plant owned by the Wilkinson manufacturing company. Expansions by the plant prompted notable housing development. This growth commenced many community projects through the next 20 years:

- New elementary school building –1956
- Waste Water Treatment Lagoons – 1959
- Replacement of the City Hall that burned in 1960 – 1961
- Water Tower – 1964
- Fort Calhoun Junior/Senior High – 1972
- Addition to the Fort Calhoun Elementary School – 1977

Other happenings of note during this time period include the condensing of the rural school districts in the Fort Calhoun Community Schools in 1965 and the construction of the Fort Calhoun nuclear power plant north of the City.



II. Population, Housing and Economic Profile

Population Characteristics

The growth of the City's population was brisk from 1960 to 1970 with a population growth of 184 persons, over a 40% increase. The population began to level out between 1970 and 1990. Afterward, the population started a modest upward boost of 208 persons to the 2000 population of 856. A 2004 estimate by the U.S. Bureau of Census showed an additional 48 persons over the last four years. Overall, the City grew by 450 persons from 1960 to 2004, a 98.3% growth over that time span.

Table 2-1: Population by Decade

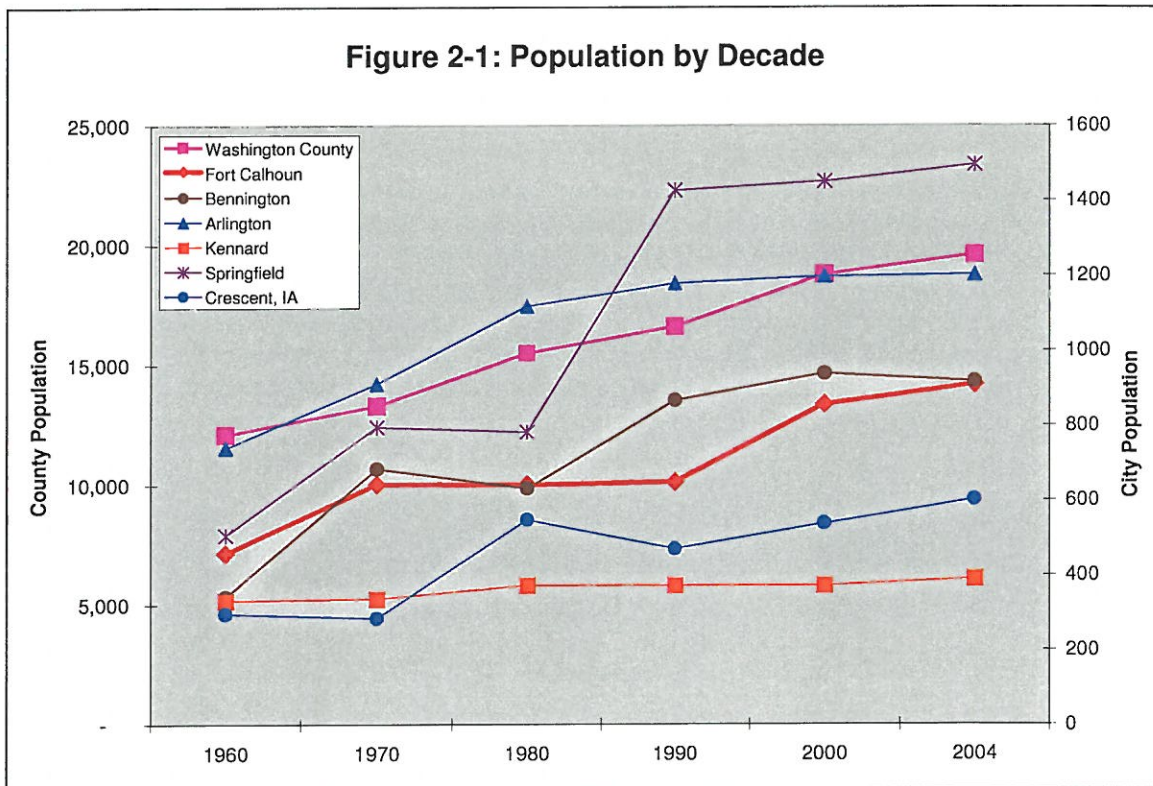
	1960	1970	1980	1990	2000	2004	Change 1990-2004
Washington County	12,103	13,310	15,508	16,607	18,780	19,605	2,998
Fort Calhoun	458	642	641	648	856	908	260
Bennington	341	683	631	866	937	916	50
Arlington	740	910	1,117	1,178	1,197	1,202	24
Kennard	331	336	372	371	371	389	18
Springfield	506	795	782	1,426	1,450	1,494	68
Crescent, IA	296	284	547	469	537	601	132

Source: U.S. Bureau of Census

For the population study area, five cities were compared to Fort Calhoun and Washington County. The first three, Bennington, Arlington, and Kennard, were all within close proximity to Fort Calhoun. The second two, Springfield and Crescent, were communities of similar size and distance from the Omaha/Council Bluffs Metro Area when compared to Fort Calhoun.

Through a breakdown of **Figure 2-1** on the following page, a better grasp of the change in population for the study communities can be ascertained. All cities within the group grew from 1960 to 2004, with Springfield witnessing the largest gains (988 persons) and Kennard the least with 40 persons.

Although every city within the group observed gains over the time span, each city's growth rate was vastly independent from the others through the years.



Source: U.S. Bureau of Census

Projections

Projecting the future size and makeup of Fort Calhoun's population helps predict the future demographic character of the town. This is important for the City's planning and policy decisions regarding future investments and growth.

In 2004, the Greater Omaha Chamber of Commerce worked with SRC, LLC on computation of 5-year population projections for Omaha and its outlying counties and communities. This 5-year projection, as shown from the Washington County and Fort Calhoun figures in **Table 2-2**, depicts a continuing growth trend through 2009 to a population of 1,020. This projected population growth closely mirrors that of the growth from the 2000 census to the 2004 estimate of approximately 18.75 persons per year, as the annual increase from the 2004 estimate to the 2009 projection is roughly 17.8 persons per year.

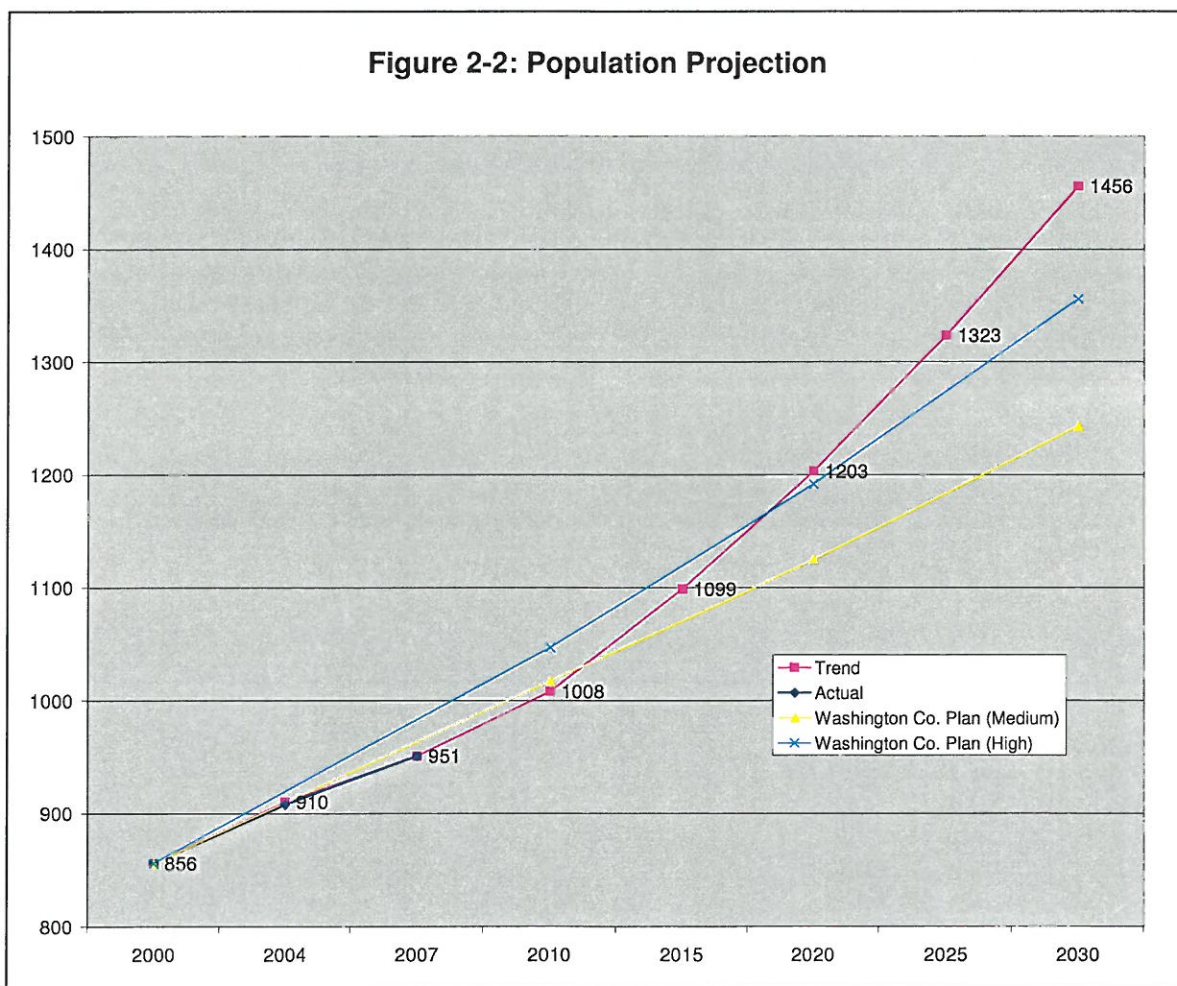
Table 2-2: 5-Year Projection

	1990	2000	2004	2009	Change 2000-2004	Change 2004-2009
Washington County	16,607	18,780	19,987	21,461	1,207	1,474
Fort Calhoun	648	856	931	1,020	75	89

Source: SRC, LLC, 2004

By comparing an outside source's population projection to other population projection methods, additional support for the validity of the projections can be produced. **Figure 2-2** below projects Fort Calhoun's population through a typical linear trend line analysis. This style of analysis projected the City's population in the year 2010 to be 1008 persons, somewhat smaller than the projection provided by the Greater Omaha Chamber of Commerce for 2009. This is due mainly to the recent major downturn in the housing market and a moratorium on new development in Fort Calhoun (excluding Southern Heights Subdivision) until the construction of the Fort Calhoun Wastewater Conveyance Line project is completed.

Also included in **Figure 2-2** are the Medium Series and the High Series population projections for Fort Calhoun as provided by the 2005 Washington County Comprehensive Plan.



Source: The Schemmer Associates, 2007; Washington County Comprehensive Plan, 2005

The City's population projection continues through the year 2030. Through this analysis, it is conceived that Fort Calhoun will experience a population growth of **600** persons from 2000 to 2030, a **70.1%** growth from 2000.



An increase in population of 70.1% over 30 years can have either positive or negative affects on a community. Fort Calhoun is already witnessing some "growing pains" that a city of this size can have when adjusting to growth. The City will need to look into various proactive steps to mitigate these growing pains whenever possible.

Age

The age characteristics of a city play a significant role in the development of a comprehensive plan. Larger populations of youth and young families show an increased need for concentration on the education and recreational development aspects of the city, while increasing numbers amongst the older population depict a possible need for more assisted living facilities or services for that age group. **Table 2-2** breaks down the age groups on a 5-year incremental basis.

Table 2-3: Population By Age

Age Group	Percent of		Percent of	
	1990	Total	2000	Total
Under 5 Years	44	6.8%	60	7.0%
5 to 9 Years	51	7.9%	68	7.9%
10 to 14 Years	60	9.3%	73	8.5%
15 to 19 Years	56	8.6%	62	7.2%
20 to 24 Years	26	4.0%	41	4.8%
25 to 29 Years	44	6.8%	54	6.3%
30 to 34 Years	51	7.9%	47	5.5%
35 to 39 Years	55	8.5%	71	8.3%
40 to 44 Years	50	7.7%	62	7.2%
45 to 49 Years	33	5.1%	63	7.4%
50 to 54 Years	31	4.8%	63	7.4%
55 to 59 Years	35	5.4%	34	4.0%
60 to 64 Years	30	4.6%	34	4.0%
65 to 69 Years	27	4.2%	23	2.7%
70 to 74 Years	13	2.0%	30	3.5%
75 to 79 Years	23	3.5%	34	4.0%
80 to 84 Years	11	1.7%	20	2.3%
85 Years and Over	8	1.2%	17	2.0%
TOTALS	648		856	

Source: U. S. Bureau of Census

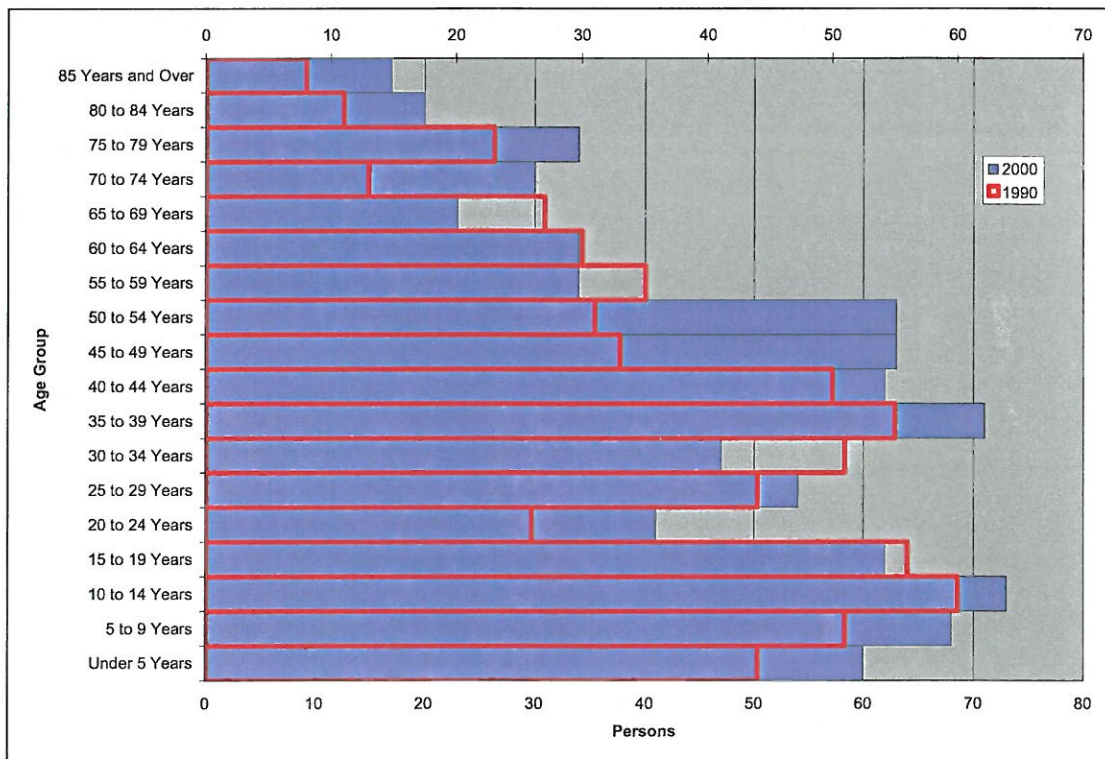
As **Figure 2-3** shows more visually the various age-related traits of Fort Calhoun. Overall, there is growth in all age groups except for; 30-34 years, 55 to 59 years, and 65 to 69 years. The largest change is noticeable in the 45 to 54 year old grouping. Although it is mainly a transfer of the 35 to 44 year old group from 1990, it shows that Fort Calhoun has been able to retain the population from this age group.

