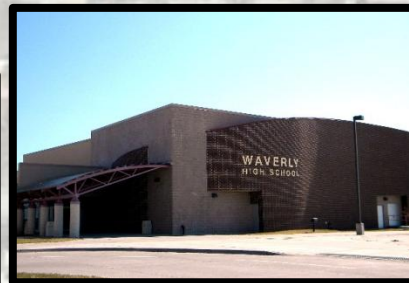




# COMPREHENSIVE PLAN 2013-2033



Prepared For:  
The City of Waverly, Nebraska  
April, 2013

**HANNA:KEELAN ASSOCIATES, P.C.**  
**COMMUNITY PLANNING & RESEARCH**



# WAVERLY, NEBRASKA COMPREHENSIVE PLAN 2013-2033

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This Comprehensive Plan was funded by the Community of Waverly, including the City of Waverly, District 145 Public Schools and Waverly Chamber of Commerce, and the Nebraska Investment Finance Authority. The Comprehensive Plan was completed with the guidance and direction of the City of Waverly Planning Commission.

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# SECTION 1

## *The Waverly Planning Process.*



# SECTION 1

## *The Waverly Planning Process...*



## INTRODUCTION

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This Waverly, Nebraska **Comprehensive Plan** was prepared as a tool to assist in planning for future stability and development in the City and the respective One-Mile Planning Jurisdiction. The **Comprehensive Plan** contains information about existing conditions within the City, including population, land use, public facilities, utilities and transportation. This **Plan** replaces the current **Comprehensive Plan**, prepared in 2002.

The Waverly planning process included the development of a **general plan**, which establishes specific and practical guidelines for improving existing conditions and controlling future growth. The **Plan** itself presents a planning program designed to identify and develop policies in the areas of **Community Growth, Land Use & Zoning, Housing & Residential Development, Transportation Systems and Economic & Community Development**.

The **Comprehensive Plan** was prepared under the direction of the **Waverly Planning Commission**, with the assistance of a **Planning Steering Committee, the City Council, City Staff** and Planning Consultants, **Hanna:Keelan Associates, P.C.**, of Lincoln, Nebraska.

## PLANNING PERIOD

The Planning Period for achieving the goals, programs and community and economic development activities identified in this **Waverly, Nebraska Comprehensive Plan** is **20 years**.

## PLANNING JURISDICTION

The City of Waverly Planning Jurisdiction includes the land areas within the Corporate Limits and the area within one mile of the City. The City enforces planning, zoning and subdivision regulations within the one-mile limit, in accordance with Nebraska State Statutes.

## AUTHORITY TO PLAN

This **Comprehensive Plan** for the City of Waverly is prepared under the Authority of Section 19-924 to 929, Nebraska State Statutes 1943, as Amended.

## COMMUNITY SUMMARY

The City of Waverly is located in east eastern Nebraska, along the Interstate 80 and Highway 6 Corridors and the Burlington Northern Santa Fe Railroad Corridor in northeastern Lancaster County. The Community is located approximately three miles northeast of Lincoln, Nebraska, and 45 miles southwest of Omaha, Nebraska. Waverly is also located within the Lincoln Metropolitan Statistical Area.

The City is in a position to determine the community and economic development enhancements most needed and desired to better serve persons and families interested in small town living. The Community of Waverly offers a variety of amenities including schools, restaurants, governmental services, grocery and convenience stores, a medical clinic, community center, etc.

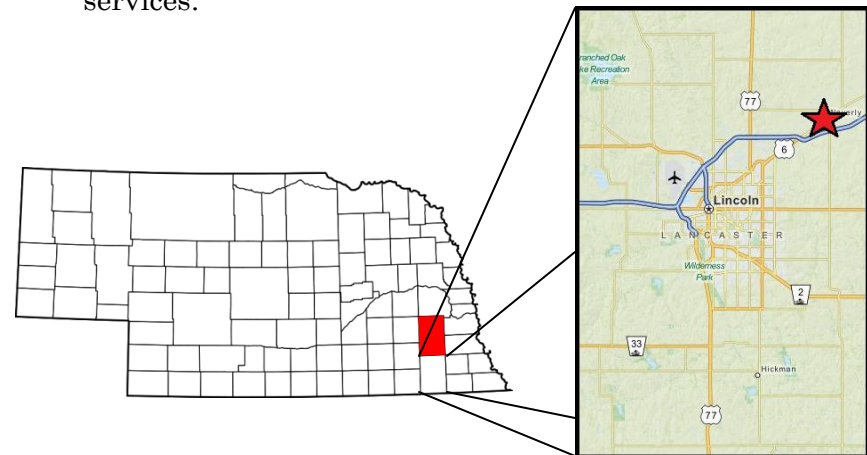
Downtown Waverly is located north of the Highway 6 and Burlington Northern Santa Fe Railroad Corridors, generally east of North 141<sup>st</sup> Street between Mansfield and Kenilworth Streets. Downtown consists mostly of professional offices, a bank, Waverly City Office and U.S. Post Office.

Most of Waverly's major employers are located along the Highway 6 Corridor, including a Tractor Supply Company Distribution Center, MBA Poultry, District 145 Public Schools, Millard Lumber, Watts Electric, Kamterter and Matheson Linweld. Additional highway commercial businesses and professional offices are also located along Highway 6.

## RESPONSIBLE GROWTH AND DEVELOPMENT

**The Waverly Comprehensive Planning Process promotes responsible growth and sustainability of Community services and values.** This includes an understanding of the growth potential within the existing built environs of Waverly, as well as the support for preserving the agricultural and natural resources associated with the City. Undeveloped areas within the One-Mile Planning Jurisdiction of Waverly will be assigned land uses and zoning classifications capable of preserving the integrity of these areas, while providing for controlled, well planned growth throughout the 20-year planning period.

**Responsible growth and development activities** will include the ongoing planning and implementation of needed public facilities, utilities and transportation systems in Waverly. The Community is cognizant of its commercial, social and recreational needs, but will need to continue to upgrade and develop modern, accessible public facilities and infrastructure to meet an increasing demand for these services.



## ***THE PLAN AS A COMMUNITY & ECONOMIC DEVELOPMENT TOOL***

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The **Waverly Comprehensive Plan** has been designed to **enhance both community and economic development efforts**, which will promote the stability of the local economy. To accomplish this, local leaders will need to react to changing economic conditions and access both public and private financing programs available to meet and aid in financing these changes. Local decisions will need to enhance community and economic development opportunities, as well as preserve local values. Citizen input will be needed to assist and enhance this political decision making process.

**The City of Waverly has a Community Development Agency to serve as a vehicle to plan and implement residential, commercial, and industrial redevelopment activities in the City. Currently, one designated Redevelopment Area exists within the City.**

The **Future Land Use Maps** for the City of Waverly included in this **Comprehensive Plan** encourages growth and expansion of the City during the 20-year planning period. The City must improve and enhance the older sections of Waverly, including the Downtown and surrounding neighborhoods. The City should establish incentives for public and private partnerships for redevelopment to coincide with community growth and expansion. Incentives such as Tax Increment Financing, Historic Tax Credits, Community Development Block Grants and a variety of housing and economic development funding sources coupled with local lender support, should be utilized by the Community to achieve the goals contained within this **Comprehensive Plan**.

Providing safe, modern and affordable housing in Waverly, during the next 20 years, will insure a population base capable of supporting various important businesses and services in the Community. Housing development activities, coupled with new housing opportunities for both elderly and young families, should be considered. The City should support housing improvement and development efforts as a means of both expanding the population and local tax base.

## ***ORGANIZATION OF THE PLAN***

---

The creation of the **Waverly Comprehensive Plan** included the implementation of both **qualitative and quantitative research activities**, in an effort to gather pertinent planning information and data. The **qualitative approach** included a comprehensive citizen participation process consisting of Planning Commission and Planning Steering Committee meetings and a Community & Housing Survey, in an effort to assess the needs and wants of the local citizens.

The **quantitative approach** included the analysis of the various components of the **Comprehensive Plan** utilizing numerous statistical data bases provided by the 2000 and 2010 Census, the 2006-2010 American Community Survey and information from other pertinent Local, State and Federal Agencies.

The **quantitative approach** also included on-site field research activities to determine the present condition and profiles of local land use, housing, public infrastructure and facilities, transportation and environmental issues.

**Combining the results of these two important research approaches produced a Comprehensive Plan.**



**This Comprehensive Plan includes the following seven Sections:**

- ❖ **The Waverly Planning Process.**
- ❖ **Community Goals & Action Steps.**
- ❖ **Population, Income & Economic Profile.**
- ❖ **Land Use, Growth & Redevelopment.**
- ❖ **Education & Public Facilities.**
- ❖ **Community & Economic Development Profile & Plan.**
- ❖ **Energy Element.**

**A Section detailing Transportation Systems in the City of Waverly is included in Appendix I of this Comprehensive Plan.**

The system embodied in this community planning framework is a process that relies upon continuous feedback, as goals change and policies become more clearly defined. Planning is an ongoing process that requires constant monitoring and revision throughout the proposed planning period.



This **Comprehensive Plan** is organized into three elements as summarized below.

### **ELEMENT 1**

The **first** element of the Comprehensive Plan is the **Goals and Action Steps**. The **Goals** and **Action Steps** represent the foundation for which planning components are designed and eventually implemented. The **Goals** and **Action Steps** identified in this **Comprehensive Plan** address each component of the Plan itself. Action Steps identify specific activities the Community should undertake to accomplish the **Goals and Action Steps**.

### **ELEMENT 2**

The **second** element is the **Background Analysis**, which presents the research, both, quantitative and qualitative, necessary for the development of the **Plan's Goals and Action Steps**. This research included the investigation of demographic, economic, land use, housing, transportation and public facilities and utilities in Waverly. The careful research of past and present data allowed for the projection of future population and development needs.

### **ELEMENT 3**

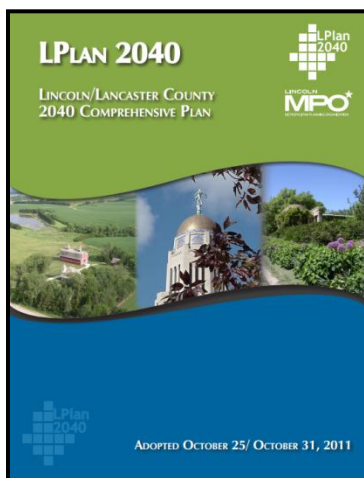
The **third** and final element of the **Comprehensive Plan** is the **Planning Components**, which presents general background analysis and future plans for land use, public facilities, infrastructure, transportation and energy consumption reduction.



The City of Lincoln and Lancaster County adopted a joint Comprehensive Plan in October of 2011 that focused on a 30-year planning period. The “**Lincoln / Lancaster County 2040 Comprehensive Plan**,” or the “**LPlan 2040**,” as it is commonly referred to, establishes a Vision & Plan that:

*“...acknowledges the importance and interconnectedness of economic, environmental and socio-cultural domains, and the ways in which technology and public policy are applied and affect outcomes in these domains.”*

**LPlan 2040** serves as a guide for the planning process of Lincoln and Lancaster County. The priorities identified by the **Plan** are based upon a 1.2 percent annual growth rate, which will add approximately 4,200 persons annually, or a total of 126,000 persons to the County population, by 2040. The **Plan** projects 90 percent of the population growth will reside in the City of Lincoln, four percent in the City of Waverly and other incorporated Communities, and the remaining six percent on rural acreages, farms and unincorporated Towns.



The major implications of **LPlan 2040** upon the City of Waverly involve the anticipated growth of the City of Lincoln. The Plan provides for:

- ◆ The expansion of the City of Lincoln’s Future Service Limit along the south side of the Cornhusker Highway (Highway 6) Corridor is projected to connect to the Waverly Corporate Limits and south to Alvo Road. The **2040 Priority Growth Areas Map** indicates this area is within the Tier I Priority Area that is anticipated to develop by 2025.
- ◆ Industrial land uses are planned along the entire length of Cornhusker Highway, connecting Lincoln with the City of Waverly.
- ◆ If the City of Lincoln would annex all lands within the Future Service Limit, the Three-Mile Planning Jurisdiction of the City of Lincoln would extend around entire length of the southern Waverly One-Mile Planning Jurisdiction boundary.
- ◆ The East Beltway is included in the **LPlan 2040** and its planned interchange with Interstate 80 matches the layout of the interchange in the Waverly 2033 Plan.
- ◆ The Urban Trails Plan Prioritization Map of the **LPlan 2040** identifies a future trails network extending from Lincoln along the Salt Creek around the north, east and southern Corporate Limits of Waverly and back to the City of Lincoln at approximately 84<sup>th</sup> and Havelock Streets. This trails network, although planned, is not scheduled for completion until after 2040.



## **SECTION 2**

### ***Community Goals & Action Steps.***



# SECTION 2

## Community Goals & Action Steps...

### INTRODUCTION

---

The Waverly Comprehensive Plan is an essential and appropriate tool to properly guide the development of the City. An important aspect of the Plan is the **planning goals, policies and action steps** which provide local planners direction in the administration and overall implementation of the Comprehensive Plan. In essence, the goals and policies are the **most fundamental elements of the Plan**; the premises upon which all other elements of the **Plan** must relate.

**Action Steps are broad statements**, identifying the state or condition the citizenry wishes the primary components of the planning area to be or evolve into within a given length of time. Primary components include **Community Growth, Land Use & Zoning, Housing & Residential Development, Transportation Systems and Economic & Community Development**. Goals are long-term in nature and, in the case of those identified for the **Waverly Comprehensive Plan**, will be active throughout the planning period, **2013 to 2033**.

**Action Steps help to further define the meaning of goals.** In essence, policies represent a specific statement or achievement to be accomplished as a step towards fulfilling a goal. Policies, often referred to as objectives, are sub-parts of a Goal and are accomplished in a much shorter time span.

**Action Steps represent very specific activities** to accomplish a particular Goal. In many cases, specific time lines are attached to Action Steps. Action Steps are the most measurable component of the **Waverly Comprehensive Plan**.

**The following Community Goals & Action Steps were created by a Planning Steering Committee, consisting of Waverly citizens, business owners and local elected leadership.** This Committee was divided into Planning “Sub-Committees” to provide input for each subject identified for the Community Goals & Action Steps. Additional methods of citizen participation were implemented, including the completion of a **Community Housing Study and implementing a Community & Housing Survey**.



## ***COMMUNITY GROWTH, LAND USE & ZONING***

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**Goal 1: Planning for Population Growth.** The City of Waverly should plan for an **annual population growth** of at least 2 percent, through 2033. Between 2013 and 2023, the population of Waverly is projected to increase from 3,335 to 4,110. The 20-Year growth projection for Waverly identifies a population increase of 1,325, to 4,660, by 2033.

- ◆ **Action Step 1:** Supplement projected population growth and land use needs by **maximizing development in existing land areas** served by municipal infrastructure, including the development/infill of vacant parcels within the Corporate Limits of the Community. There are approximately 441 acres of vacant land within the Corporate Limits of the City of Waverly; **approximately twice the amount of vacant land recommended by current Planning Standards.**
- ◆ **Action Step 2:** Designate a minimum of **211 acres of land** to support **future residential development.** **Identified on Page 3,** primary development areas within and adjacent the current Corporate Limits include land located between 141<sup>st</sup> and 148<sup>th</sup> Streets south of Waverly Road (A) and south of Amberly Road between 140<sup>th</sup> and 148<sup>th</sup> Streets (B). The City has a current shortage of designated “multifamily” residential land areas. An additional 70 acres for this residential land use type is needed by 2033.

**Illustration 2.1, Page 2.3,** identifies **residential growth areas** in the City of Waverly. Future residential growth areas beyond the current utility service area are recommended to be concentrated to the east of Waverly (1), between Highway 6 and Interstate 80. Development of this region will require the extension of primary sewer mains from the municipal sewer plant. An additional residential growth area (2) is located south of Interstate 80, between 134<sup>th</sup> and 148<sup>th</sup> Streets. This area would also require the extension of streets, sewer mains and other utility systems.

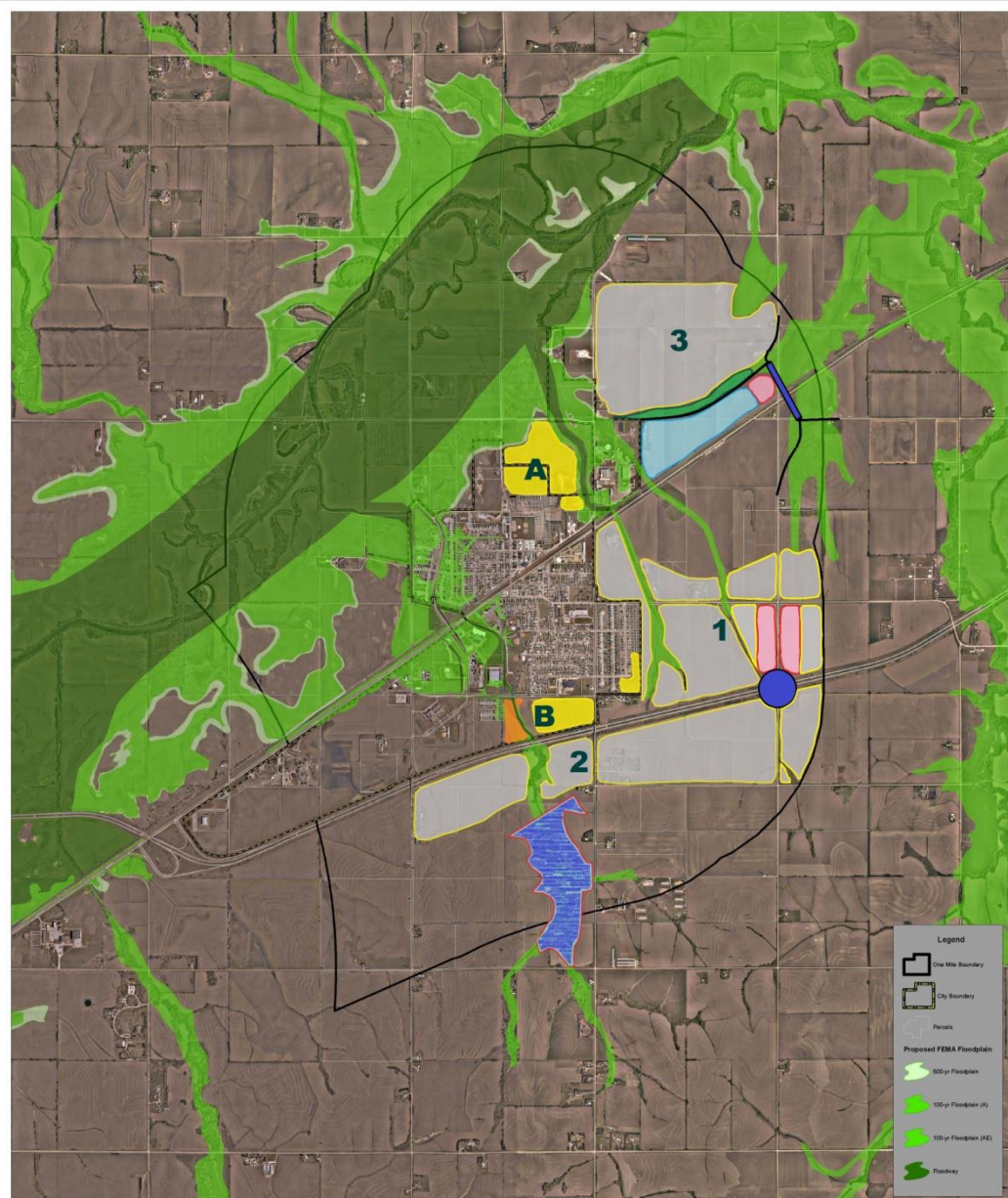
A northeast growth area (3) would become viable with the extension of Waverly Road east to approximately the 162<sup>nd</sup> Street intersection with Highway 6. Commercial uses would be concentrated at the future intersection. Industrial uses should be developed south of Waverly Road. Residential uses would be recommended to the north of Waverly Road.