A good sign of growth is shown through the 25 to 34 year old bracket. By adding ten years to this group and comparing the 2000 population to 1990's, it is noticeable that this bracket grew by 38 persons over the past decade. The 35 to 44 year old group's population is now 133.

Another indicator of growth is the marginal increases in the 20 to 29 year old grouping are typical of new or future family development. Growth in this bracket may be an indicator of an increasing number of available jobs in Fort Calhoun or an increased desire to commute to the Omaha Metro Area for work while retaining the more rural amenities of Fort Calhoun.

Also of note is the increase in children less than 14 years of age. This youth bracket grew by over 46 children since 1990.

Figure 2-3: Age Group Comparison 1990-2000

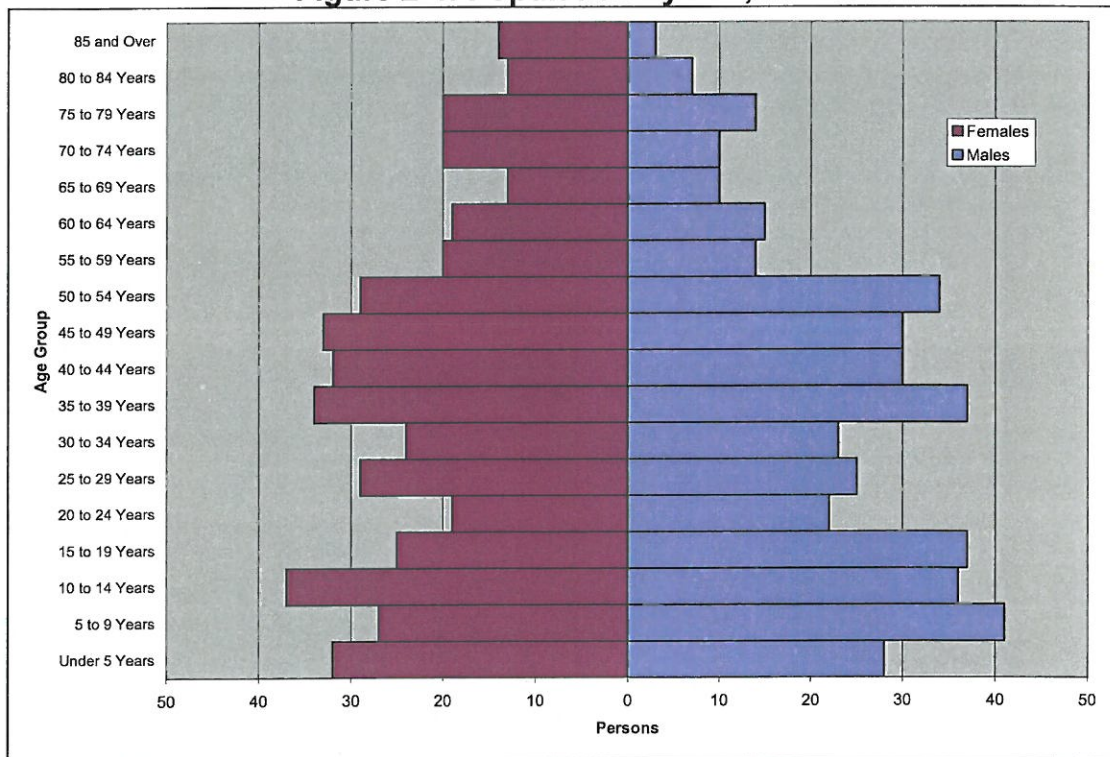


Source: U.S. Bureau of Census

Figure 2-4 breaks down the age groups by sex. Through this breakdown it is proven that females usually outlive their male counterparts in Fort Calhoun by a large part as they typically do in the rest of the nation. The female population in Fort Calhoun outnumbers the males by 24 persons in 2000. However this difference is mainly noticeable in the senior age groups. Females outnumbered males by 40 persons amongst the 60+ population segment.

Throughout the age groups the population differences of the sexes are relatively close, with the mild exceptions of the 5 to 9 and the 15 to 19 year old age groups that have differences of 14 and 12 respectively of more boys than girls.

Figure 2-4: Population by Sex, 2000



Source: U.S. Bureau of Census

Fort Calhoun's age groups are relatively level with a gradual expected decline as age increases through the senior years. Yet the ages of 20 to 34 years are much smaller in population than the other groups in the 0 to 54 year old range, mainly due to the lack of higher educational and employment opportunities available to that age group. This age group should be the target of many of the efforts to draw new citizens to the City, as they are more likely to stay within the City after their family has started.

Housing

The housing sector of any city plays an immense role in growth and development. The availability, quantity, and quality of the housing stock not only plays a significant role as an amenity in economic development, it also serves as a signal of the City's demographic makeup.

In the ongoing wave of peaks and troughs that is the economic structure of the country, a city must be prepared for the peak demand times. Without preparing for such occurrences, negative effects can result. These negative effects can have long-term complications. If not prepared, a city can experience uncontrolled sprawl into rural areas, resulting in higher service and infrastructure costs if annexation is requested. Another negative impact could be a number of households that have adults that work within the City, yet live and spend their income outside the City.

Fort Calhoun is blessed with a wide array of housing options. Both regular and low-income subsidized apartments are available with various sizes and amenities that provide a wide spectrum of rent levels to suit the desires of the City's people. These traits are also reflected in the owner-occupied housing environment, allowing for the first-time homebuyer to ease into the market, while the higher end purchaser still has very attractive options.

The character of the housing in Fort Calhoun is also a favorable aspect for its inhabitants. Not only have new housing developments assisted in attracting those who favor the newer homes, the older homes of the City are also attractive. Many Victorian and Queen Anne style houses are scattered throughout the town that give an insight to the past of the City and offer quaint residence for those interested in that niche of the housing market.

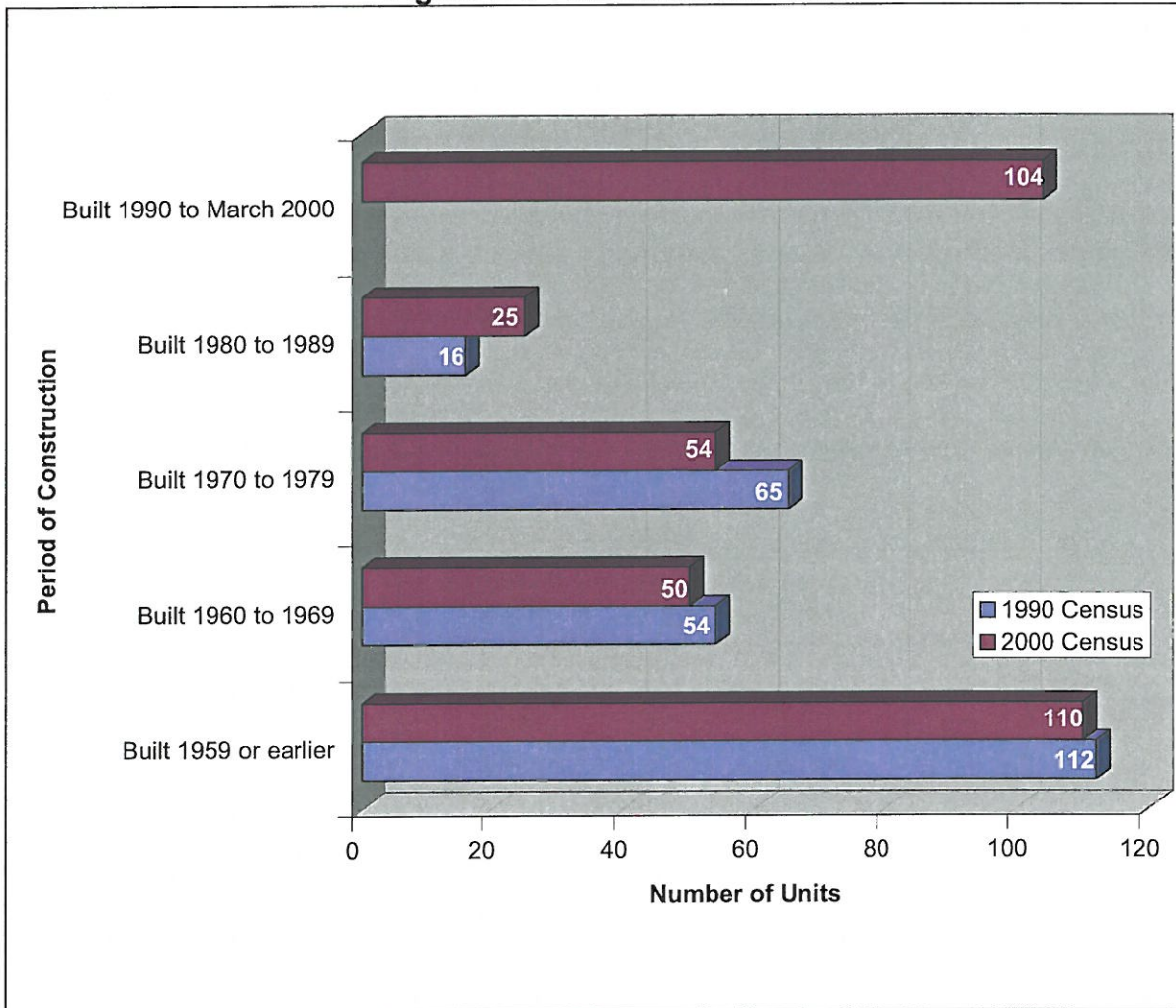
Table 2-4: Selected Housing Characteristics

	Number of Units 1990	Percent of Total	Number of Units 2000	Percent of Total
Total Housing Units	250		375	
Occupied Units	241	96.4%	342	91.2%
Owner Occupied	196		246	
Renter Occupied	45		96	
Vacant	9	3.6%	33	8.8%
For Occasional Use / Seasonal	2		1	

Source: U.S. Survey of Housing

The age of the housing in Fort Calhoun is viable as well when considering the housing stock. As shown in **Figure 2-5** on the following page, the City has 112 units that were built in 1959 or before, composing the largest number of any age group in the City. Typically it is this older section of the housing market that falls into disrepair with a small amount of highly deteriorated or dilapidated units still occupied.

Figure 2-5 Year Structure Built



Source: U.S. Survey of Housing

In order to maintain the housing market though, any units removed from the housing stock need to be replaced. The houses built prior to the 80s showed an overall decline of 17 units, while the 90s replaced those units with 104 more.

In all, the City underwent a growth of 96 units over the last decade, a growth of nearly 38.9% over the 1990 housing stock. To place this figure into perspective, the City grew by 32% in population over this time span. Although this may indicate an over production of new housing, it brought the vacancy rate in 1990 of 3.6% to a more healthy 8.8%, allowing for future population growth with better ease.

Value

The change in the housing values from 1990 to 2000 also assists in the assessment of the housing market. **Table 2-5** below breaks down the housing value of selected owner-occupied units in Fort Calhoun.

Table 2-5: Owner-Occupied Housing Values

	1990		2000	
	Number	Percent	Number	Percent
Less than \$50,000	68	43.3%	6	2.7%
\$50,000 to \$99,999	82	52.2%	109	49.3%
\$100,000 to \$149,999	6	3.8%	53	24.0%
\$150,000 to \$199,999	1	0.6%	31	14.0%
\$200,000 to \$299,999	0	0.0%	20	9.0%
\$300,000 or more	0	0.0%	2	0.9%
Median (dollars)	\$ 52,900		\$ 98,500	

Source: U.S. Bureau of Census

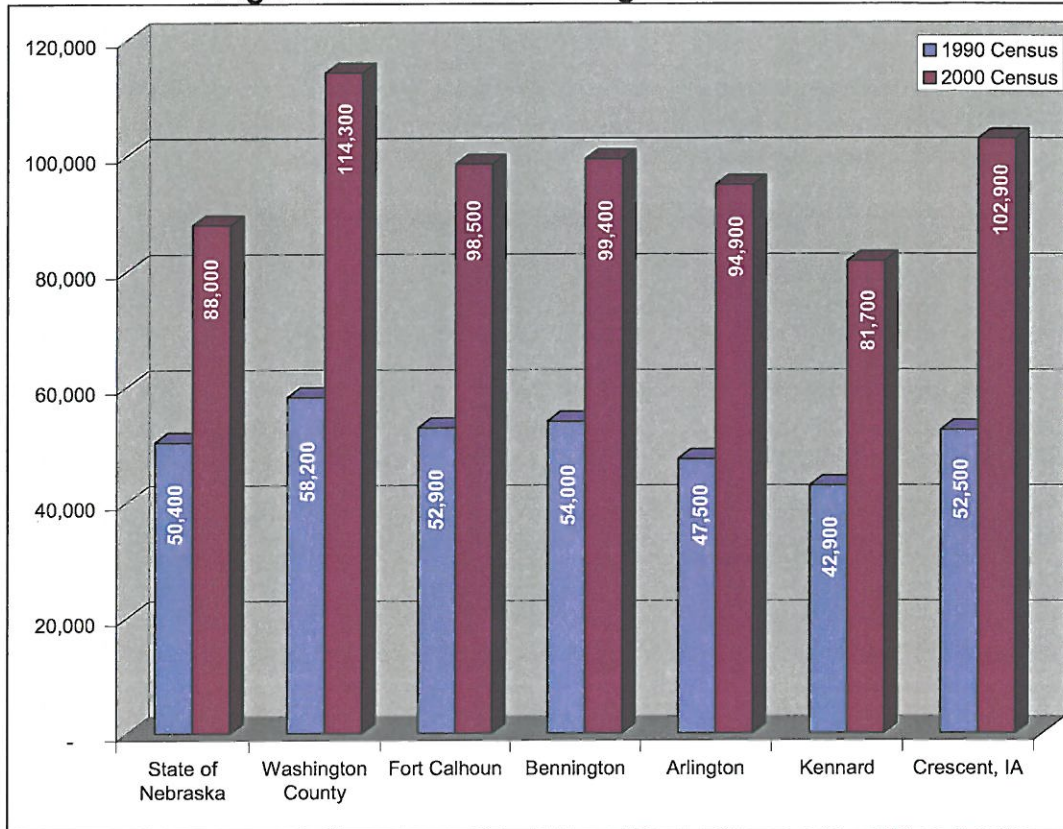
The figures within **Table 2-5** show how Fort Calhoun's owner-occupied housing market has diversified better into the various price ranges available, giving the prospective homeowner a wider array of housing values to consider when looking to purchase a home. The gradual increase in the number of units in each value category above \$100,000 is a healthy indicator of an increase in the number of homeowners in the upper income brackets and their related impact on the tax base.

One portion of the table that creates interest is the number of units of value under \$50,000. This figure dropped over 91% between 1990 and 2000 to only 6 units, a fact that leads to two main conclusions. The first is that a portion of the housing in that value group has been either razed due to condition or improved to increase its value. Secondly, a portion of that same group has increased to the next section of values mainly based upon inflation and demand, decreasing the overall affordability of the housing stock to low-income households.



Overall, the diversification of the housing market is good for the City and the spread is not overly disproportionate to a single price level in relation to the typical breakdown of current housing values of comparable cities.

Figure 2-5: Median Housing Value 1990-2000



Source: U.S. Bureau of Census

When compared to the county, other comparable cities, and the State of Nebraska as a whole in **Figure 2-5** above, Fort Calhoun had similar increases, while keeping the median value of housing lower than Washington County as a whole.

Table 2-6 below breaks down the monthly mortgage and selected monthly owner costs of owner-occupied housing in the City.

Table 2-6: Mortgage Status and Selected Monthly Owner Costs

	1990	% of Units	2000	% of Units
With a Mortgage	96		146	
Less than \$300	2	2.1%	0	0.0%
\$300 to \$499	28	29.2%	4	2.7%
\$500 to \$699	31	32.3%	18	12.3%
\$700 to \$999	25	26.0%	36	24.7%
\$1,000 to \$1,499	10	10.4%	76	52.1%
\$1,500 to \$1,999	0	0.0%	6	4.1%
\$2,000 or more	0	0.0%	6	4.1%
Median (dollars)	\$ 582		\$ 1,083	
Not Mortgaged	64		75	
Median (dollars)	\$ 235		\$ 313	

Source: U.S. Bureau of Census

A glaring drop in the number of costs below \$500 between 1990 and 2000 strongly relates to a comparable drop in units with values below \$50,000. The increase in the number of homeowners with costs at each level of the structure above \$699 relates partially to regular inflation. However the spread of the number of homeowners throughout the levels suggests that the housing market is diversifying in price range, as demonstrated in **Table 2-5**. While the median housing value in Fort Calhoun increased by 86.2% over the past decade, the median costs have increased at basically the same margin, 86.1%.

Rental Market

The rental market is also important to study as a significant part of the nation's workforce is migratory due to job availability. Having a rental market that meets the needs of the movement within the workforce is important in the stability of the population as many rental households may eventually look into home ownership within a community.

The statistics in **Table 2-7** assist in addressing the rental market's properties. First to note is the increase in low rent units. The number of units with a gross rent of up to \$199 per month increased from zero to 15 over the past decade, helping to diversify the rental options available. Whereas no units existed in 1990 with a gross rent of \$1,000 or more, there are now 9 units in Fort Calhoun where this is true, over 10% of the rental stock. However increases in rental rates are less than the increase of mortgage rates and associated homeowner costs as discussed in **Table 2-6**. While the homeowner costs increased by over 86%, the increase in gross rent was only 51%. The increase in the number of units with a gross rent under \$200 has helped the overall affordability of rental housing in Fort Calhoun in relation to the increase in homeowner costs.

Table 2-7: Gross Rent 1990-2000

Gross Rent	1990		2000	
	Number	Percent	Number	Percent
Less than \$200	0	0.0%	15	17.4%
\$200 to \$299	9	20.0%	2	2.3%
\$300 to \$499	25	55.6%	19	22.1%
\$500 to \$749	4	8.9%	37	43.0%
\$750 to \$999	2	4.4%	2	2.3%
\$1,000 or more	0	0.0%	9	10.5%
No cash rent	5	11.1%	2	2.3%
Median (dollars)	\$ 342		\$ 518	

Source: U.S. Bureau of Census

Regional View of Housing Costs

Table 2-8: Mortgage Status and Selected Monthly Owner Costs

	Fort Calhoun	Arlington	Bennington	Kennard	Springfield	Crescent, IA	Washington Co.	State
With a Mortgage	146	216	189	64	304	113	2,617	240,096
Less than \$300	0	0	0	0	0	0	4	1,828
\$300 to \$499	4	13	14	3	8	6	97	21,213
\$500 to \$699	18	33	36	10	63	23	317	46,298
\$700 to \$999	36	95	64	26	137	43	929	75,390
\$1,000 to \$1,499	76	60	61	25	79	28	808	65,379
\$1,500 to \$1,999	6	13	12	0	8	13	303	19,099
\$2,000 or more	6	2	2	0	9	0	159	10,899
Median (dollars)	\$1,083	\$ 893	\$ 915	\$ 930	\$ 869	\$ 926	\$ 988	\$ 895
Not Mortgaged	75	116	66	46	79	47	1,213	130,399
Median (dollars)	\$ 313	\$ 344	\$ 288	\$ 273	\$ 321	\$ 254	\$ 318	\$ 283

Source: U.S. Bureau of Census

Table 2-9: Gross Rent

	Fort Calhoun	Arlington	Bennington	Kennard	Springfield	Crescent, IA	Washington Co.	State
Rental Units	86	110	84	24	105	16	1,374	207,216
Less than \$200	15	4	11	0	8	0	123	12,512
\$200 to \$299	2	10	8	0	21	0	73	16,814
\$300 to \$499	19	33	35	6	25	9	334	71,777
\$500 to \$749	37	55	20	7	29	0	555	68,270
\$750 to \$999	2	2	3	2	10	3	97	17,168
\$1,000 to \$1,499	0	0	5	0	4	0	12	5,879
\$1,500 or more	9	0	0	0	0	0	18	2,082
No cash rent	2	6	2	9	8	4	162	12,714
Median (dollars)	\$ 518	\$ 521	\$ 434	\$ 515	\$ 421	\$ 375	\$ 539	\$ 491

Source: U.S. Bureau of Census



Employment

Table 2-10 below depicts the industry of employment of employed residents of Fort Calhoun, compared to the county where the City is located, Washington County.

Table 2-10: Employment by Industry, 2000

Industry	Fort Calhoun		Washington County	
	Employed	%	Employed	%
Agriculture, mining	5	1.19%	452	4.45%
Construction	44	10.45%	958	9.44%
Manufacturing	48	11.40%	1056	10.41%
Wholesale Trade	10	2.38%	238	2.35%
Retail Trade	28	6.65%	1214	11.97%
Trans., Warehouse, Utility	54	12.83%	745	7.34%
Information	3	0.71%	484	4.77%
Finance, Insurance, Real Estate	59	14.01%	730	7.19%
Professional	29	6.89%	949	9.35%
Education, Health Soc. Service	91	21.62%	1862	18.35%
Arts, Entertainment, Food	20	4.75%	661	6.51%
Public Administration	14	3.33%	294	2.90%
Other	16	3.80%	503	4.96%
Total	421		10,146	

Source: U.S. Bureau of Census

As shown in the table, the Education/Health/Social Service sector is the main employment industry type. Unsurprisingly, Construction, Manufacturing, Transportation/Warehouse/Utility, and Fire/Insurance/Real Estate (F.I.R.E.) are the other prominent industries in the City.

Table 2-11 shows the industry of employment for Fort Calhoun in 1990 and 2000.

Table 2-11: Change in Employment by Industry

Industry	1990		2000	
	Employed	%	Employed	%
Agriculture, mining	12	3.55%	5	1.19%
Construction	39	11.54%	44	10.45%
Manufacturing	48	14.20%	48	11.40%
Wholesale Trade	18	5.33%	10	2.38%
Retail Trade	58	17.16%	28	6.65%
Trans, Warehouse, Utility	39	11.54%	54	12.83%
Information	0	0.00%	3	0.71%
Finance, Insurance, Real Estate	24	7.10%	59	14.01%
Professional	28	8.28%	29	6.89%
Education, Health Social Service	49	14.50%	91	21.62%
Arts, Entertainment, Food	0	0.00%	20	4.75%
Public Administration	12	3.55%	14	3.33%
Other	11	3.25%	16	3.80%
Totals	338		421	

Source: U.S. Bureau of Census

The two largest gains happened in the F.I.R.E. and Education/Health/Social Service sectors. Of the overall employment growth in the decade of 83 jobs by residents of Fort Calhoun, 77 were from these two sectors.

The Arts/Entertainment/Food sector also witnessed a marginal growth of 20 jobs mainly due to the reclassification of the Agriculture sector by the U.S. Bureau of Census. The next largest growth for the decade was in the Transportation/Warehouse/Utility sector with 15 employees.

Nearly every sector experienced growth with the exception of the Agriculture/Mining sector and the trade sectors. The drop in the Agricultural sector can be attributed to the reclassification of the sector and the gradual urbanization of the City.

The drops in the Wholesale Trade and Retail Trade sectors are more alarming. The two sectors lost a combined 38 jobs over the decade with Retail trade taking the largest decline with a loss of 30 positions. Although one business, the City's hardware store, closed its doors over this decade, most of this loss is presumed to be associated with those who commute to the Omaha/Council Bluffs Metro Area for work that may have undergone a shift in type of employment through a job change.

Even with the losses in the trade sectors, the economy seems to be developing well for a city of its size over the past decade, improving the overall economic stability of the City. This helps the City from being largely dependent on the Omaha/Council Bluffs Metro Area as a bedroom community in regards to economic prosperity. As the economy becomes more stable, retail trade is expected to return to 1990 levels or above as the business market becomes more reliable.

Table 2-12: Employment by Occupation, 2000

Occupation	Fort Calhoun		Washington County	
	Employed	%	Employed	%
Employment	421		10146	
Management and Professional	113	26.84%	3308	32.60%
Service Occupations	66	15.68%	1316	12.97%
Sales and Service	126	29.93%	2919	28.77%
Farming, Fishing, and Forestry	0	0.00%	76	0.75%
Construction, Extraction, and Maintenance	58	13.78%	1313	12.94%
Production, Transportation, and Material Moving	58	13.78%	1214	11.97%

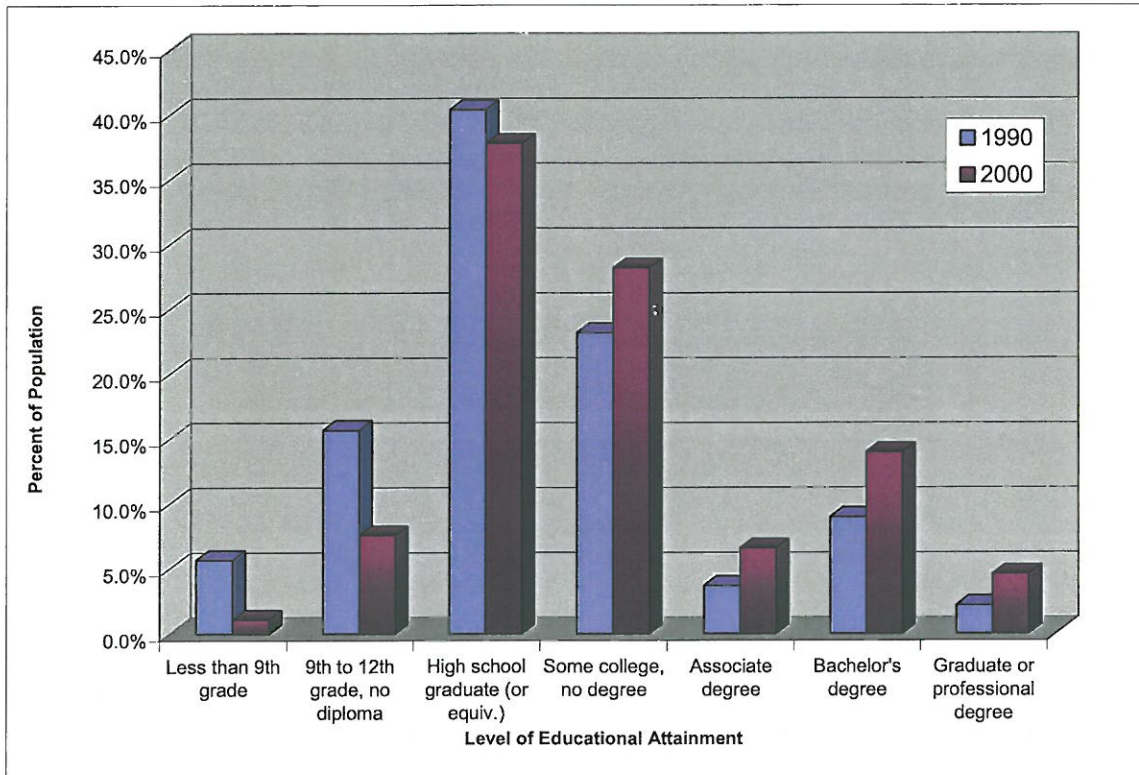
Source: U.S. Bureau of Census, 2000

Table 2-12 compares the types of jobs held by Fort Calhoun residents with those of Washington County. The figures are similar in distribution except for the Management and Professional occupations where the County as a whole is higher than the City by 5.76%.

Education

Educational attainment of a populace is one factor that many prospective businesses review prior to deciding to locate within a community. Having a well-educated workforce base to draw from is an amenity that entices these potential employers. Educational attainment is summarized in **Figure 2-6** below.

Figure 2-6: Educational Attainment 1990-2000



Source: U.S. Bureau of Census

As **Figure 2-6** depicts, the educational attainment of the overall population improved from 1990 to 2000. The percent of the population with a bachelor's degree shot up 5% over this time period, an increase representative of the good overall growth of those with post-high school education over this time span.