- ◆ **Action Step 3:** Continue the **development of Commercial and Industrial land in Waverly.** The existing land use analysis indicates that Waverly has ample land designated for future industrial uses. Planning Standards dictate that Waverly has a current (2013) shortage of approximately 40 acres of designated commercial land for development. A total of 112 acres of commercial land would be needed for the residents of Waverly, by 2033. The locations of future automotive-oriented commercial uses are recommended along the Highway 6 Corridor. Future personal services and specialty retail outlets are recommended to remain in Downtown Waverly.
- ◆ **Action Step 4:** Continue the **development of parks, open space and public/quasi-public land in Waverly.** The Community currently has a sufficient amount of park and recreation land, based on community Planning Standards. To continue to meet the Planning Standard for park land, Waverly will need to develop an additional 20 acres by 2033. Future park land development should include fully developing Lawson Park and continuing the hiking and biking trail systems throughout Waverly. Trails are a “greatly needed” transportation improvement in the Community.



# POTENTIAL GROWTH AREAS MAP

WAVERLY, NEBRASKA



## LEGEND

- SHORT-TERM SINGLE FAMILY RESIDENTIAL GROWTH AREAS
- SHORT-TERM MULTIFAMILY RESIDENTIAL GROWTH AREAS
- LONG-TERM RESIDENTIAL GROWTH AREAS
- FUTURE COMMERCIAL AREAS
- FUTURE INDUSTRIAL AREAS
- FUTURE I-80 INTERCHANGE/OVERPASS
- FUTURE HIGHWAY 6 OVERPASS

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ILLUSTRATION 2.1



**Goal 2: Structural Rehabilitation.** Focus on **improving the condition of structures** in Downtown Waverly and existing commercial and residential neighborhoods. Incentives, including Tax Increment Financing, should be considered to financially support the improvement of properties.

- ◆ **Action Step 1:** Include a **building repair and modification program** for deteriorating units occupied by businesses, especially those located in Downtown Waverly. Enforce existing building, plumbing, electrical and fire codes for all residential developments to insure Waverly residents live in sound, decent, affordable housing.
- ◆ **Action Step 2:** Provide **public improvements** to older residential neighborhoods, as well as Downtown Waverly, in need of street and sidewalk resurfacing, landscaping, street trees and utility mains. Downtown facade improvements, a public gathering/festival square and additional public parking are needed to support the development of additional specialty retail businesses.
- ◆ **Action Step 3:** Utilize all available **public programs of financing** in funding development and redevelopment programs. These programs include, but are not limited to HOME Funds, Community Development Block Grants, SAFETEA-LU (Transportation Enhancement Act), Nebraska Affordable Housing Trust Fund, Historic Preservation Tax Credits. Waverly also has a designated Redevelopment Area where Tax Increment Financing can be utilized as a redevelopment financing tool. The Redevelopment Area includes Downtown Waverly and adjacent areas between 141<sup>st</sup> and 148<sup>th</sup> Streets, from Mansfield Street south to Heywood Street.

**Goal 3 – Land Use Plan:** Adopt a **Land Use Plan** capable of fulfilling the residential, recreational, entertainment and employment needs of the Waverly citizenry. The Plan should also encourage the preservation and protection of environmental resources while supporting development opportunities in the One-Mile Planning Jurisdiction of the Community.

- ◆ **Action Step 1:** Develop solutions to **correct development barriers** in Waverly, including the prohibition of intensive agricultural uses, such as feedlot operations, from developing or expanding within the One-Mile Planning Jurisdiction of Waverly.
- ◆ **Action Step 2:** Promote residential, commercial and industrial growth areas that are located beyond designated floodplains and sensitive soil areas.
- ◆ **Action Step 3:** All future, major developments in Waverly should be accompanied with a **modern utility and infrastructure system** of public and private utilities and a storm water drainage plan.

**Goal 4: Ordinances and Regulations:** Maintain proper **land use development ordinances** and **regulations** in Waverly. Utilize the Zoning and Subdivision Regulations to implement the provisions of the Land Use Plan.

- ◆ **Action Step 1:** Adopt revised **zoning and subdivision regulations** and maintain appropriate **building codes**, which support the efficient implementation of the **Land Use Plan**. Establish new provisions within these Regulations that support mixed use, sustainable development principles, smart growth and green building practices. Subdivision requirements should include modern infrastructure standards and the incorporation of storm water management systems that support the **Watershed Master Plan** of the City of Waverly.
- ◆ **Action Step 2:** Utilize both **voluntary and involuntary annexation policies** in conformance with Nebraska State Statutes. These policies should serve as a guide to integrate residential and commercial growth areas adjacent the current Corporate Limits of the City of Waverly. Future development should be encouraged to locate in areas which are free of environmental problems related to ground and surface water features, soil and topographic slope. The **Waverly Floodplain Regulations** should be strictly enforced for all proposed developments in the City, especially in the northern portion of the One-Mile Planning Jurisdiction. Identified residential growth areas east and southeast of the Community are not located within the 100-year floodplain of Salt Creek.
- ◆ **Action Step 3:** Continue to **enforce municipal codes**, including the International Building Code and Uniform Housing Code, to insure that the residents of the City of Waverly can live and work safely in structures that are built and maintained to modern safety standards.



## ***HOUSING & RESIDENTIAL DEVELOPMENT***

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**Goal 1: Community Housing Initiative.** The City of Waverly should implement a **housing development initiative** as a primary economic development activity. Such initiative should include the development of up to **635 new housing units by 2033**, including an estimated **470 owner housing units** and **165 new rental units**. The development of up to 635 new housing units will add between \$144M and \$210M to the Waverly property tax base. This Housing Initiative would provide current and future residents of the Community with access to a variety of safe, decent and affordable housing types for families and individuals of all age, household size and income sectors.

**Action Step 1: Create a Community Housing Advisory Commission** to encourage and monitor housing development in the City of Waverly. This Housing Advisory Committee would work directly with both public and private sectors to encourage the development of specific housing programs to meet the needs of the Community's current and future residents, with emphasis on housing for young families, the local workforce, retirees and special populations. **By 2033, the City of Waverly will need to develop an estimated 290 owner units and 110 rental housing units for families and persons of younger age and 180 owner and 55 rental units for elderly individuals and families.**

The Community Housing Advisory Commission will be responsible for designing and implementing an **Employer's Housing Assistance Program** for the local workforce and a **Continuum of Residential Retirement Program** for older adults in the City.



**Action Step 2: Plan and implement an Employer's Assistance Housing Program**, to encourage major employers in the Waverly area to become directly involved with assisting their employees in becoming homeowners in the Community. Assistance could include, but not be limited to, locating and negotiating the purchase of a house, and providing funding assistance. Funding assistance could be, for example, in the form of a \$5,000 grant to persons and families for closing costs and down payment requirements. These homebuyers could also be a participant in a first-time homebuyers program with the Nebraska Investment Finance Authority and the Department of Economic Development.

**Action Step 3: Initiate a Continuum of Residential Retirement Program** in the Community of Waverly directed at persons and families 55+ years of age. This Program would address several facets of elderly housing needs and development opportunities in Waverly, including the increasing need for in-home services and home maintenance, repair and modification of homes occupied by elderly households in the Community and additional affordable housing, both owner and rental, with and without supportive services.

**Goal 2: New Housing Developments.** New housing developments in the City of Waverly should address the needs of both owner- and renter households, of all age and income sectors, of varied price products.

**TABLE 2.1  
ESTIMATED HOUSING DEMAND -  
TARGET DEMAND & REQUIRED BUDGET  
WAVERLY, NEBRASKA  
2023 & 2033**

	<b>Target Demand*</b>		<b>Total Demand</b>	<b>Est. Required Budget</b>
	<b><u>Owner</u></b>	<b><u>Renter</u></b>		
<b>2023</b>	285	100	385	\$72M
<b>2033</b>	<b>470</b>	<b>165</b>	<b>635</b>	<b>\$124M</b>

\*Based upon new households, providing affordable housing for 20% of cost burdened households, with housing problems, replacement of 20% substandard (HUD) housing stock, absorb housing vacancy deficiency by creating 5% vacancy rate consisting of structurally sound housing units, build for Pent-Up demand.

Source: Hanna:Keelan Associates, P.C., 2013

- ◆ **Action Step 1:** The City of Waverly should identify up to **211 acres of land for new residential development** to meet the estimated need of **635 additional housing units by 2033**. The City should develop housing in both new and developed areas of the Community.
- ◆ **Action Step 2:** Build an estimated 30 units of owner housing for households of low- to moderate income, 120 units for moderate income households and an estimated 320 owner units for families and individuals of moderate- to upper income. Special attention should be given the construction of single family housing units for younger households and single family, patio home and town home units for older adults. **New owner housing price products should range between \$127K to \$238K, in current year dollars, depending on the type of housing units and the household income sector being targeted.**

- ◆ **Action Step 3:** Build an estimated 80 rental housing units for persons and families of very-low-to moderate-income and an estimated 85 rental units for households of moderate- to upper income. The elderly household population should be targeted for the more upper income rental units and the very-low income units. Low- to moderate income rental housing units should be constructed for persons and families less than 55 years of age.
- ◆ **Rental housing price products in Waverly should range in monthly rents from \$375 to \$960, in current year dollars, depending on the size, number of bedrooms and the household income sector being served.**
- ◆ Rental units of all types should be constructed in Waverly, with emphasis on duplex rental units for both the elderly and younger households and single family units for younger, larger families. A **rent-to-purchase** option should be made available with new single family rental units.



- ◆ **Action Step 4:** One, possibly two additional **multifamily rental projects** are also recommended for the City of Waverly, by 2033, to meet the housing needs of young, single workers in the Community. These projects should be designed and developed in a size and scale suitable for the neighborhood location.
- ◆ **Action Step 5:** The Community of Waverly should strive to combine “new” services and shopping opportunities with “new” housing developments.
- ◆ **Action Step 6:** Future housing development programs in Waverly should be concentrated in the eastern portion of City, north of Interstate 80 and northeast of existing industrial developments.
- ◆ **Action Step 7:** The Community of Waverly should consider new, modern housing development types, such as housing in the Downtown and a New Urbanism Neighborhood development.
- ◆ **Action Step 8:** A 26 to 32 unit Assisted Living Facility should be planned and built in the City of Waverly within the next 10 years, or by 2023.
- ◆ **Action Step 9:** New housing development in the City of Waverly should include the construction of housing that is accessible for persons and families with members having special needs.



### Goal 3: Existing Owner and Rental

**Housing Stock.** A housing rehabilitation program should be implemented in the City of Waverly to protect and preserve the existing housing stock of the Community.

- ◆ **Action Step 1:** The Community of Waverly should establish a housing rehabilitation program for both owner and rental housing units, with emphasis on meeting the housing rehabilitation needs of the elderly, low income families and housing occupied by persons with special needs. The results of a **Housing Structural Condition Survey** are highlighted in **Table 2.1**.
- ◆ **Action Step 2:** As needed, the City should establish a policy of condemning and demolishing housing of a dilapidated state, not cost effective to rehabilitate.
- ◆ **Action Step 3:** The Community of Waverly should recognize and make a concentrated effort to preserve housing of historical significance as an effort to secure the history of Waverly.

TABLE 2.2 HOUSING STRUCTURAL CONDITION SURVEY WAVERLY, NEBRASKA 2013	
Rating 1 – Excellent to Good Condition	757
Rating 2 – Fair Condition; Moderate Rehab Needed	227
Rating 3 – Deteriorated; Substantial Rehab Needed	16
Rating 4 – Dilapidated; Demolition Recommended	1
<b>Total</b>	<b>1,001</b>

Source: Hanna:Keelan Associates, P.C., 2013.

### Goal 4: Financing Housing Development.

The City of Waverly and housing developers should consider both public and private funding sources to both construct new housing and maintain the existing housing stock.

- ◆ **Action Step 1:** The City should pursue State and Federal Grants to assist in financing housing rehabilitation and both, a housing purchase-rehabilitate-resale and a first-time homebuyers program. The City and private builders should pursue such funding from the Nebraska Investment Finance Authority and Nebraska Department of Economic Development.
- ◆ **Action Step 2:** The City should utilize Tax Increment Financing to assist in the financing of new housing developments, specifically, related public facility and utility requirements.
- ◆ **Action Step 3:** Housing developers in Waverly should be encouraged to pursue any and all available tools of financing assistance for the development of new housing projects in the Community. This assistance is available from the Nebraska Investment Finance Authority, Nebraska Department of Economic Development, Federal Home Loan Bank and the Department of Housing and Urban Development, in the form of grants, tax credits and mortgage insurance programs.

**Goal 5: Impediments to Fair Housing Choice.** As a Community, Waverly will need to identify, discuss and establish a plan to eliminate all barriers and impediments to fair housing choice. All sectors of the Community, both public and private, should play a role in this process. This would include the involvement of City Government, schools, churches and the local business sector.

- ◆ **Action Step 1:** Address the following, primary impediments to fair housing choice in Waverly.  
***For Owner Households – Housing Prices, Excessive Down Payment and Closing Costs and Cost of Insurance. For Renter Households – Lack of Available Decent Rental Units in the Price Range, Excessive Application Fees and/or Rental Deposit and Attitudes of Landlords and Neighbors.*** Many of these issues are market-driven, but can be alleviated through down payment assistance and tax abatement programs.
- ◆ **Action Step 2:** The City of Waverly should prepare and approve, by Ordinance, a **Fair Housing Policy**, to insure that all residents of the Community have access to the affordable housing of their choice, without experiencing any acts of discrimination.



## ***TRANSPORTATION SYSTEMS***

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**Goal 1: Cornhusker Highway (US 6).** Improve vehicular traffic flow, safety and aesthetics along US 6 through Waverly.

- ◆ **Action Step 1:** Convert US 6 from four-lanes to three-lanes between Deer Park Road and 148<sup>th</sup> Street.
- ◆ **Action Step 2:** Consolidate existing driveways along the south side of US 6, wherever possible, to reduce traffic conflicts and improve appearance of the corridor.
- ◆ **Action Step 3:** Monitor the intersection of Amberly Road and US 6 for traffic signal warrants and install a traffic signal when warrants are met.
- ◆ **Action Step 4:** Continue to consolidate driveways and shift access to the side streets as redevelopment occurs.
- ◆ **Action Step 5:** Increase vehicle storage for the eastbound left turn lane and westbound right turn lane at 148<sup>th</sup> Street to accommodate the changes in truck access and circulation for the Farmer's Cooperative Company.
- ◆ **Action Step 6:** Develop a plan to enhance the lighting, landscaping and overall aesthetic appearance of the US 6 corridor.
- ◆ **Action Step 7:** Redesign 148<sup>th</sup> Street at US 6 to intersect closer to perpendicular to facilitate truck turning maneuvers.



**Goal 2: Amberly Road.** Improve vehicular traffic flow, safety and accommodations for pedestrian/bicycle activity along Amberly Road, from US 6 to 148<sup>th</sup> Street, with special emphasis on school related traffic.



- ◆ **Action Step 1:** Upgrade school crossing signing along Amberly Road to comply with latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
- ◆ **Action Step 2:** Complete the three-lane improvements to Amberly Road from Waverly High School to US 6.
- ◆ **Action Step 3:** Monitor the intersection of Canongate and Amberly Road for traffic signal warrants. Consider the installation of a roundabout in lieu of a traffic signal when warrants are met.
- ◆ **Action Step 4:** Complete the three-lane improvements to Amberly Road from Deer Park Road to 148<sup>th</sup> Street.
- ◆ **Action Step 5:** Identify Amberly Road as a collector or other arterial in the future.

**Goal 3: 141<sup>st</sup> Street/148<sup>th</sup> Street BNSF Rail Crossings.** Improve vehicular and pedestrian traffic safety at the railroad at-grade crossings with the BNSF Railway.

- ◆ **Action Step 1:** Complete establishment of the quiet zone with the installation of additional safety improvements at the BNSF crossings at 141<sup>st</sup> and 148<sup>th</sup> Streets.
- ◆ **Action Step 2:** Construct a grade separation on 148<sup>th</sup> Street over the BNSF Railway and US 6, as recommended in the Waverly Viaduct Location Study. This will also require the closure of the 141<sup>st</sup> Street at-grade crossing with BNSF.
- ◆ **Action Step 3:** Construct a pedestrian/trail grade separation over the BNSF railway and US 6 due to the closure of 141<sup>st</sup> Street. This overpass would approximately align from west of 140<sup>th</sup> Street on the south, to Sharp Part on the north.



**Goal 4: Community Access, Circulation and Safety Improvements.** Provide

improvements to the transportation system throughout Waverly for the movement of people, goods, and services.

- ◆ **Action Step 1:** Close the connection of Heywood Street to 140<sup>th</sup> Street and install a vegetated swale to control drainage and improve water quality.
- ◆ **Action Step 2:** Install a bulb out on the south side of Heywood Street east of 145<sup>th</sup> Street between the driveway to Waverly School District 145 Administrative offices and the west drive to the Intermediate School.
- ◆ **Action Step 3:** Construct a roadway connection across the Waverly School District 145 bus barn property between Canongate Road and Deer Park Road. Include a sidewalk or trail along one side of this new street.
- ◆ **Action Step 4:** Revise Street Functional Classifications to more closely match existing and projected traffic volumes, speed limits and adjoining land uses.
- ◆ **Action Step 5:** Begin planning for a new interchange with I-80 on the east side of Waverly, near 162<sup>nd</sup> Street.
- ◆ **Action Step 6:** Consider extending Waverly Road to 162<sup>nd</sup> Street.
- ◆ **Action Step 7:** Consider Waverly Road and Alvo Road as potential truck routes.



**Goal 5: Active Transportation.** Provide facilities to both safely accommodate and promote active transportation modes like walking and bicycling.