Income

Per-capita income is one of the more important indicators of a city's or county's economy. When directly related to cost of living for an area, it can be feasibly conceived what the disposable income of the area will be. This helps current and prospective retail, wholesale, and service businesses gauge the potential, or lack thereof, for business development within their market.

Fort Calhoun improved in per-capita income from 1990-2000. Although the City's per-capita income was higher than all the control cities in 1990, it was still less than the state figure. This aspect has changed since 1990 as the City's per-capita income grew by nearly 10% more than the state's to a figure of \$20,799. The second class cities of Bennington and Springfield outpaced Fort Calhoun during this time period as they became increasingly popular to commuters. It is expected that Fort Calhoun will continue to follow closely behind Bennington and Springfield in percentage increase in per-capita income.

Table 2-13: Per-Capita Income, 1990-2000

Area Name	1990	2000	Change 1990-2000
Nebraska	\$ 12,452	\$ 19,613	57.5%
Washington County	\$ 13,132	\$ 21,055	60.3%
Fort Calhoun	\$ 12,377	\$ 20,779	67.9%
Bennington	\$ 10,935	\$ 20,416	86.7%
Arlington	\$ 12,003	\$ 19,453	62.1%
Kennard	\$ 12,117	\$ 17,499	44.4%
Springfield	\$ 10,633	\$ 19,573	84.1%
Crescent, IA	\$ 11,547	\$ 24,548	112.6%

Source: U.S. Bureau of Census

As shown in **Table 2-13** above, Fort Calhoun's per-capita income in 1990 was the highest in relation to comparable cities. While the City's income was higher than the control cities 1990, it lagged behind the state. This changed by 2000 thanks to a growth rate of over 10% more than the state's 57.5%. Although Fort Calhoun's per-capita income in 2000 was higher than most of the control cities, its growth rate (see 'Change 1990-2000') was significantly less than Bennington, Springfield, and Crescent.

Table 2-14: Household Income, 1989-1999

Area Name	1989	1999	Change 1989-1999
Nebraska	\$ 26,016	\$ 39,250	50.9%
Washington County	\$ 29,805	\$ 48,500	62.7%
Fort Calhoun	\$ 30,804	\$ 41,500	34.7%
Bennington	\$ 27,083	\$ 47,067	73.8%
Arlington	\$ 25,750	\$ 45,365	76.2%
Kennard	\$ 30,357	\$ 32,917	8.4%
Springfield	\$ 30,156	\$ 48,083	59.4%
Crescent, IA	\$ 22,500	\$ 60,000	166.7%

Source: U.S. Bureau of Census

Although there has been good growth of per-capita income since 1990, median household income (**Table 2-14**) is growing at a rate much slower than the other control cities (see 'Change 1989-1999'). From 1989 to 1999 the median household income rose by 34.7% to \$41,500 in Fort Calhoun, 16.2% slower than the state and 42.2% slower than of the average of the other cities in the control group. The results of this slower growth moved Fort Calhoun from the highest household income in the study group to the one of the lowest. Although the percentage growth in household income is a concern, Fort Calhoun is still above the median for the state.

The sizeable differences between the per-capita income increases for the City in relation to the household income increases help to form some conclusions on the state of the economy. First, although the household income increased less than the other cities in the control group by percentage, the per-capita income increased by a good percentage. This is an indicator that more households are becoming two or more income households in the other cities while Fort Calhoun lagged behind in this evolving trend. Secondly, the figures assist in the belief that the average household in the City is economically stable, even without the addition of a second income.

Table 2-15 below compares the methods of commuting for Fort Calhoun and Washington County residents. Differences are noticeable throughout the table. More commuters carpooled to their occupation by percentage in Fort Calhoun. Although this is a relatively small sampling, it may be an indication that more persons carpool due to a higher percentage of occupational positions in Omaha/Council Bluffs, causing the desire for a carpool, than other residents in Washington County.

A much higher percentage of persons walked to their occupation than in Washington County as a whole. This also may be due in part to the smaller sampling size of Fort Calhoun's working population.

Table 2-15: Commuting to Work, 2000

Commuting to Work	Fort Calhoun		Washington County	
	Employed	%	Employed	%
Total Commuters	416		10043	
Car, Truck, or Van - Drove Alone	330	79.33%	8367	83.31%
Car, Truck, or Van - Carpooled	49	11.78%	910	9.06%
Public Transportation (including taxicab)	0	0.00%	0	0.00%
Walked	26	6.25%	256	2.55%
Other Means	0	0.00%	64	0.64%
Worked at Home	11	2.64%	446	4.44%
Mean Time to Work	23.1 min.		22.8 min.	

Source: U.S. Bureau of Census

III. Public Facilities

Service Facilities

City Hall

The Fort Calhoun City Hall is a one-story brick/frame building constructed in 1960. The building also houses the office of the City Clerk, the library, and serves as a local office for the Washington County Sheriff. The building has been maintained in very good condition and updated throughout the years to retain its viability.



The City Hall is starting to run out of space to operate efficiently. Adding further administrative help is hindered by this lack of space. Users of the facility state that moving the library would open the space needed for current and future needs.

Public Library

The public library currently resides within the Fort Calhoun City Hall's council chambers. The library is open from June to July during the hours of 3-5pm on Wednesdays and 9-11am on Saturdays. Other time periods for its use have been considered, yet a lack of volunteers to serve as librarians have lead to the limited hours of operation.

The space allocated for the library is adequate for the collection on hand. Space for a planned addition of a computer for the library may need to be examined. The possibility of adding a computer and the lack of space for additional City personnel may necessitate a study to construct options for the City to decide what changes are needed.

City Maintenance Garage

The City's maintenance garage is a metal building that is mainly used for storage and light maintenance of City vehicles. The space within the garage is limited, there is no hoist available, and the building itself is aging. Discussions about the maintenance garage are varied.

One proposed solution has been an addition to the current structure. This proposal would increase space and amenities at the current site. Opponents to this concept believe that the building is out of date and inept to adjust for additional growth.

Another solution centers around the construction of a new facility near the wastewater treatment facility. This concept would involve construction of a new building large enough to house the maintenance garage operations for many years. The building would also contain many of the amenities that currently are not available or can not be added to the current structure. Washington County representatives were also initially interested in this new structure. The County had a desire to place a secondary roads storage facility in connection with the new maintenance garage at the subject site. Opponents to this plan have been against both the cost of the new facility and the distance of the facility to the City's center. The current maintenance garage is located at virtually the center of the City, reducing travel times of slower maintenance vehicles to work locations.

Fire Station

The City of Fort Calhoun has an annual contract with the area rural volunteer fire district for fire protection services. The fire station is located on the corner of U.S. Highway 75 and Stevenson Street, allowing a short response time to every part of the City. The fire station is a one-story building built in 1979. Although there is enough space for expansion, at this time there are no improvements or additions planned for the structure.

Emergency Services

Police Protection

Fort Calhoun relies on the Washington County Sheriff's Department to protect the lives and property of its residents. The Sheriff's Department holds an office post within the Fort Calhoun City Hall. The Department operates canine, investigation, and polygraph units for the County and six (6) communities that it serves in Washington County.

Fire/Rescue

The City of Fort Calhoun is a part of the area rural volunteer fire district for fire protection services. Fort Calhoun Fire/Rescue was established in 1913 to serve the City and surrounding areas. Fort Calhoun Fire/Rescue protects approximately 5,000 people within Fort Calhoun and the surrounding rural area, a coverage of 68 square miles. The volunteer department has 24 members that have various levels of qualification including; EMT, EMT-A/D, EMT-I, and Paramedic.

Services Provided:

- Firefighting
- Hazardous Material Response
- ALS Emergency Medical Service
- Vehicle Rescue (Extrication)
- Search & Rescue

Medical

Although the City has the Fort Calhoun Clinic on Clark Street for medical assistance, there is no hospital for emergency services. The closest hospital is Memorial Community Hospital (MCH) in Blair. Some of the services offered by the MCH include:

- Cardio Pulmonary Care
- Cardiac Rehabilitation
- Diabetes Management
- Emergency Department
- Financial Services and Billing
- Home Health and Hospice
- Diagnostic Imaging
- Labor and Delivery
- Nutrition
- Occupational Health
- Outpatient Specialty Clinic
- Physical Rehabilitation
- Surgical

The Omaha Metro Area contains many hospitals and clinics within a relatively close proximity to Fort Calhoun.

Educational Facilities

Primary/Secondary Education Facilities

As with many small cities, the school serves as the heart of the community. The enrollment for the Fort Calhoun School District during the 2003-2004 school year was 596 students. With 37.1 full-time-equivalent teachers, the District provides a good 16.1 student/teacher ratio.¹ The enrollment has decreased in recent years and the District has worked through fiscal corrections to adjust to this reduction. However, due to population projections over the next 20 years, enrollment is expected to increase. The District has enough capacity to adjust to a minor increase, but changes to the facilities will be needed if enrollment follows parallel to projected population increases.

Fort Calhoun has two school facilities, the elementary school and the junior/senior high school. The elementary school, located 11th and Monroe Street, was built in 1962. The High School was completed in 1972. Both facilities are aging, but still viable buildings. The high school however lacks an area for the performing arts, while the shop and band classes are situated in two detached steel buildings.

Plans for a renovation of the high school have proposed the addition of an auditorium and gym to the facility as well as many other improvements throughout the building. In addition, preschool and kindergarten classes are using portable classrooms that are insufficient. However, bond proposals with an assigned approximate value of \$8.1 million for the renovations needed have failed through local votes in 2000 and 2001. The last school bond proposal that was passed in the community was when the old high school was condemned.

Post-Secondary Education Facilities

Fort Calhoun is fortunate to have four post-secondary education facilities within one-half hour of the City. The City has two community colleges within relatively close proximity. Iowa Western Community College and Metropolitan Community College offer trade and technical certifications, job training, and the first two years of a four-year program.

The City has four universities within less than 25 miles for post-secondary education. University of Nebraska at Omaha, Bellevue University, and Creighton University provide degrees in a wide range of disciplines. Both Creighton and University of Nebraska Medical Center are highly respected universities in the medical field.

¹ CCD public school district data for the 2003-2004 school year. Retrieved from: <http://nces.ed.gov>. September 2005

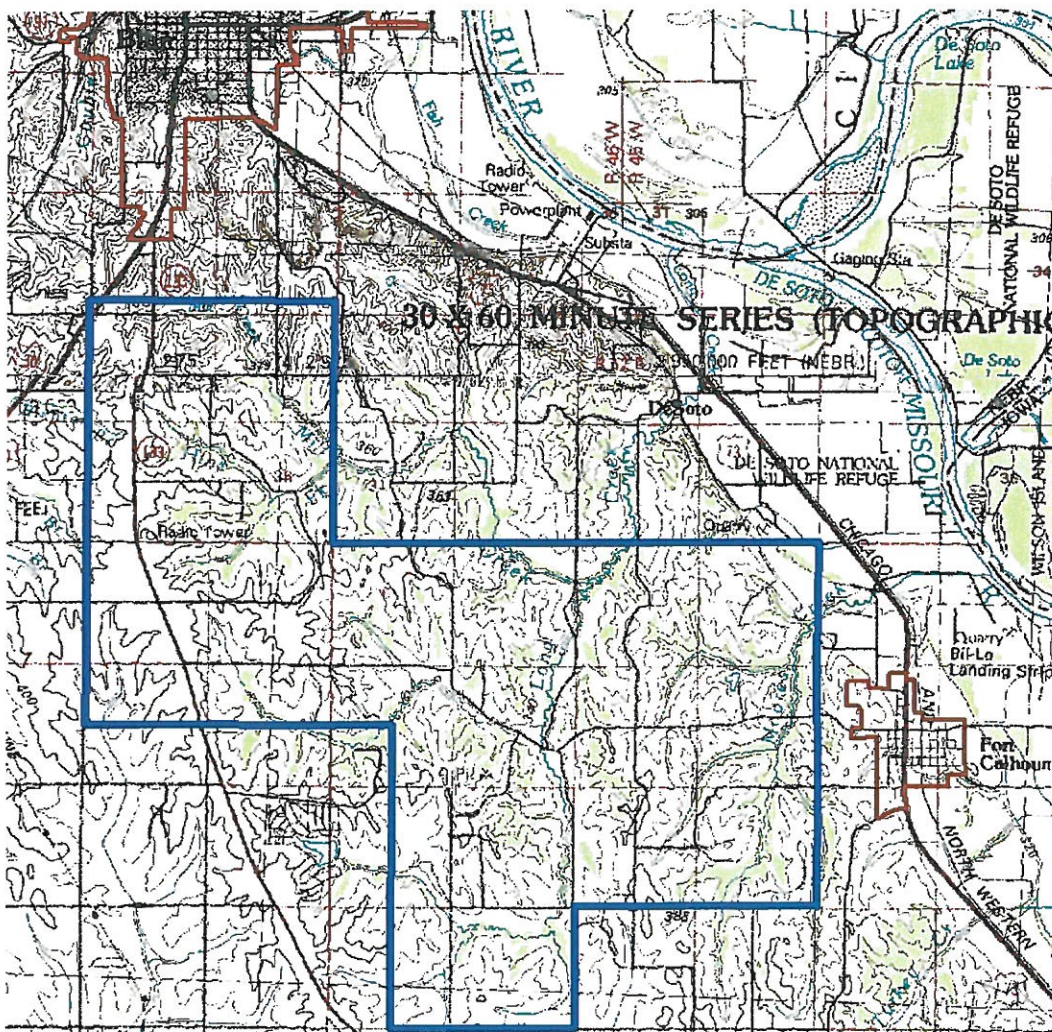
Utilities

Water Supply and Distribution Systems

The Washington County System of the Papio-Missouri River Natural Resources District (NRD) delivers water to over 410 rural households in southeast Washington County and the City of Fort Calhoun. Treated water is purchased by the Papio-Missouri River NRD from Metropolitan Utilities District in Omaha and pumped to users by the NRD system.

The City purchases water from the Papio-Missouri River NRD. As the water distributor for the City's residents, the City builds, maintains, and expands its water storage and distribution system as growth and development demands.

The Papio-Missouri River NRD has recently developed a new rural water supply system covering a 20 square-mile area south of Blair and west of Fort Calhoun. This new rural water district purchases water from the City of Blair and operates independently of the current NRD operation. The two districts are connected to provide emergency backup only.



Sanitary Sewer System

The City of Fort Calhoun maintains and operates their own sanitary sewer system. The system's wastewater treatment facility is located at the corner of County Road 34 and County Road 47, to the east of Fort Calhoun's city limits. Constructed in the late 1970's, the facility has a design capacity of 1200 residents.

A facility study will be completed in the near future to determine needed modifications or additions to the current facility and to meet the future capacity and state and federal regulations. In early 2006, 77.5 acres of additional land adjacent to the current facility will be purchased for the future expansion of the treatment plant, land application of waste sludge, parks and recreation uses, and a site for a public works yard and facility as well.

The City maintains and operates a gravity sanitary sewer collection system that serves the entire City. The original collection system and outfall sewer was constructed in 1960. Various additions and extensions have been added as the City grew.

The collection system has operated without scheduled maintenance or rehabilitation measures for over 45 years. An inspection and evaluation study of the entire system is planned to determine the status of the infrastructure and budgetary requirements to maintain the viability of the system.

Electricity

Fort Calhoun uses Omaha Public Power District (OPPD) for electrical service. OPPD provides service to nearly 310,000 customers in Omaha and other communities in 13 southeastern Nebraska counties. No improvements to capacity of the electrical system will need to be completed to permit the projected growth of the City alone. However, OPPD is commencing the construction of a new 600-megawatt power station to adjust for growth in the Omaha Metro Area. The District also has membership in the Mid-Continent Area Power Pool (MAPP). MAPP consists of 108 members that generate over 41,400 megawatts of power amongst nine (9) states and three Canadian provinces.

Although no capacity improvements will be needed for projected City growth, the City should however review the current grid system with OPPD to highlight possible trouble spots and assess the feasibility of any line burials.

Natural Gas

Much like electricity, Fort Calhoun uses a major provider from the Omaha Metro Area for the supply of natural gas. Metropolitan Utilities District (MUD) supplies natural gas to the residents of Fort Calhoun. MUD has significant excess capacity to adjust for the anticipated growth as well.

Communications and Media

Fort Calhoun uses Blair Telephone Company, a HunTel affiliated company. HunTel serves over 14,000 lines in 14 communities. HunTel also provides cable television and dial-up Internet services. Although DSL Internet service is currently available in Fort Calhoun, the City should support the development of cable modem service to increase the high-speed Internet choices available to its residents.

Transportation Facilities

Air Transportation

The nearest commercial airfield to Fort Calhoun is Epply Airfield, 15 miles to the south in Northeast Omaha. This airport is served by most of the major carriers and has direct flights or connections to all of the nation's major cities.

The City also has access to two public-use airports. Blair Municipal Airport is approximately four to five miles southwest, while the North Omaha Airport is approximately the same distance to the south.

Street and Highway Transportation



U.S. Highway 75 is the heart of the City's commercial district. Classified as a Major Arterial by the Nebraska Department of Roads, this roadway bisects the City and acts as the main transportation connection to the City as well. Most of the commercial and industrial development within Fort Calhoun lies alongside this road and are dependant on its use. As Fort Calhoun grew, the town center offered increasing services. While many businesses have come and gone, the town center remains the heart of the business community in Fort Calhoun.

The City's road system can be broken down into three major categories for analysis. These three categories, arterial, collector, and local streets, help give a representation of the traffic flow through the area.

Arterials

The Nebraska Department of Roads (NDOR) has classified U.S. Highway 75 a Major Arterial. These streets serve regional needs and carry local and regional through traffic. Arterials are the highest level of classification and are usually the center for commercial or industrial development for smaller cities. US Highway 75 is the sole arterial for Fort Calhoun. It serves as the center for the City's economic activity and the main connection for the City's residents to the nearby cities of Blair and Omaha.

Collectors

Collectors within residential areas distribute trips from arterials to their ultimate destinations. They also collect traffic from a neighborhood's local streets and channel it to the arterials. For many Level 2 cities in Nebraska collectors are usually county highways that connect to state or federal highways within the City limits.

Fort Calhoun currently has three collector streets. County Road P32 west of US 75 collects regional traffic from the west, outlying residential traffic, and residential traffic from within the City. County Road 34, from east edge of the planning limits to US Highway 75 via 7th and Madison Streets is the main east-west bound route to the east of US 75. On the south edge of the City, County Road P43 collects traffic from the growing residential areas to the southwest of the City.

Local Streets

Local streets serve individual properties within the residential or commercial areas. These provide direct, low-speed access for relatively short trips. Within Fort Calhoun these streets connect to both the collector streets and the arterial of US Highway 75 for transportation within the City and the region.

Street Maintenance

As with many cities the size of Fort Calhoun, street maintenance and improvement is an ongoing process that requires an extensive amount of planning as funding each year is limited and is continually becoming more scarce as federal, state, and budgets get tighter.

Nebraska State Law requires that each year all cities, counties, and the State of Nebraska Department of Roads compiles a One and Six Year Road Program. This compilation of projects is a plan for upcoming year and the next five (5) years following. On the following page, a summary of the City's six-year plan is broken down in Nebraska Department of Roads' Form 9. This six-year plan lays out some of the near-term transportation system goals of Fort Calhoun including:

- Development of a bike trail from Highway 75 and Washington St. to Ft. Atkinson
- Improvements to various streets including:
 - Clay Street from US 75 to the West City Limits
 - 9th Street from Clay Street to Clark Street
 - Washington St. from 10th to 14th Streets
 - 12th from Madison St. to Washington St
 - Monroe Street from 16th to West City Limits
 - 16th Street from Monroe Street to Court Street
- Paving of Cherry Hills Subdivision streets

Sidewalks

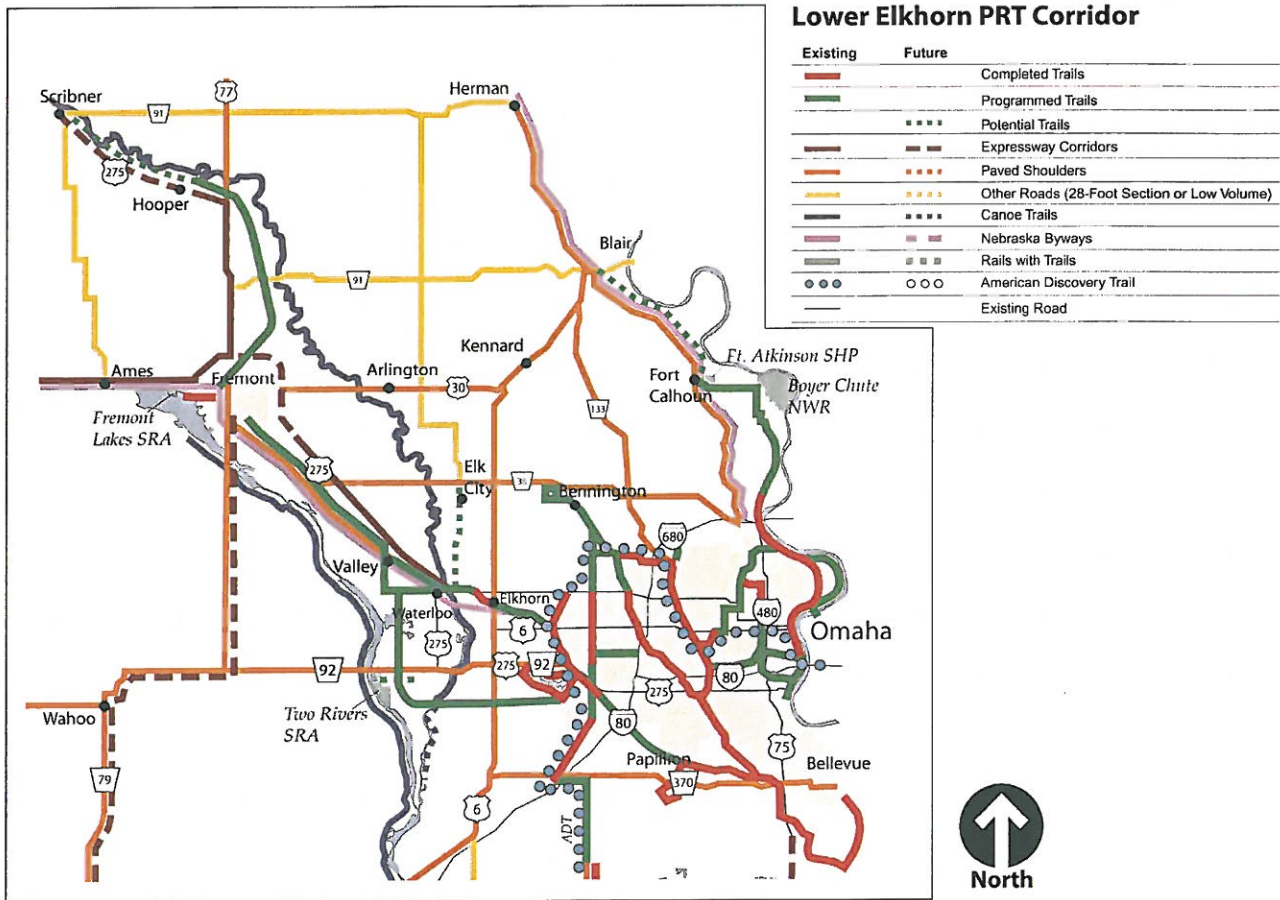
Fort Calhoun maintains a sidewalk system that is somewhat disjointed. Over the years, improper development has left many sections of the City's sidewalk system incomplete. There are some decently continuous sections along Monroe Street, 15th Street, and Highway 75. However, the City should look into undertaking a sidewalk improvement program that would consist of a mixture of grant and local financing through assessments.

Trails

Fort Calhoun has made recent strides to develop a trail system for its citizens. The newly constructed Fort Calhoun Trail. Connects a trailhead at US Highway 75 and Washington Street, through the ballparks, to Washington County Road 34 on the east side of the community. This was the first major step towards developing a complete trail system for Fort Calhoun.

Regional Trail System

The Fort Calhoun Trail connects directly with the regional Papio Trail System and the Nebraska State Trails System providing users ample opportunity to explore trail systems outside of Fort Calhoun, while providing outside users with a good trailhead and access to local services. Currently, US Highway 75 has paved shoulders from Interstate 680, north through Fort Calhoun and Blair, to the Village of Herman. The newly completed Fort Calhoun Trail also connects to a trail that uses Washington County Road 34 out to the Boyer Chute National Wildlife Refuge. This trail separates from the roadway and continues south from the refuge and turns into the Omaha Riverfront Trail, allowing users access to downtown Omaha and Council Bluffs via the Missouri River Pedestrian Bridge.



Source: A Network of Discovery: A Comprehensive Trails Plan for the State of Nebraska.. Nebraska Game and Parks Commission. 1994

Board of Public Roads Classifications and Standards
Form 9 Summary of Six-Year Plan

Six-Year Period Ending March 1, 2011 Sheet 1 of 1

COUNTY:		CITY: Fort Calhoun			VILLAGE:	
PRIORITY NUMBER	PROJECT NUMBER	LENGTH (Nearest Tenth)	UNIT OF MEASURE	ESTIMATED COST (Thousands)	REMARKS	
1.	M-288(24) Bike Trail; Hwy 75 and Washington Street to Fort Atkinson	0.6	Miles	\$440/\$88 FC	Grading, culverts, paving and pedestrian bridge	
2.	M-288(20) Clay Street US 75 to West City Limits	0.4	Miles	\$737	Grading, paving and storm sewer improvements	
3.	M-288(14)	0.4	Miles	\$25	A.C. Overlay	
4.	M-288(18) 9 th Street Clay to Clark	0.1	Miles	\$50	Paving and storm sewer improvements	
5.	M-288(4) Washington: 12 th to 10 th and 12 th - Madison to Washington	0.3	Miles	\$190	Grading, drainage, paving, sidewalks and lighting improvements	
6.	M-288(3) Monroe: 16 th to West City Limits	0.1	Miles	\$50	Grading, paving and storm sewer improvements	
7.	M-288(19) Pave Cherry Hills Streets	0.55	Miles	\$416	Paving and storm sewer improvements	
8.	M-288(17) 16 th Street cut-off	0.3	Miles	\$126	Grading, culverts and aggregate surface	
9.	M-288(5) Washington: 12 th to 14 th	0.2	Miles	\$90	Improvements	
10.	M-288(16) 16 th Street; Monroe to Court	0.1	Miles	\$101	Grading, culvert and paving improvements	
11.	M-288(21)	0.5	Miles	\$464	Grading, curb and gutter, overlay and storm sewer improvements	
12.	M-288(22)	0.7	Miles	\$780	Grading, curb and gutter, overlay and storm sewer improvements	
FC = Fort Calhoun's share						
SIGNATURE		TITLE City Street Superintendent #S-1305			DATE:	

NBCS Form 9, Jul 96

IV. Goals and Objectives

Public Participation and Visioning

An important part of the planning process for Fort Calhoun was the definition of community goals and priorities through a strategic planning process. This process assessed community features and defined goals for the fifteen-year planning period. A planning committee, augmented by participants from the community at large, was the focus of this strategic planning process.

The Fort Calhoun Survey

Participants in the strategic planning process rated community services and facilities using a one-to-five scale. Services with an aggregate score of 3.5 or above are viewed favorably; those with scores below 3.0 represent areas requiring additional attention. Figure 1-1 identifies those key areas for Fort Calhoun.