- ◆ **Action Step 1:** Develop major school routes that minimize pedestrian-vehicular conflicts in the short term and consolidate crossings to maximize protection in the longer term.
- ◆ **Action Step 2:** Upgrade signing of school crossings to conform to MUTCD.
- ◆ **Action Step 3:** Install sidewalks where needed to fill gaps in existing system.
- ◆ **Action Step 4:** Pursue projects utilizing a variety of funding sources to provide a trails network that connects to various generators around the community including parks, schools and residential areas.
- ◆ **Action Step 5:** Implement policies and design standards that encourage sidewalks and trails in new development.
- ◆ **Action Step 6:** Relocate school crossing on Amberly Road 100 feet east of 140<sup>th</sup> Street and monitor for upgraded control. Monitor school crossings on 148<sup>th</sup> Street at Castlewood Street and Folkestone Street for upgraded control.
- ◆ **Action Step 7:** Longer term provide trails along Waverly Road and the north-south tributary east of 148<sup>th</sup> Street.

## ***ECONOMIC & COMMUNITY DEVELOPMENT***

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**Goal 1: Economic Development.** Utilize the Waverly Comprehensive Plan as an **Economic Development Resource and Guide** to maximize economic opportunities for all residents. Foster an increase in diversified employment and business types in Waverly.

- ◆ **Action Step 1:** Create up to **200 new jobs in Waverly** by 2023 and an additional **150 new jobs** by 2033. This should be achieved by commercial businesses and industrial companies, “light manufacturing” in nature, that do not produce products and pollutants detrimental to the health, safety and welfare of the Community.
- ◆ **Action Step 2:** Focus efforts of **diversified businesses and employment opportunities** that attract new companies and provide employment opportunities. Expand the availability of retail commerce development sites and available storefronts for rent or purchase to attract non-local businesses. Maintain and improve both public and private services, business and industry in Waverly, in an effort to increase and diversify employment opportunities. Farming/ Agriculture, Education, light industry development, retail and medical services are rated as the three most important business/industry sectors to the Community. Lodging, restaurants, department/retail stores and a movie theater are the primary businesses needed in the Community.

Waverly will continue to be a prime location for jobs and industry expansion in the County, due to the Community’s close proximity to the Interstate 80 and Burlington Northern Santa Fe Railroad Corridors. Total employment in Lancaster County, including the City of Waverly, is projected to increase by 2033.

- ◆ **Action Step 3:** Create a **Business Stewardship/Support Program** to insure the continuation of well established businesses in Waverly after business owners retire. This Program would recruit both High School and College students/graduates to train in selective career paths to become business owners. The Community should create and maintain a listing of Home Based Businesses so that as businesses outgrow a home (or farm) location, appropriate space in commercial or industrial areas of the Community can be occupied with a locally based company. Provide available technical and financial resources to insure the success of “home grown” businesses.
- ◆ **Action Step 4:** Housing initiatives should be combined with **job creation activities** in Waverly. A large majority of the local workforce reside outside Waverly, due primarily to the lack of available or suitable housing and/or the lack of appropriate Community amenities.
- ◆ **Action Step 5:** Utilize **Federal, State and Local governmental incentives** to promote economic development in Waverly and recruit and retain job/business opportunities. Continue and improve working relationships with Local and State Organizations/Agencies such as the Lincoln Partnership for Economic Development and the Nebraska Department of Economic Development.

**Goal 2: Community Development.** Community development practices should strive to both **stabilize and improve the local Waverly economy and quality of life.** Proper renovation, adaptive reuse and additions of existing buildings, as well as new construction activities should be components of locally available incentives to attract residents, businesses and industries.



- ◆ **Action Step 1:** Encourage **local reinvestment** in Waverly by both the public and private sector. Provide infrastructure and needed amenities to support future growth of commercial, industrial and residential areas. Remove dilapidated buildings and promote building rehabilitation on structures that are considered cost-effective for such activity. Commercial building rehabilitation projects could include façade restoration, window and awning replacement, improved accessibility and signage. The majority of housing structures, in need of moderate to substantial rehabilitation or demolition, are located in the core of the City, along the Burlington Northern Santa Fe Railroad Corridor and in the Downtown. **The Community should include these projects as a component of a Downtown Revitalization Planning and Redevelopment Program for Waverly.**

- ◆ **Action Step 2:** Utilize the potential of **Community agency connections**, including the Waverly Chamber of Commerce, Lincoln Partnership for Economic Development, Waverly Community Development Agency, State and City Government, the Lincoln Electric Systems, Nebraska Municipal Power Pool and other existing organizations or special committees for technical and financial assistance for securing new community and economic development activities. Utilize Local, State and Federal funding sources to strengthen existing and assist in the creation of new business/industry, including the use of Tax Increment Financing.
- ◆ **Action Step 3:** Promote **Community sustainability and quality of life** in Waverly as being a great place to live, work, raise a family and retire. The high quality of parks and recreation areas, public facilities and overall quality of life make this Community attractive to existing and future residents. Continuing a “sense of community” image in Waverly, through the local public education system, close-knit neighborhoods and its “Bedroom Community” style of living will be important to the long-term viability of the Community. **A total of 75 Community & Housing Survey participants cited District 145 Public Schools as their reason for moving to Waverly.**



**Goal 3: Public Facilities.** Maintain and improve the existing public facilities and utilities in Waverly. Develop, as needed, new facilities and services to reflect the Community's needs and demands during the 20-year planning period.

- ◆ **Action Step 1: Upgrade and expand public services** to keep pace with population growth. Provide public services in an efficient and economic manner in order to protect and enhance the safety and welfare of Waverly residents.
- ◆ **Action Step 2: Provide adequate law enforcement and fire protection services**, with increased emphasis on community relations, as well as adequate civil defense and emergency services. Insure that facilities necessary to support such services are available throughout the Community. Promote the coordination of these services among the various governmental and quasi-governmental entities.
- ◆ **Action Step 3: Develop a Waverly Multi-Purpose Community Center** that provides facilities for senior citizens, wellness/fitness activities, City Offices and a City Library.
- ◆ **Action Step 4: Continue to monitor the viability of the current City Swimming Pool.** Begin a fundraising program to seek private donations, grants and foundation funding to develop a new pool/splash park, during the 20-year planning period.



**Goal 4: Facility and Utility Supply:** Maintain the **provision of facilities and utilities** necessary to prevent pollution of the environment. Provide modern water and sewage treatment mains, public utility facilities, flood control and similar environmental control processes.

- ◆ **Action Step 1:** Maintain an **adequate supply of potable water** and an **expanded distribution system** suitable for both present and future consumption and fire protection in Waverly. Continue to pursue funding for upgrading the water distribution system to supply a sufficient quantity and quality of water. A second water tower storage facility and the looping of “dead-end” water mains are the primary improvements identified in the “**2005 Water Study**” to sustain growth and development of Waverly through 2033.
- ◆ **Action Step 2:** Upgrade and expand segments of the **Waverly municipal sanitary sewer collection system** within the 20-year planning period. The original sanitary sewer system, installed in 1955, is adequately sized and in good condition. The oldest segments of the sewer system were constructed with vitrified clay pipe and have deteriorated. The City’s “**2005 Comprehensive Sewer Plan**” recommends the replacement of these deteriorating segments. New “trunk” sewer mains will be required in growth areas to the east and southeast of the current Corporate Limits, to support future development.

- ◆ **Action Step 3:** The proposed “**Dry Dam**” to be located west of 148<sup>th</sup> Street, approximately one-quarter mile south of Interstate 80, is the primary improvement project recommended by the **Waverly Watershed Master Plan**. This proposed facility is projected to remove approximately 103 single family dwellings and additional businesses south of Highway 6, west of 140<sup>th</sup> Street, from the 100-Year Floodplain.

- ◆ **Action Step 4:** Promote the use of **alternate energy systems** available through the provisions of the Nebraska Net Metering, State Statutes §70-2001. A variety of Wind, Solar, Geothermal, Biomass and Methane energy sources are available in association with “Green Building” methods to significantly reduce energy costs for heating and cooling.

**Net Metering** is also encouraged to be supplemented with “green building” techniques to enhance energy efficiency by all sectors of the City of Waverly. Tax Increment Financing in combinations with low-interest or no-interest loans through programs available from the United States Department of Agriculture and public power utility districts can greatly reduce the cost of implementing these alternative energy systems.

## ***WAVERLY COMMUNITY & HOUSING SURVEY***

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The “**Waverly Community & Housing Survey**” was distributed to each household in the Community by the local Boy Scout troop. A total of **133 Surveys** were returned. This Survey asked participants to provide their opinion about specific Community needs pertaining to Population Characteristics, Education, Public Facilities, Community & Economic Development, Transportation; Community Growth, Land Use and Zoning; and Housing & Residential Development. The complete results of the Survey are available in the **Appendix II** of this Comprehensive Plan.

- ◆ A total of 46 participants have lived in Waverly for 21+ years. A majority have two persons living in their current household. Among households, the largest represented age group was “Less than 18 Years.”
- ◆ District 145 Public Schools was a factor for a total of 75 households locating to Waverly. Many participants identified that there are not a sufficient amount of safe routes to school for children.
- ◆ A majority of participants are interested in the development of a Community recreational facility in Waverly.
- ◆ Garbage Collection, Bank and Schools were rated by Survey participants as the best rated Community services and public facilities. The most important business/industry sectors in Waverly were identified as Farming/Agriculture and Education.
- ◆ Transportation issues in great need of being addressed include pedestrian/trails connections, Highway 6 Corridor enhancement, reduced railroad/City conflicts and control of storm water runoff.
- ◆ Participants agreed with improving the appearance of the City of Waverly with methods including, but not limited to, installing new street and pedestrian lighting, crosswalk enhancements, vehicular traffic safety and safe railroad crossings. Participants also identified business retention, pedestrian safety measures and marketing vacant buildings for occupation as some of the methods towards improving the sustainability of the City.
- ◆ **17 Survey respondents indicated that they were not satisfied with their current housing situation. Reasons included housing being too small, too expensive or being located in a floodplain.**
- ◆ **78 percent of the Survey respondents favored the City of Waverly establishing a local program that would purchase dilapidated houses, tear down the houses and make the lots available for a family or individual to build a house. 73 percent of the Survey respondents supported the City of Waverly using grant dollars to purchase, rehabilitate and resell vacant housing in the Community.**



**SECTION 3**  
*Population, Income & Economic Profile.*





# SECTION 3

## Population, Income & Economic Profile...



### INTRODUCTION

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Population, income and economic trends in the City of Waverly and the respective Planning Jurisdiction serve as valuable indicators of future development needs and patterns for the Community by providing a basis for the realistic projection of the future population. The population trends and projections for the years 1990 through 2033 were studied and forecasted for Waverly, utilizing a process of both trend analysis and popular consent.