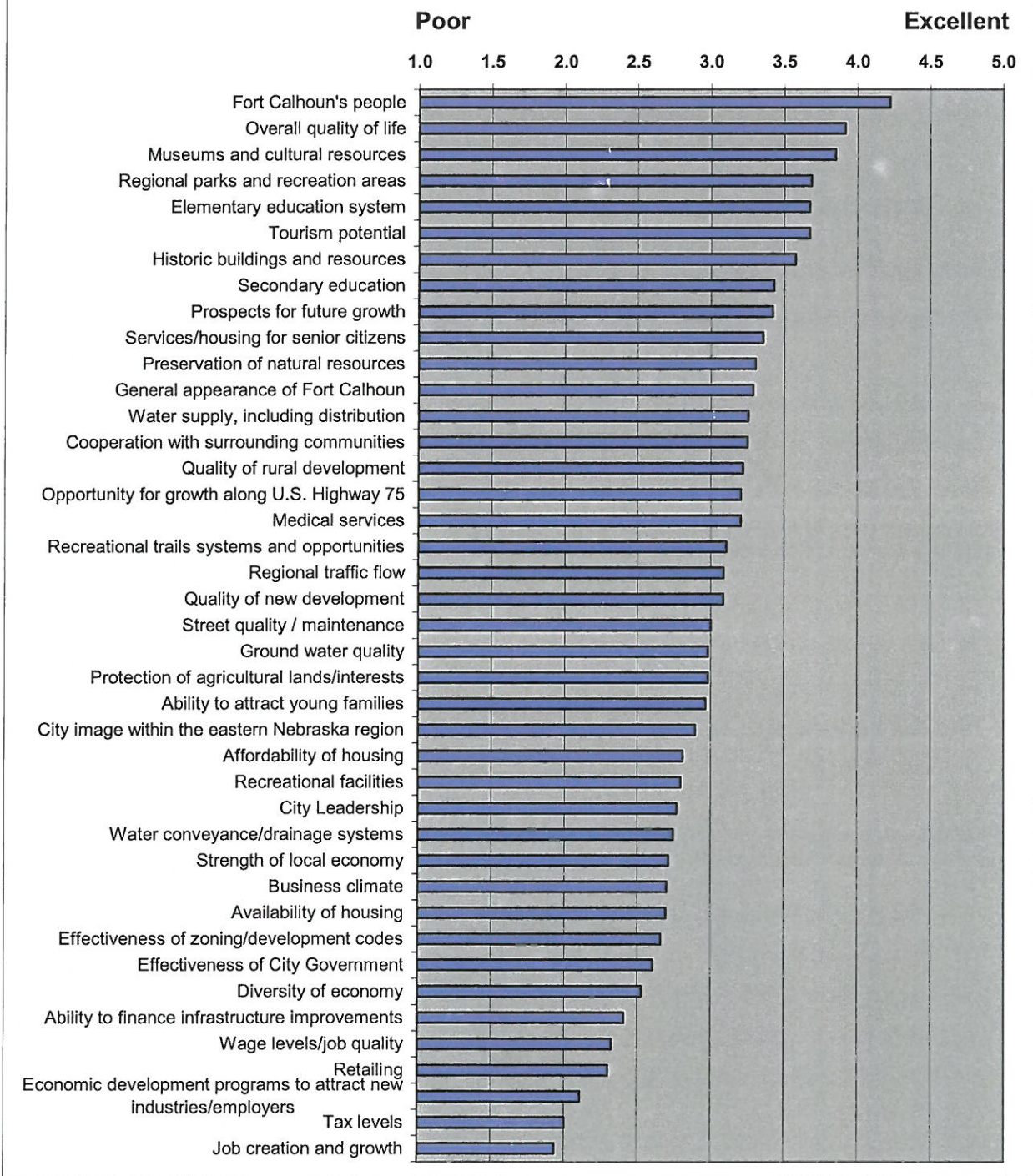
The survey revealed that the following services were considered to be the top strengths of the community:

- Fort Calhoun's People
- Overall Quality of Life
- Museums and Cultural Resources
- Regional Parks and Recreation Areas
- Elementary Education System

The survey revealed that the following services and issues have the strongest need of improvement:

- Job Creation and Growth
- Tax Levels
- Economic Development Programs
- Wage Levels / Job Quality
- Ability to Finance Infrastructure Improvements

Fort Calhoun Survey Results



Issues with a score of 3.5 or higher generally represent strengths of the community. Those with a score of less than 3.0 generally represent areas that could be improved upon.

What do you believe are the most important issues that Fort Calhoun will face during the next five years?

- Educational facilities need upgrading to attract young families (29)
- Growth of housing in a controlled way (17)
- Water problems - supply doesn't meet demand - poor water pressure (12)
- Address city sewer/waste treatment issues (11)
- Reducing taxes (11)
- Improving streets (11)

What is your favorite place in the City?

- Fort Atkinson (19)
- City Parks (11)
- My home (9)
- Long Horn Bar (4)
- Church (4)

What is your least favorite place in the City?

- Main Street traffic (8)
- Houses that should be condemned - areas that are not maintained (7)
- Trailer parks (6)
- Rock quarry (4)
- City Hall (4)

What do you believe are Fort Calhoun's greatest assets or strengths?

- Proximity to Omaha/Blair (24)
- Small town living (22)
- Good school system (16)
- People with good values (15)
- Small town friendliness (14)



What do you believe are Fort Calhoun's greatest liabilities or weaknesses?

- High taxes (10)
- Lack of retail - i.e. no hardware store (8)
- Restrictions on residential development (8)
- Poor city government (8)
- School facilities not large enough and need improvements (6)

What do you believe should be the City's most important goals for the next ten years?

- Upgrade the schools (11)
- Be more development friendly - residential and business (11)
- Community center - swimming pool (8)
- Extending city limits - to extend tax base (7)
- Street maintenance (6)

What three specific actions or projects would you like to see Fort Calhoun accomplish during the next ten years?

- Upgrade the schools (9)
- Allow for infrastructure growth requirements (8)
- Need a better/city police force (7)
- Attract more businesses/retail (7)
- Need industrial park (5)
- Improving tourism (5)

Should the City place limitations on development and commercial activities that cause significant physical deterioration to the environs?

Yes	%	No	%
44	75%	11	19%

Should the City limit development and commercial activities that negatively affect the appeal of the environs as a tourism and recreation attraction?

Yes	%	No	%
40	68%	14	24%

Goals

The community design concept for Fort Calhoun is based on sound planning principles, and the goals that were established in the visioning process. In Fort Calhoun, these have been summarized into the following five basic goals:

1. Orderly growth, and better control of construction, zoning, subdivision and development activities.
2. Attention to the need for school facilities that prevent crowding and meet growth needs.
3. Need for additional housing units, and expanded housing choice.
4. Improved planning and designation of land for future growth.
5. Additional recreational opportunities.
6. Improvements to City services and City service facilities.

V. Development Principles and Concepts

A Guide for Growth

The principles and concepts put forth in this section provide a detailed town plan for Fort Calhoun based on the goals and priorities identified through the community visioning process. The Fort Calhoun Plan is designed for and to adjust to growth. The plan recognizes that the community must take continued aggressive action over the next fifteen years to build on its history and past successes, attract new residents, and maintain and stabilize its population. Due to the probable growth of the City, the plan makes recommendations based on the assumption that this growth will occur. The plan also examines land use patterns in Fort Calhoun and develops a plan that will form the basis of a new land development ordinance.

Every community has unique qualities that make it distinctive and special. By taking an intrinsic look into these assets and developing from the strong points of the community, Fort Calhoun will have a stronger base to grow from without losing the unique community feel that the City has developed. By taking advantage of these unique qualities a community can grow stronger. If the City does not work to retain its unique character through regulating growth, it will lose the qualities that separate it as a desirable community.

In the plan's initial section, the demographic challenges facing the community were discussed in detail. Fort Calhoun has witnessed growth in the past decade in all but three of the age groups defined in this section. Two of the age groups with actual losses during the decade were in the 55 and over age groups, while the birth to 30 years of age groups all experienced modest gains. These factors combine with the general location of the City in relation to Omaha give the City a glimpse of probable future growth that should be taken into account when considering the future of Fort Calhoun.

Fort Calhoun is poised to take advantage of its numerous unique qualities. The City's past successful efforts in building a great community help to put it into a position to meet growth adequately and positively. Its proximity to the opportunities of Fort Atkinson and the Missouri River provide Fort Calhoun with the opportunity for increased tourism and a basis for new residential growth. The Community Design Concept is intended to build on this base, helping Fort Calhoun grow as both a living and working environment.

Patterns of Development

This section, then, considers the following physical features and patterns that give Fort Calhoun a distinctive environment:

- **Topography**
- **Downtown Fort Calhoun**
- **Parks**

It then presents a general philosophy for future community growth management, forming a Development Constitution that defines the general perspectives of the comprehensive plan.

Topography

Fort Calhoun rests at the foot of rolling hills formed along its western edge and on top of a bluff marking the Missouri River floodplain along its eastern edge. The relatively flat topography surrounding the City from the hills eastward is prime farmland. With the flattest land to the east of the original plat, growth has generally occurred in that direction, mainly in the form of single-family residential developments.

Although past growth has been generally east of the original plat, more recent developments have taken place in the hills to the west. The hills have started to entice growth due to the views and wooded areas that they provide.

Downtown Fort Calhoun

Fort Calhoun's town center remains the community's primary civic center. The businesses situated along the US Highway 75 corridor are a major part of the visible character of the City. The rural downtown atmosphere that is portrayed along the corridor is attractive to local residents and visitors alike. Retaining this image is important to the overall character of the City.

Parks

Fort Calhoun residents have excellent access to park and recreation facilities. Fort Atkinson State Historical Park, residing on the east side of the corporate limits, is the City's most notable landmark. This historical park attracts well over 40,000 visitors per year to the community, a figure that is increasing with each year. Fort Calhoun is also close to the DeSoto Bend and Boyer Chute wildlife areas.

Parks within Fort Calhoun include West Market Square Park, Pioneer Park, and the Lions Ballpark Complex. Each park has relatively new playground equipment that is more durable, requires less maintenance, and is overall safer than older park equipment found in many small cities like Fort Calhoun. Overall, the City has a strong, wide variety of recreational related features that help to provide a distinctive environment for development.

Challenges

The previous discussion has described features and relationships that over time have made Fort Calhoun distinctive. Yet, the forces that have changed town building and community development patterns in contemporary times also challenge Fort Calhoun's traditional character. These challenges include:

- **Fringe Development of Commercial Uses**
- **Transportation Routes and Land Use Patterns**
- **Regional Growth**

Each of these challenges requires a concerted response if Fort Calhoun hopes to fulfill its future development potential. Development without an eye toward these challenges will ultimately result in Fort Calhoun losing the character that makes it "Fort Calhoun".

Fringe Development of Commercial Uses

Possible future development along the Highway 75 corridor may threaten the economic stability of Downtown business. The Downtown will need to compete with possible commercial developments on the outer fringe of the City that are more accommodating to automobiles. While such development would create competition problems for the Downtown, it would also be an invitation to visitors to patronize different kinds of retailing along the corridor. The Downtown corridor must resist the desire to redefine itself when confronted with the challenge of new, larger-scale commercial developments along the fringe of the community.

Keeping the attractive character of the downtown while adjusting to fringe commercial development is essential.

Transportation Routes and Land Use Patterns

Highway access is both an asset and a challenge. U.S. Highway 75 is the primary regional north-south route through eastern Nebraska. It connects Fort Calhoun with Omaha to the south and Blair to the north. The Highway 75 corridor offers excellent opportunities for industrial and commercial development. This potential must be tempered with appropriate placement of intensive uses and utilization of land use regulatory tools in order to minimize negative effects on existing residential neighborhoods. This corridor has become the most visible environment of Fort Calhoun. It is imperative that it presents a positive image of the City.

While the highway is an important commercial corridor, it cannot divide the community. Increased traffic along the highway must be controlled appropriately to ensure that local vehicle and pedestrian traffic can traverse the lanes with relative ease. Increased traffic without proper controls can virtually split the City in half. The City should look for ways to continue development along this corridor while maintaining the safety and ease of use for the local population.

Regional Growth

Fort Calhoun will experience development pressure caused by three forces: local employment, population growth, and land availability. Fort Calhoun's population was relatively static prior to the 1990s, it then witnessed a notable jump to the most current estimate of 941 in 2004. Development had spread over that period of time from traditional sites within the City to outlying areas on the fringe.

In Fort Calhoun, these forces have pulled some new residential development to the northwest and away from the traditional city center. Acreage developments are also growing in popularity in the Fort Calhoun area, reflecting the desire for the rural setting of the surrounding region and offering rural lifestyles in reach of urban employment or amenities. Such developments can be collectively burdensome upon the tax base of the City in relation to the amount of services the City provides.

Rural residential development also creates conflicts with agricultural uses. This strife is highly evident in many locations where residential development lies alongside agricultural uses. Lack of communication and/or understanding prior to residential development in these areas provides most of the misunderstanding, as expectations of both rural uses are vastly different.

Between the scenic qualities of the valleys and vistas of the hills to the west of the City and its relative proximity to the Omaha metropolitan area, the rural lifestyle near Fort Calhoun is clearly a considerable attraction for those who move from and still expect the services of a municipality, placing heavy demands on local and county government.

Growth Through Annexation

As Fort Calhoun continues to grow the City will need to create opportunities for new development and reserve land necessary to carry out the goals of the future land use plan. To do this the City will need to annex adjacent territory and expand its extra-territorial jurisdiction. The City's annexation program should:

- Control Future Fringe Development. In order to allow the City to guide its growth and development more effectively, fringe development will need to be managed. Through annexation, a city can extend its zoning jurisdiction to adjacent areas and thus guide development in a direction that will provide safe and healthy environments.
- Protect and Enhance the City's Tax Base. Those living in fringe developments outside the corporate limits benefit from the City's parks and recreational facilities, streets, utilities, and other facilities and programs without equally contributing to the tax base.
- Increase Size and Population. An increase in the City's physical size and population can mean an increase in its level of political influence and attractiveness for commercial and industrial development. Annexation may force new development to occur in the City, and therefore increase jobs and the tax base. It may also increase the City's ability to attract grant assistance.

Annexation Process

Within a City of the Second Class, annexation can be initiated by the mayor or city council, as described in the following excerpt from the Nebraska Planning Handbook:

On the initiative of the mayor and city council or the chairperson and members of the board of trustees, second class cities and villages may also annex any contiguous or adjacent lands, lots, tracts, streets, or highways which are urban or suburban in character. One large exception to this power to annex territory is that such annexation cannot include agricultural lands which are rural in character. In defining what constitutes "adjacent" or "contiguous", the statute (*Neb. Rev. Stat. § 17-405.2*) states that contiguity may be present even though a stream, roadway, embankment, strip, or parcel of land not more than 500 feet wide lies between the targeted land and the corporate limits.

Source: Nebraska Planning and Zoning Handbook, First Edition, March 2002

The City must first adopt a resolution that establishes a plan for extending city services to the territory to be annexed. Including an estimated cost impact for providing services to the territory and description of how the City will finance the extension and maintain existing services.

Phased Annexation

Fort Calhoun should implement an annexation program that will create opportunities for new development and facilitate the goals of the future land use plan.

The Annexation Phasing Map illustrates those areas around the City of Fort Calhoun that should be considered for annexation. The areas are categorized into four phases based on the projected growth patterns and anticipated urgency for incorporation into the city. Phase One being the most urgent and Phase Four being the least urgent.