Waverly is projected to increase in population during the next 20 years. To maintain a stable population base, the City will need to develop existing land within the Corporate Limits, while developing suitable land adjacent the City for future annexation. This population goal would also require the creation of additional housing stock and related public features and utilities for the City.

A **Community Housing Study** was conducted for the City of Waverly, Nebraska in November, 2012, that highlighted population, income, economic and housing trends and projections, as well as determined a 10- and 20-year housing target demand for Waverly. The Study also identified important housing development projects of various styles and serving several different income levels in the Community.

The Housing Study identifies a target demand for up to **385 new housing units**, during the next 10 years and up to **635 new housing units**, during the next 20 years. The Study provides a **“20-Year Housing Action Plan”** for completing housing projects deemed most needed by the local citizens of Waverly.

**The most critical housing issues in Waverly are to promote the development of housing for the local workforce population affordable to all salary income levels.** Other priority housing needs in Waverly include providing housing opportunities for the elderly, first time homebuyers and middle-income persons and families, including new housing units of various types and styles, having three+-bedrooms. Future population and household growth in Waverly will be driven by new and expanded economic development and public service activities, not only in Waverly but in northern Lancaster County.

## ***POPULATION PROFILE***

The analysis and projection of population are at the center of all planning decisions. This process assists in the understanding of important changes which have and will occur throughout the planning period.

Estimating population size is critical to this community planning process due to the overall growth of Lancaster County, as well as Waverly’s proximity to the City of Lincoln. Further, projecting the community population is extremely complex. Since projections are based upon various assumptions about the future, projections must be carefully analyzed and continually reevaluated, due to the changing economic and social structure of a community.



### ***Population.***

Table 3.1 identifies current population trends and projections in Waverly, from 1990 to 2033. The current (2013) estimated population of Waverly is 3,335, an increase of 58 persons, or 1.5 percent since 2010. Based on the “medium” population projection, the population for Waverly is expected to increase an estimated 23.2 percent, or by 775 persons, from 2013 to 2023, to an estimated population of 4,110. A “high” projection would result in a 10-year population increase of 935, or 28 percent by 2023.

By 2033, the population for Waverly is expected to continue to increase, reaching an estimated population of 4,660. Waverly has the potential to increase in population by an estimated 47.7 percent, or 1,590 persons, resulting in a population of 4,925.

**TABLE 3.1  
POPULATION TRENDS & PROJECTIONS  
WAVERLY, NEBRASKA  
1990-2033**

	<b>YEAR</b>	<b>POPULATION</b>	<b>TOTAL CHANGE</b>	<b>PERCENT CHANGE</b>	<b>ANNUAL CHANGE</b>	<b>PERCENT CHANGE</b>
	1990	1,869	--	--	--	--
	2000	2,448	+579	+31.0%	+57.9	+3.1%
	2010	3,277	+829	+33.8%	+82.9	+3.4%
	<b>2013</b>	<b>3,335</b>	<b>+58</b>	<b>+1.8%</b>	<b>+29.0</b>	<b>+0.9%</b>
<b>Low</b>	<b>2023</b>	<b>3,925</b>	<b>+590</b>	<b>+17.7%</b>	<b>+59.0</b>	<b>+1.8%</b>
<b>Medium</b>	<b>2023</b>	<b>4,110</b>	<b>+775</b>	<b>+23.2%</b>	<b>+77.5</b>	<b>+2.3%</b>
<b>High</b>	<b>2023</b>	<b>4,270</b>	<b>+935</b>	<b>+28.0%</b>	<b>+93.5</b>	<b>+2.8%</b>
<b>Low</b>	<b>2033</b>	<b>4,400</b>	<b>+1,065</b>	<b>+31.9%</b>	<b>+53.3</b>	<b>+1.6%</b>
<b>Medium</b>	<b>2033</b>	<b>4,660</b>	<b>+1,325</b>	<b>+39.7%</b>	<b>+66.3</b>	<b>+2.0%</b>
<b>High</b>	<b>2033</b>	<b>4,925</b>	<b>+1,590</b>	<b>+47.7%</b>	<b>+79.5</b>	<b>+2.4%</b>

Source: 1990, 2000, 2010 U.S. Census;  
Hanna:Keelan Associates, P.C., 2013.

**Age Distribution.**

**Table 3.2 highlights population age distribution in Waverly, from 1990 to 2033. The “19 and Under” age group experienced the largest increase in population from 2000 to 2010, 850 to 1,151. This age group is projected to experience the largest increase in population by 2033, an estimated 386 persons, to 1,546, and remain Waverly’s largest population group. This highlights the current trend of families with at least one child locating to the Community. All Census-defined age groups in the City of Waverly are projected to increase by 2033, including workforce, elderly and frail elderly populations.**

The current median age in Waverly is an estimated 32.2 years; a decrease of 0.6 years from the 2010 median age of 32.8. Due to an expected increase in the elderly (55+) age group populations, the trend of a decreasing median age is projected to reverse during the next 20 years, increasing to an estimated average age of 34.6 years.

**TABLE 3.2  
POPULATION AGE DISTRIBUTION  
TRENDS & PROJECTIONS  
WAVERLY, NEBRASKA  
1990-2033**

Age Group	2000-2010				2013-2033			
	1990	2000	2010	Change	2013	2023	2033	Change
19 and Under	634	850	1,151	+301	1,160	1,378	1,546	+386
20-34	383	489	626	+137	637	748	812	+175
35-54	550	718	918	+200	931	1,089	1,107	+176
55-64	123	166	281	+115	290	422	509	+219
65-74	91	109	162	+53	172	239	333	+161
75-84	56	71	103	+32	110	170	256	+146
85+	32	45	36	-9	35	64	97	+62
<b>Totals</b>	<b>1,869</b>	<b>2,448</b>	<b>3,277</b>	<b>+829</b>	<b>3,335</b>	<b>4,110</b>	<b>4,660</b>	<b>+1,325</b>
<b>Median Age</b>	<b>31.0</b>	<b>32.0</b>	<b>32.8</b>	<b>+0.8</b>	<b>32.2</b>	<b>33.6</b>	<b>34.6</b>	<b>+2.4</b>

Source: 1990, 2000, 2010 U.S. Census;  
Hanna:Keelan Associates, P.C., 2013.

**Factors attributing to population growth in Waverly include the Community’s proximity to the City of Lincoln and Interstate 80, large employers with Waverly locations and a top-rated public school system. The Community needs to take a proactive approach in creating a variety of housing opportunities for persons and families interested in moving to Waverly, including single family homes, duplex/triplex housing programs and apartment complexes.**



## ***INCOME PROFILE***

**Household income trends and projections** are identified in **Table 3.3**. Household incomes in Waverly have increased in recent years and are projected to continue this trend through 2033. From 2000 to 2010, median income in Waverly increased from \$52,454 to \$66,494; an increase of 26.8 percent. This trend is projected to continue, with the median income increasing from the current amount of \$67,991 to \$76,402 by 2033. The number of households in Waverly, having an annual income at or above \$35,000, is expected to remain stable, but continue to increase during the next 20 years.

As household incomes in Waverly continue to increase, so will per capita income. This trend in Waverly reflects that of Lancaster County. The County's current per capita income is an estimated \$40,141. **By 2023, per capita income in Lancaster County is projected to increase by an estimated 26.7 percent to \$50,874 and, by 2033, increase to an estimated \$61,164.**

Increases in household and per capita income highlight a trend of increased employment salaries and jobs with higher hourly wages. The increase in households with incomes at or above \$50,000 also suggests that upper-income families are seeking to locate to Waverly for a suburban lifestyle, with many choosing to build their own home on an existing vacant lot. While the increase in upper-income families is beneficial to the Community, it is important to consider the development of needed housing types for all income sectors, including low- to moderate income persons and families.

**TABLE 3.3  
HOUSEHOLD INCOME\*  
TRENDS & PROJECTIONS  
WAVERLY, NEBRASKA  
1990-2033**

<b>Income Group</b>							<b>% Change</b>
<b>All Households</b>	<b>1990*</b>	<b>2000*</b>	<b>2010 Est.*</b>	<b>2013</b>	<b>2023</b>	<b>2033</b>	<b>2013-2033</b>
<b>Less than \$10,000</b>	29	30	10	8	0	0	-100.0%
<b>\$10,000-\$19,999</b>	81	63	33	26	10	6	-76.9%
<b>\$20,000-\$34,999</b>	205	139	168	170	218	242	+11.0%
<b>\$35,000-\$49,999</b>	163	133	131	133	169	184	+8.9%
<b>\$50,000 or More</b>	132	418	771	811	1,042	1,261	+21.0%
<b>Totals</b>	<b>610</b>	<b>783</b>	<b>1,113</b>	<b>1,148</b>	<b>1,439</b>	<b>1,693</b>	<b>+17.7%</b>
<b>Median Income</b>	<b>\$34,265</b>	<b>\$52,454</b>	<b>\$66,494</b>	<b>\$67,991</b>	<b>\$65,475</b>	<b>\$76,402</b>	<b>+16.7%</b>

\* Specified Data Used.  
Source: 1990, 2000 Census; 2006-2010 American Community Survey Estimate;  
Hanna:Keelan Associates, P.C., 2013.