PHASE ONE. *Location and associated issues warrant the immediate consideration of annexation.*

PHASE TWO. *Opportunities exist to warrant future consideration of annexation within the fifteen year life of the Fort Calhoun Plan.*

PHASE THREE. *These areas are situated beyond the expected initial growth areas of the city. Conditions exist that may bring about the need for annexation of these areas. However, annexation will not be necessary until after Phases 1 and 2 are completed.*

PHASE FOUR. *These areas are situated beyond the expected growth areas of the city. Annexation will not be necessary due to community growth, as defined in the Fort Calhoun Plan. However, as development potential increases within the one-mile jurisdiction, annexation may become necessary. New development, the expansion of Fort Calhoun's population and degree of political influence, and in order to address the needs and wishes of existing inhabitants are possible justification for annexation within this area.*

Fort Calhoun and Washington County should continue to jointly regulate land development for the good of the region. Through this planning process the City and County can work together to determine those areas that will likely be annexed into the city in the future and those areas that will remain under county jurisdiction. Communication can ensure that future land use conflicts can be resolved in an effective and efficient manner.

VI. Land Use Policies

Introduction

The City of Fort Calhoun is poised to witness extensive population growth over the next 20 years. The growth strategies and future land use plan outlined in this chapter are based on the goals, objectives, and policies of the Plan.

The residential and non-residential development projections of this Chapter are made based on analysis of a variety of factors including, but not limited to, existing and projected populations, local and regional real estate trends, availability of land, utilities, infrastructure, housing, work force, location, geography, history, and public input. Through research and analysis of each of these items an insight can be formed to envision the proper future growth of the City.

The "Future Land Use Map" (**Appendix A – Map 13**) shows the future development patterns for the City of Fort Calhoun both within the current city limits and in the City's "Planned Growth Areas" (**Appendix A – Map 8**).

This chapter proposes the Street Development Plan element of the Plan, including an expanded "Future Transportation Network Map" (**Appendix A – Map 7**) that extends streets into the "Planned Growth Areas". The Planned Growth Areas, at the end of this chapter, discuss the existing and future plans for extension of infrastructure and public services.

Street Development Plan

Fort Calhoun Functional Street Classification

Arterials

These streets serve regional needs and carry local and regional through traffic. Arterials are the highest level of classification and are usually the center for commercial or industrial development for smaller cities. US Highway 75 is the sole arterial for Fort Calhoun. It serves as the center for the City's economic activity and the main connection for the City's residents to the nearby cities of Blair and Omaha.

Collectors

Collectors within residential areas distribute trips from arterials to their ultimate destinations. They also collect traffic from a neighborhood's local streets and channel it to the arterials. For many Level 2 cities in Nebraska collectors are usually county highways that connect to state or federal highways within the City limits.

Fort Calhoun currently has three collector streets. County Road P32 west of US 75 collects regional traffic from the west, outlying residential traffic, and residential traffic from within the City. County Road 34, from east edge of the planning limits to US Highway 75 via 7th and Madison Streets is the main east-west bound route to the east of US 75. On the south edge of the City, County Road P43 collects traffic from the growing residential areas to the southwest of the City.

Local Streets

Local streets serve individual properties within the residential or commercial areas. These provide direct, low-speed access for relatively short trips. Within Fort Calhoun these streets connect to both the collector streets and the arterial of US Highway 75 for transportation within the City and the region.

Future Transportation Network and Design

The City plans to serve the planned growth areas by a network of arterial, collector and local streets. Improvements to the existing transportation network, design standards, and extension and creation of major and minor collector streets are described below. The future transportation network is displayed in the **Future Transportation Network Map**.

Arterials

No extensions or additions to the arterial network of Fort Calhoun is planned. US Highway 75 has suitable capacity to accommodate the arterial traffic through Fort Calhoun during the duration of the planning period. Future connections to this arterial should be reviewed with heavy consideration to the Future Transportation Network Map to restrict the amount of connections. Access management to this arterial is essential to future traffic flow through the City. Intersection improvements throughout the system on the arterial should also be reviewed to improve the safety of vehicle and pedestrian traffic along this route. Current planned improvements include the widening of Highway 75 south of the City in 2009 to four lanes, improving the capacity of the connection from Fort Calhoun to Omaha.

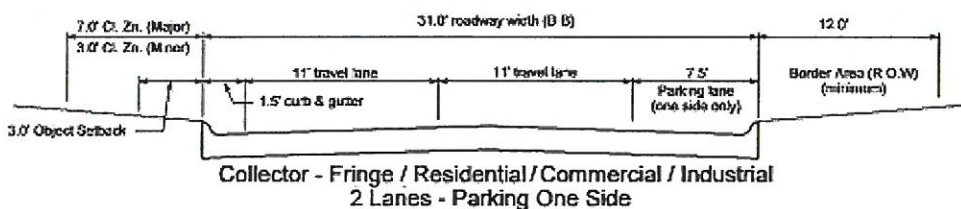
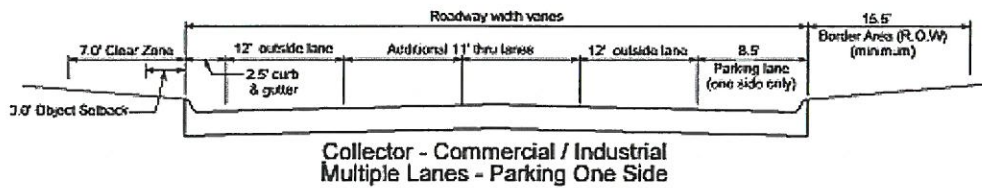
Collector Streets

In addition to the current network of collector streets in the Fort Calhoun Planning Area, the plan lays out two additional collectors in the Planned Growth Areas.

The connection from County Road 34, along the southern edge of the *Southeast Development Area*, to US Highway 75 will route southbound traffic from the eastern edge of the Planning Area to US Highway 75 without having to travel through the residential areas of Fort Calhoun on Madison Street. This route will also collect traffic from the *Southeast Development Area* for eastbound and southbound destinations.

The connection from County Road P32 to County Road 34 along the western edge of the *Western Development Area* will connect the collectors of County Roads P32, 34, and P43. It will also serve as a connector for County Roads P32 and 34 to US Highway 75 via P43, routing the traffic around the outskirts of the City.

The illustrations below depict two different layouts of typical collectors. The first depicts a multiple lane collector restricted to commercial/industrial areas, while the following illustration lays out the typical collector throughout most of the City.

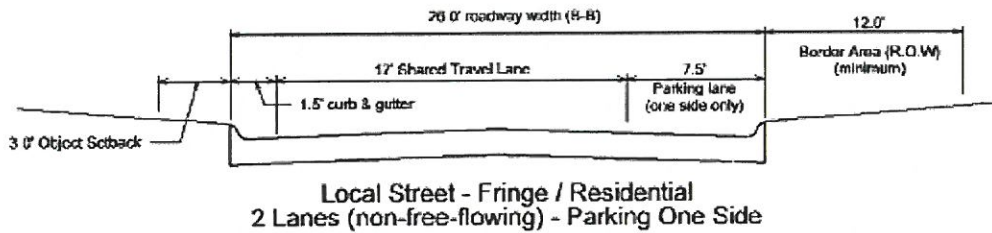
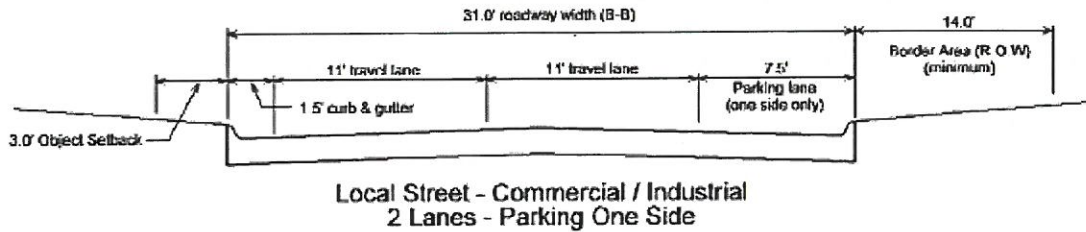


The right-of-way requirement for a multi-lane collector street with parking on one side is at least 80 feet (one center turn lane) with a pavement width of 46 feet back to back of curbs. The pavement includes two moving lanes of 12 feet in each direction. A two and one-half foot curb and gutter is included on the outside of the lane without parking. Each parking lane is eight and one-half foot in width, including curb and gutter. Center turning lanes are 11 feet in width. The addition of a fourth lane to convert the collector into a four-lane street would increase the right-of-way requirement to 88 feet. For pedestrian and bike traffic, a four-foot sidewalk should be provided.

The right-of-way width for 2-lane collectors with parking on at least one side is 70 feet with a pavement width of 31 feet back to back of curbs. The roadway traffic pavement consists 11-foot lanes. A one and one-half foot curb and gutter is included in each lane without parking. Each parking lane is eight and one-half foot in width, including curb and gutter. Sidewalks of four feet should also be constructed on both sides.

Local Streets

All planned streets within the Planned Growth Areas that are not designated as arterials or collectors are considered local streets. Most of the local streets planned are to serve as residential access streets. The illustrations below depict two different layouts of typical local streets. The first depicts a local street for use in commercial/industrial areas, while the bottom illustration lays out the typical local street throughout most of the residential areas of the City.



For commercial/industrial local streets, right-of-way width with parking on at least one side is 70 feet with a pavement width of 31 feet back to back of curbs. The roadway traffic pavement consists 11-foot lanes. A one and one-half foot curb and gutter is included on the outside of each lane without parking. Each parking lane is seven and one-half foot in width, including curb and gutter. Sidewalks of four feet should also be constructed on both sides.

The base right-of-way requirement for local fringe/residential streets is 60 feet. The pavement width should be 26 feet back to back of curbs that provides a shared travel lane of 17 feet. A one and one-half foot curb and gutter is included in each lane without parking. Each parking lane is seven and one-half foot in width, including curb and gutter. A sidewalk pavement of four feet should be furnished on one side of the street.

Sidewalks

The main priority for improvement should be along the main "arterial" sidewalk routes. These routes are the most heavily used by bicycle and pedestrian traffic. Sidewalks along US Highway 75 (North 14th Street), East Adams Street from the highway to the elementary school should be of highest priority to for safety and access to schools. Other priorities should include a sidewalk route from the newly developed Southern Heights subdivision, to Monroe Street, continuing to the pedestrian crossing light at 14th Street. Also, sidewalk improvements from the elementary school to the southern residential sections would also improve access to the south and southeastern sections of the community.

The City should eventually undertake a sidewalk improvement study to review, prioritize and figure out the costs of improving the sidewalks throughout the community. Fort Calhoun should also continue to look into undertaking a sidewalk improvement program that would consist of a mixture of grant and local financing through assessments.

Trails

Fort Calhoun should continue its existing trail northward from the Washington Street/Highway 75 trailhead, along Highway 75 through downtown Fort Calhoun. This would allow its users to visit the businesses and the museum of the city's downtown. Other proposed sections of the trail system within the existing city limits include a north-south route along the old railroad right-of-way, what is now 12th Street. This would connect to the Highway 75 section via Clarke Street, creating a loop.

Other possible extensions of the Fort Calhoun Trail include a leg commencing at the existing trail, continuing south along the old railroad right-of-way through the Southeastern Development Area. This route would then skirt the southeastern edge of the area to County Road 34. At County Road 34 the trail would connect to an existing trail route that would take trail users out to Boyer Chute National Wildlife Refuge. This route currently uses the actual roadway to connect to the off roadway segment leading south from Boyer Chute. Development of an off road trail along County Road 34 should be considered to improve the safety of the trail's users.

Trail users would also be able to follow the trail the opposite way and connecting with the exiting trail, or heading north along 7th Street and into the Northeastern Development Area. The Northeastern Development Area would then be bisected by a trail connection to North 12th Street. The trail route from 7th Street would also encircle the Northeast Development Area, connecting with the trail again along Highway 75. Map 6 within the appendix illustrates the proposed trail system.

Pioneer Park should also be considered for a short, inclusive trail that encircles the area. This trail would eventually be connected to the other trails through a connection at 7th Street to the west, or the existing trail that travels through the ballparks to the south.

Development Area Demand

To complete a future land use map that is accurate to the projected future needs of the City, a statistical analysis of the projected needs over the planning period is needed prior to the drafting of the future land uses for the area.

Housing Demand and Residential Land Area Needs

Housing demand for the City of Fort Calhoun is based on historical figures and the population projections displayed in **Figure 2-2**. To project the demand an assessment of the average persons per household is needed to divide the projected population with. If Fort Calhoun were to keep the relatively low 2.57 persons per household rate into 2020, the projected demand for households would be 423. Although the 2.57 average persons per household is already somewhat low, a projection of 2.55 persons per household is assumed due to the continuing trend of a lowering persons per household average.

Table 6-1: Housing Demand

	1990	2000	2020 Same HH Size	2020 New HH Size
Population	648	856	1086	1086
Average persons per household	2.69	2.57	2.57	2.55
Household demand	241	342	423	426
Vacancy rate	3.6%	8.8%	8.0%	8.0%
Unit needs at end of period	250	372	456	460
Replacement need			20	20
Cumulative need during period			134	138
Average annual need			6.7	6.9

Source: U.S. Bureau of Census

Vacancy rate also plays a factor in figuring the housing demand. In 1990 the vacancy rate of housing in Fort Calhoun was a low 3.6%, leading to the assumption that demand for housing in Fort Calhoun was exceeding availability at the time after figuring an amount of units being vacant due to unlivable conditions. The vacancy rate then increased to a healthier 8.8% in 2000. For the basis of projections, a proper 8.0% vacancy rate was utilized in the projection of housing demand in **Table 6-1**.

With over 32% of the housing stock built prior to 1960, eventual replacement due to deterioration or other causes grows in likelihood as the City approaches 2020. A replacement need figure of 20 units over the 20 year stretch is factored into the demand to account for the needed amount of replacement units.

Through a computation of the various aspects of housing demand, two projections of housing demand are available. The first, based on an average persons per household of 2.57, gives a cumulative need of 134 units over the span. The second projection is based on an average persons per household of 2.55. This projection shows a cumulative need of 138 units with an average annual need of almost 7 units over that time span.

Based on the housing demand projections, Fort Calhoun is expected to add 138 units from 2000 to 2020. To absorb the housing construction projected, Fort Calhoun would need an additional 32 acres of land over that span based on an average of five units

per gross acre assuming an average of 26% of acreage is devoted to streets, easements, and other public facilities.

To allow for flexibility in available area options for developers this calculated area is multiplied by a factor of 2.5 to accommodate for land-owners that are unwilling to sell, unusable terrain, other factors that could restrict development in the planned areas. This would project to a total need for 70 acres for residential purposes.

Non-Residential Land Area Needs

By addressing the non-residential land area needs, future projected needs for non-residential land can be addressed, allowing for future development with greater ease and improving the diversification of the employment base as well as the tax base.