A number of households in Waverly are considered to be “Cost Burdened” and/or have various “Housing Problems”. A cost burdened household is any household paying 30 percent or more of their income on housing costs, which may include mortgage payments, rent, utilities, and property taxes. A household is considered to have housing problems if the housing unit is overcrowded (more than 1.01 person per room) and/or if the unit lacks complete plumbing.

**Tables 3.4 and 3.5 identify households cost burdened with housing problems from 2000 to 2033. An estimated 113 owner and 52 renter households in Waverly are currently cost burdened with housing problems. Households experiencing cost burden and/or housing problems are projected to decrease by 2033, to an estimated 52 owner and 26 renter households.**

The 2010 American Community Survey found no homes in Waverly lacked complete plumbing, but recorded seven housing units that experienced overcrowded conditions.

**TABLE 3.4  
ESTIMATED OWNER HOUSEHOLDS BY INCOME  
COST BURDENED WITH HOUSING PROBLEMS  
WAVERLY, NEBRASKA  
2000-2033**

Income Range	2000 # / #CB-HP	2010 Est. # / #CB-HP	2013 # / #CB-HP	2023 # / #CB-HP	2033 # / #CB-HP
0%-30% AMI	20 / 12	26 / 11	24 / 10	21 / 6	16 / 3
31%-50% AMI	51 / 32	66 / 30	60 / 29	51 / 23	39 / 14
51%-80% AMI	126 / 49	164 / 47	176 / 44	236 / 37	293 / 28
81%+ AMI	501 / 39	654 / 33	675 / 30	874 / 21	1,048 / 7
<b>Totals</b>	<b>698 / 132</b>	<b>910 / 121</b>	<b>938 / 113</b>	<b>1,182 / 86</b>	<b>1,396 / 52</b>

# = Total Households      #CB-HP = Households with Cost Burden – Housing Problems

Specified Data Used.  
Source: 2000 CHAS Tables;  
Hanna:Keelan Associates, P.C., 2013.

**TABLE 3.5  
ESTIMATED RENTER HOUSEHOLDS BY INCOME  
COST BURDENED WITH HOUSING PROBLEMS  
WAVERLY, NEBRASKA  
2000-2033**

Income Range	2000 # / #CB-HP	2010 Est. # / #CB-HP	2013 # / #CB-HP	2023 # / #CB-HP	2033 # / #CB-HP
0%-30% AMI	46 / 24	49 / 22	48 / 19	52 / 14	55 / 10
31%-50% AMI	44 / 24	46 / 23	47 / 21	57 / 15	63 / 12
51%-80% AMI	50 / 12	51 / 11	52 / 10	64 / 6	76 / 4
81%+ AMI	54 / 4	57 / 4	59 / 3	84 / 0	103 / 0
<b>Totals</b>	<b>194 / 64</b>	<b>203 / 60</b>	<b>206 / 52</b>	<b>257 / 35</b>	<b>297 / 26</b>

# = Total Households      #CB-HP = Households with Cost Burden – Housing Problems

Specified Data Used.  
Source: 2000 CHAS Tables;  
Hanna:Keelan Associates, P.C., 2013.

## ***ECONOMIC PROFILE***

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The most recent and comprehensive employment data available for Waverly and Lancaster County was obtained from the Nebraska Department of Labor. Since some of these figures are only available County-Wide, a review and analysis of Lancaster County labor force statistics is also included to provide a general understanding of the economic activity occurring in and around the City of Waverly.

The unemployment rate in the County ranged from a high of 4.3 percent and a low of 2.7 percent, between 2001 and 2011. During this period, the number of employed persons increased by 10,444.

Currently, an estimated 158,698 employed persons exist in Lancaster County with an unemployment rate 3.2 percent. The number of employed persons is expected to increase by 14,958, or 9.2 percent by 2033.

Overall, non-farm employment (wage and salary) increased by 1.2 percent, between 2009 and 2011. The largest increases occurred in the Leisure & Hospitality, Retail Trade and Total Trade Sectors. The largest decreases were experienced in the State Government, Natural Resources & Construction and Goods-Producing Sectors.

**The largest employers in Waverly include District 145 Public Schools, Tractor Supply Company Distribution Warehouse, MBA Poultry, Matheson Linweld, Valmont, Millard Lumber and the Waverly Care Center. A high percentage of the employees at these businesses reside outside of Waverly and commute to work each day.**



Overall, the economic outlook for Waverly is “excellent” for the planning period 2013 to 2033. Economic opportunities exist, primarily due to recent and projected population increases in Waverly, large employers locating in the Community and Waverly’s location within the Lincoln, Nebraska Metropolitan Statistical Area. Additional commercial and industrial business, as well as the expansion of existing businesses in the Waverly area and the provision of vacant land for these economic growth activities should be pursued if the Community desires more commerce. Existing locally-based business, agricultural-related industries, and large food processing industries will ensure Waverly has a stable economic base and a bright future for increased economic development.





# SECTION 4

*Land Use, Growth & Redevelopment.*





# SECTION 4

## Land Use, Growth & Redevelopment...



### INTRODUCTION

The **Land Use, Growth and Redevelopment** section of this **Comprehensive Plan** identifies the land use development patterns, which have occurred in Waverly since the adoption of the last Comprehensive Plan in 2004. The land use component examines **development opportunities, requirements and future utilization of land** in and around the Community. A discussion of the **environmental and physical characteristics** of Waverly precedes a description and analyses of **existing and future land use** conditions in the City.

### PROPER LAND USE PRACTICES

Proper land use practices can protect the natural resources of a community and be a complement to the built environment. The natural environment of the Community provides both opportunities and constraints for existing and future developments. As humans strive to create a sustainable living environment, they must work and live in harmony with their natural surroundings. This can occur by designing with nature, conserving unique

features, protecting watersheds and using sensitive development practices. In Waverly, the major development constraints are associated with the soil conditions and associated floodplains of Salt Creek and the steep slopes of the upper elevations of the river valley.

### IDENTIFICATION OF FUTURE GROWTH AREAS

The proposed **land use plan** concentrates on the use of land in Waverly and the Community's respective One-Mile Planning Jurisdiction during the 20-year planning period. Special attention is given to the identification of future residential, public/quasi-public, parks and recreational, commercial and industrial growth areas. The identification of land uses within undeveloped areas of the Corporate Limits and beyond into the Planning Jurisdiction is imperative to support growth and development opportunities over the next 20 years.

### LOCATION

The City of Waverly is located in eastern Lancaster County, generally between Salt Creek and the Interstate 80 Corridor. The Highway 6 and Burlington Northern Santa Fe Railroad Corridors bisect Waverly from northeast to southwest.



Waverly is also located at the northeastern edge of the City of Lincoln, Nebraska's Three-Mile Planning Jurisdiction. Interstate 80 provides quick access to either Lincoln or Omaha, enabling the City to be home to a mobile workforce. Waverly is noted for its exceptional schools, ample parks and recreational facilities that are highly attractive to young families with children. Highway corridors are considered to be vital to the future of the Community. This geographic setting directly links Waverly with trading centers in the Midwest and points beyond.

## ***HISTORICAL DEVELOPMENT***

Early settlement of the rural area along Salt Creek started in the late 1850s, but it was the arrival of the Burlington & Missouri River Railroad in 1869 and 1870 that started development of a new town that would become known as Waverly. The Town was platted in 1870 and had grown to a Community of 132 people as of the 1880 Census.

Waverly was officially "incorporated" as a Village in 1885. By the 1910 Census, Waverly had grown to 297 persons and would remain a town of approximately 300 persons through 1950.



*Downtown Waverly, circa 1910. All photos courtesy of the Nebraska State Historical Society.*



Rapid growth began in the 1950s as Waverly evolved from an agricultural based Community to one focused on manufacturing and industrial expansion. Several industries were established in the 1950s and 1960s whose employment expanded along with the population of the City. The population of Waverly more than doubled throughout the 1960s growing from 511 in 1960 to 1,152 persons as of the 1970 Census, an increase of 641 persons.

**TABLE 4.1  
HISTORY OF POPULATION  
WAVERLY, NEBRASKA  
1960-2010**

	PERSONS	TOTAL INCREASE
1960	511	+201 / +65%
1970	1,152	+641 / +125%
1980	1,726	+574 / +50%
1990	1,869	+143 / +8%
2000	2,448	+579 / +31%
2010	3,277	+829 / +34%

Source: U.S. Census;  
Hanna:Keelan Associates, P.C., 2013

New residential subdivisions on the outskirts of the City have been common occurrences since the 1960s. Population trends highlighted in **Table 4.1** above indicate that since 1960, the City of Waverly has grown by at least 570 additional people in each decade, with the exception in 1980s when the Community increased by 143 persons.

## ***THE NATURAL ENVIRONMENT***

### **SOIL ASSOCIATIONS**

The soils in and around Waverly are classified into three groups, or associations, each with a broad range of characteristics. **Illustration 4.1** graphically displays the **General Soil Associations** for the City of Waverly and the One-Mile Planning Jurisdiction. The U.S. Department of Agriculture, Natural Resources Conservation Service conducted the soil survey and developed the boundaries of the soil types found on the **Illustration**.