Non-Residential Land Area Projections

To project the non-residential land area needed by 2020, a review of the non-residential workers-per-capita ratio must be completed. In 2000, Fort Calhoun had 421 workers, giving the City a 0.49 workers-per-capita ratio. It is assumed that this ratio will stay the same or reduce by 2020. To calculate the additional workers, the current ratio will be assessed to the projected population for 2020. A population projection of 1086 persons gives Fort Calhoun a worker projection of 532. This projection would add 111 workers to the City.

A current land use analysis of Fort Calhoun shows that nearly seven (7) acres of land are currently under commercial use. Industrial land uses account for nearly 28 acres of land use at the current time, making the total amount of land under commercial/industrial land uses 35 acres. How does this relate to planning and land needs?

Through a simple ratio-share analysis the additional 111 workers would result in an additional 9.23 acres needed to contain the additional expected commercial and industrial development. To allow for flexibility in available area options for developers this calculated area is multiplied by a factor of 2.5 to accommodate for land-owners that are unwilling to sell, unusable terrain, other factors that could restrict development in the planned areas. This would project to a total need for 23 acres for commercial/industrial purposes.

The proposed Planned Growth Areas on the following pages allow enough area to account for the additional 23 acres derived from the ratio-share analysis.

Future Land Use Map

The "Future Land Use" map (**Appendix A – Map 13**) shows the suggested development patterns for the City of Fort Calhoun. These patterns are based on the population projections, land use projections, development patterns, and typical land use planning principles discussed within this document. The "Land Use Categories" that are discussed in this section and provided on the map correspond generally with the zoning districts within the Zoning Chapter of the Fort Calhoun Land Development Ordinance.

The "Future Land Use" map is developed based on the land use categories defined in **Table 6-2**.

Table 6-2: Land Use Categories

Land Use Category	Description
Residential	
Rural Residential	Provides low-density residential neighborhoods of approximately 0.5 to 4.0 units per acre.
Single-Family Residential	Provides low-density residential neighborhoods of approximately 2.0 to 4.0 units per acre.
Urban Family Residential	Provides medium-density residential neighborhoods of more than 4.0 units to 8.0 units per acre.
Multiple-Family Residential	Higher density residential neighborhoods of more than 8.0 units per acre.
Mobile Home District	Manufactured home parks.
Commercial	
Town Center District	Mixed use development providing trade, service, and civic opportunities.
General Commercial District	Provides commercial, office, or service uses.
Urban Corridor District	Mixture of commercial uses allowed along the Highway 75 corridor.
Industrial	
General Industrial District	Accommodates a wide array of low-intensity of industrial uses with little or no impact on surrounding land uses.
Heavy Industrial District	Provides a wide array of higher intensity industrial uses with a larger likelihood of impacts on surrounding land uses.
Other Land Uses	
Agricultural	Preserves agricultural land uses that currently surround the City.
Public/Semi-Public	Office and institutional uses for governmental, educational, and semi-public institutional uses.
Parks/Open Space	Public parks as well as semi-public areas.
Conservation Areas	Public open space reserved from development
Overlay Districts	
Floodplain/Floodway Overlay	Areas where development is regulated due to its capacity to flood.
Historic District	Areas where development is regulated due to the historical significance district.

Planned Growth Areas

The Planned Growth Areas of Fort Calhoun are broken down into four separate areas based on their location in relation to the City center. Each area has growth rates that are independent of the others, with no concentration on succession of development areas related to the completion of another area.

Western Development Area

The western half of Fort Calhoun has become a popular area for growth in recent years as developers have recognized the visual amenities of the hills in that section of the Fort Calhoun Planning Area. The crests of these hills provide beautiful views of the Missouri River Valley, woods, and cropland below, drawing new construction at an increasing rate.

The development of single-family residential areas to the south of County Road 34 and north of County Road P43 constitute half of this development area. This section of development will be contained on the western edge by a collector street connecting County Roads P32 and P43. A small portion of land at the corner of P43 and US Highway 75 has been designated commercial due to its ideal location for commercial activities.

The remainder of this development area continues north of County Road 34 to Clay Street. This area should also be single-family residential development like the southern half of this area, it will also be contained by the western collector street as well.

Water service for the *Western Development Area* is available though the current mainlines within the area. The location of the water tower and the Natural Resources District connection provides good water service to this area. This area connects to sewer system through sewer main connections at Clay Street, Monroe Street, and County Road P43.



Southeastern Development Area



The *Southeastern Development Area* is the largest of the four areas at 248 acres. This terrain is inviting as it is relatively flat, reducing development costs. The development commences with a continuance of uses from the southern portion of the City. Industrial land use has been placed along the eastern side of US Highway 75 from the current Wilkinson storage facility to the southern major collector. This section of the development is

bordered on the east by the old railroad corridor, a good boundary to separate conflicting uses with built up land and dense growth of trees.

Across the highway from the industrial section of the *Southeastern Development Area* is a strip of commercial area that is also a continuance of uses from the southern portion of the City. This continues the 'urban corridor' arrangement of the downtown commercial sector.



East of the railroad corridor is a large section of residential development. This area has a large area of timber providing a backdrop for many single-family homebuyers looking for the "rural lifestyle". Another amenity of this area for residential development is the proximity of the recreational fields. Bordering this area to the north, the recreational fields have drawn the attention of developers interested in starting residential construction to the immediate south of the

fields. The residents will also have access to the southern major collector, connecting them to the Fort Atkinson State Historical Park and the future regional park that would be proposed when the quarry reaches the end of its usable lifespan.

Water service for the *Southeastern Development Area* would necessitate the extensions of a modern distribution system from the NRD transmission supply main at the corner of County Road P43 and US Highway 75. The distribution would inter-connect to the existing system north of the area.

The best possible connection to the City's sanitary sewer system for this area would be the trunk line that follows County Road 34. This line runs directly to the wastewater treatment facility. With initial development expected on the northern side of this area, connection to the Madison Street line would present the least initial cost. However, if connection to the trunk line along County Road 34 is established, the new sanitary sewer line should be large enough to accept connections along the industrial land use along the western edge of the *Southeastern Development Area*.

Northwestern Development Area



The *Northwestern Development Area* involves two basic elements, a continuance of the 'Urban Corridor' and single-family residential housing. The commercial land use to the east of US Highway 75 is bordered on the other side by the old railroad corridor. This 'Urban Corridor' also follows along the western side of the highway from the school's property to a creek bed near County Road P30.

The commercial designated land on the west side of the highway abuts single-family land use designation that continues westward to County Road P43. This residential area will mix well with the rural residential areas on County Road 32 and Eagle Crest Lane. One of the amenities that would draw development of this land would include

the high school to the immediate south of the designated use.



Water service for this area can be drawn from the 8" line south of County Road P 43 that follows US Highway 75 or another that follows North 15th Street. The closest sanitary sewer connection is also along US Highway 75. However, due to the topography of the area, a lift station and force main will need to be added to the system to provide sanitary sewer service to the area.

Northeastern Development Area



The southern portion of this area of development was originally proposed in the 1996 Fort Calhoun Comprehensive Plan. The basic elements of this area were brought forward and adjusted in relation to this plan. In essence the main portion of this area rotates around a point at the future corner of Clark Street and West Calhoun Drive. The core of this area is a split between Multi-Family Residential and City Park area.

The park area is currently a detention area for storm water drainage, making development restrictive. By making this portion of land into a recreational area with a trail through it, the park would be a visual and recreational amenity while retaining its current use. This would be one of the stops along the bike trail that follows 12th Street and out to the northeast trailhead.



A series of four curved avenues proceed outward from the core connecting the eastern side of the City to the northern side of the City and the school. These avenues would be traffic calming and help to define the 'New Urban' residential development in the area. 'New Urban' residential development equates to historical beliefs on development that place houses closer to the roadways with garage/parking access in the rear through an alleyway. This type of development is re-evolving

throughout the nation due to the increased sense of community that it offers its residents and the reduced traffic demands that the pedestrian-friendly design promotes.

A road, commencing at the park and continuing to a cul-de-sac to the northeast, will bisect the area of New Urban residential. This road will be paralleled by the trail coming out of the park area in the core that continues to the cul-de-sac that serves as a trailhead for users. This trailhead would have parking off the cul-de-sac for bikers/walkers to access the trailhead. It could also have a lookout built that can oversee the quarry area.

Subdivisions of single-family residential land use will line along the northeastern edges of the New Urban avenues to complete the area.

Water service for this area can be extended along US Highway 75, 13th Street, North 9th Street, and North 10th Street. Such a connection to the 6" line may necessitate line installations or improvements along 11th Street between Court and Adams Streets. The sanitary sewer service for this area would have connections at points along the Clay Street sewer line or the North 13th Street trunk line.

Additional Services

It is not anticipated that significant changes to the Police Protection, Fire/Rescue, or Medical services will be needed to accommodate the Planned Growth Areas. Adjustments to the frequency of Sheriff patrols through Fort Calhoun and the number of rescue vehicles and related personnel should be adjusted via studied needs and budget conscious reviews over the 15-year span of this document.

Policies

The following policies will serve as a guide to land use regulation in Fort Calhoun. These statements of policy are somewhat general. The specifics related to the implementation of these policies follow in the Recommendations section.

1. Continue to control the efficient and proper development of land uses in and around Fort Calhoun.
2. Provide an efficient and reliable transportation system.
3. Support possible improvements to the Fort Calhoun City Hall, Public Works, and Fort Calhoun Community School buildings.
4. Promote preservation of the existing housing stock while providing sufficient land for additional new residential development.
5. Promote the improvement and expansion of utility systems to allow for growth projections.
6. Control the development of cell towers within the Fort Calhoun planning area to protect property owners from related fiscal and esthetic losses to their property.
7. Promote the redevelopment of the quarry to the northeast of the City into recreational uses after quarry's production ends.
8. Compile and implement an emergency management plan.
9. Periodically update the City's storm water management plan.
10. Develop architectural standards.

VII. Recommendations and Maintenance

Recommendations

The following recommendations have been designed to implement the policies described above. For the most part the recommendations require amendment to the City Zoning Ordinance. The recommendations are described. Following each recommendation is a citation describing the policy or policies that it implements (i.e.: Implements Policy 1). On the following page is a map showing the proposed location of each of the land use areas.

Business Recruitment and Retainage

Target Business Incentives

For Fort Calhoun to grow its economic base, continued public and private investment is needed. Proactive public policies and financial incentives are essential to entice new development and retain the existing economic base. Most financial incentives include:

- assisting in relocation costs
- waiving or discounting local permit fees;
- sponsoring public finance options like Tax Increment Financing.

Establish a Database of Available Land and Buildings

The City should develop a continually evolving Geographic Information Systems (GIS) database of developed and undeveloped land in or around the City. This database should provide a wealth of information for potential businesses to review when the City is undergoing the recruitment process. The database should be regularly updated to ensure the most current information is available to potential businesses.

Housing Supply

Improvement of the housing stock should be a continual emphasis of the City. The availability of housing units of all types and values is a major factor in business growth and retainage.

Establish an Owner-Occupied Housing Rehabilitation Program

The City should work with local banks and Nebraska Department of Economic Development's CDBG program to establish an owner-occupied housing rehabilitation program to improve and preserve the existing housing stock of the City.

Promote Infill Development

Fort Calhoun should promote infill development to ensure compact, efficient growth and to stabilize the existing neighborhoods. Creation of a database, much like the one suggested for Business Recruitment and Growth, would assist in the reporting of the availability of such land and the availability of any local, state, or federal incentives to entice the development of these areas.

Control New Residential Development

The City should work to control new residential development in rural areas to ensure compact, efficient growth. New residential development should take place within the Planned Development Areas and as close as possible to current utility connections.

Public Utilities and Services

Phasing of Planned Development Areas

Fort Calhoun should work towards implementation of its Comprehensive Plan through cost-effective public and private investment. The City, through its Capital Improvement Plan (CIP), should designate expansion of service and utilities to specific areas to assist in the implementation of the Comprehensive Plan.

Transportation System Maintenance and Improvements

The City should continue improvements to the current transportation system. Fort Calhoun has undergone an aggressive campaign over the last decade to improve the current road system to mostly paved roads. Continuation of this campaign for the maintenance of these roads and the development of new roads to assist in the creation of the Planned Development Areas is an important subject that cannot be overlooked.

Ensure New Road Development Follows the Future Land Use Plan

Fort Calhoun should adhere to the Future Land Use Plan when approving new developments to ensure the traffic routes in the development areas adhere to the plan to make sure that future traffic flow of entire development areas and the City as a whole are fluid and efficient.

Apply Access Control Requirements along US Highway 75

Controlling access to a major roadway system assists in the movement of traffic efficiently and the safety of the motorists and pedestrians that traverse it. Traffic congestion and hazards reduces the capacity of a roadway, increasing the pressure to conduct a costly widening of the roadway. An access control policy should be developed to ensure road capacity can be maintained on US Highway 75.

Fort Calhoun Zoning Ordinance

A full rewrite of the Fort Calhoun Zoning Ordinance is recommend to implement the policies described above.

Plan Maintenance

The intent of a comprehensive plan is that it will be under constant review and consideration when undertaking decision making with regard to land use in Fort Calhoun. The plan should be a continuously evolving document to best suit the needs of the City and its citizenry.

Any changes to the plan should be made utilizing the proper configuration for amendments. The Planning Commission should initiate the plan review on an annual review basis utilizing professional planners whenever possible.

Whenever possible throughout the review the City will involve public involvement when conducting review of the Comprehensive Plan. Public involvement should include the use of occasional public meetings as utilized in the development of this plan.

Annual Review of the Comprehensive Plan and Plan Amendments

At the beginning of each year a report should be prepared by the Planning and Zoning Commission that provides information and recommendations on:

- whether the Comprehensive Plan is current in respect to population, economic changes, or recent impacts; and
- the recommended policies are still valid for the City and its long term growth.

The Fort Calhoun Planning and Zoning Commission should hold a public hearing on the aforementioned report to:

1. Provide citizens and/or developers with an opportunity to present possible changes or additions to the Comprehensive Plan;
2. Identify any changes in the status of projects called for in the Comprehensive Plan; and
3. Bring forth any issues, or identify any changes in conditions, which may impact the validity of the Comprehensive Plan.

If the Commission discovers major policy issues or major changes in basic assumptions or conditions have arisen which could necessitate revisions to the Comprehensive Plan, they should recommend changes or request a further study of those changes. This process may lead to identification of amendments to the Comprehensive Plan that would be processed as per the procedures in the next section.

The Fort Calhoun Comprehensive Plan should be reviewed, at a minimum, once a year.

The Fort Calhoun Comprehensive Plan must be amended in accordance with Nebraska Revised Statute involving a process that should be based upon Planning Commission and City Council public hearings.