The three soil associations depicted in **Illustration 4.1** are the Kennebec-Nodaway-Zook; Crete-Sharpsburg and the Sharpsburg-Judson.

The majority of the lands throughout the Waverly Planning Jurisdiction are associated with Salt Creek. The City is situated along the southern bank and upper terraces of the Salt Creek, which afforded the Community access to drinking water and suitable land that was fairly level for development purposes.

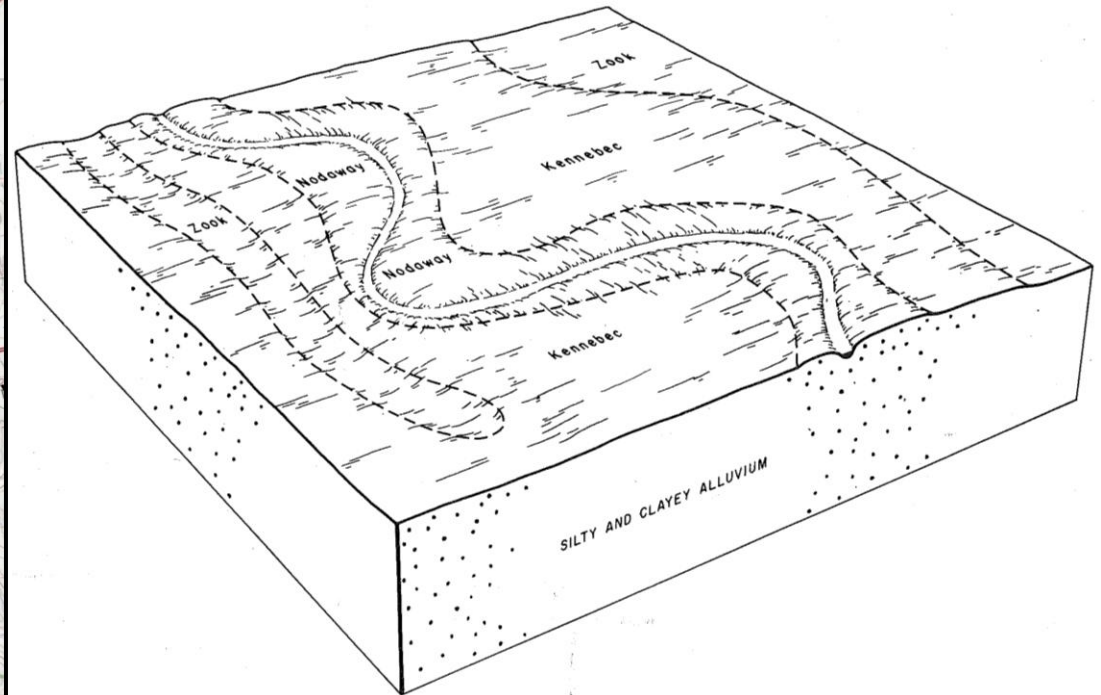
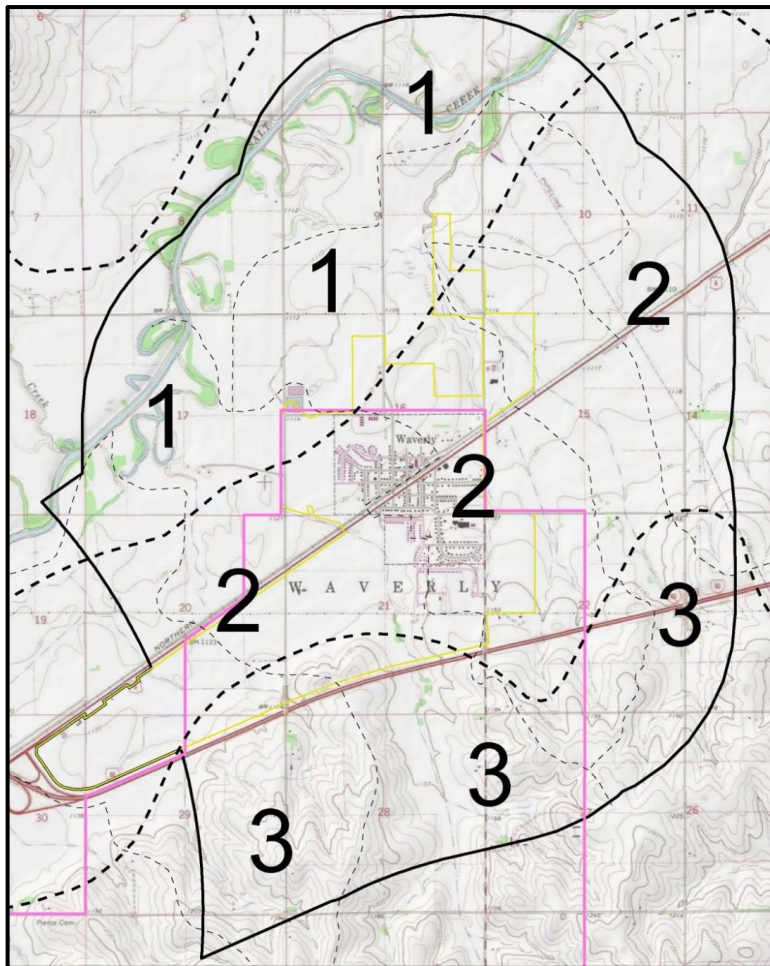
#### ❖ KENNEBC-NODAWAY-ZOOK ASSOCIATION.

This Association is concentrated in the northern third of the One-Mile Planning Jurisdiction of the City of Waverly. Land included in the Association are comprised of the bottom land and upper stream terraces of the Salt Creek. Soils of this Association are described as, “*Deep, nearly level and very gently sloping, moderately well drained to poorly drained, silty soils that formed in alluvium; on flood plains.*” Flooding is the primary hazard. Nearly all lands within the Association are included in 100 or 500-year floodplains.

Soils in this Association are severely limited for roads and streets, sanitary facilities and building sites due to flooding hazards and frost action.

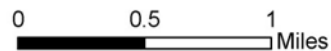
# GENERAL SOIL ASSOCIATIONS MAP

WAVERLY, NEBRASKA



## Legend

- City of Waverly
- One-Mile Planning Jurisdiction
- Wellhead Protection Area Boundary
- Drainage Basin Boundary
- General Soils Association Boundaries



## Soils Association

- 1 - Kennebec - Nodaway Zook Association
- 2 - Crete - Sharpsburg Association
- 3 - Sharpsburg - Judson Association

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**ILLUSTRATION 4.1**





❖ CRETE-SHARPSBURG ASSOCIATION.

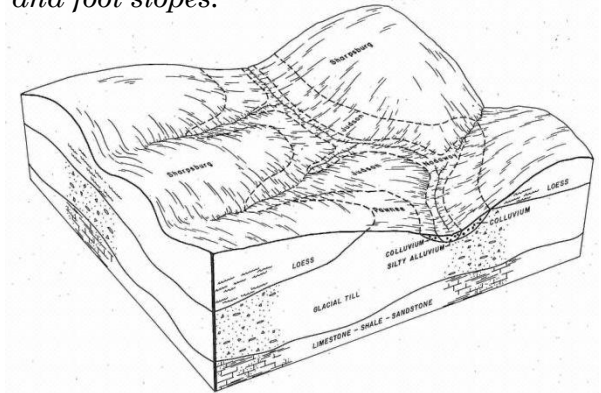
The Crete-Sharpsburg Association is located in the central portion of the Waverly One-Mile Planning Jurisdiction and includes nearly all of the incorporated areas of the City. Soils throughout the region area described as, “*Deep, nearly level to gently sloping, moderately well drained, silty soils that formed in loess; on stream terraces.*” Crops in this Association have sufficient access to ground water for irrigation.

Soils in this Association are severely limited for septic tank absorption fields due to slow permeability. Sewage lagoons are suited to these soils when not limited by slope. Severe limitations for buildings, roads and streets exist because of high shrink-swell potential. These limitations can be overcome by structurally securing building foundations and sufficient compaction and preparation of the road beds of streets.



❖ SHARPSBURG-JUDSON ASSOCIATION.

The southern third of the Waverly One-Mile Planning Jurisdiction, the area generally south of Interstate 80, is located in the Sharpsburg-Judson Association. Moderate to steep hills comprise this region. The Association is characterized as, “*Deep, nearly level to moderately steep, moderately well drained, silty soils that formed in loess and colluvium; on uplands and foot slopes.*”



Water erosion of soils on hill crests and side slopes are the main hazard. In some years, inadequate rainfall limits the production of dryland crops and ground water supplies are generally insufficient for irrigation. Soils are moderately limited for septic tank absorption field and sewage lagoons due to slow permeability and slope. Building sites, roads and streets are limited by high shrink-swell and high frost action.

## WATERSHEDS

The topography and terrain of Waverly and the Planning Jurisdiction are varied. The natural landscape has been formed by wind and water erosion and deposits, creating areas of nearly level lands on stream terraces. The natural topography of Waverly is nearly level to gently sloping. Rolling hills south of Interstate 80 slope to the north/northeast down to the nearly level developed areas of Waverly and continue to the north and northeast of the City along drainage ways and tributaries to Salt Creek.

Groundwater and groundwater-fed surface streams account for a large percentage of the water resources in the Waverly Planning Jurisdiction. The underground water supply for the City is part of the Salt Creek Watershed. The City of Waverly relies upon the groundwater reserves and surface water run-off to recharge the underground water supply of the municipal wells.

A description of the municipal water system is provided in the utilities discussion of **Section 5** of this **Comprehensive Plan**.

The underground water supply is vital to the region and is the source of water for numerous rural private drinking and irrigation wells. Any endangerment to the supply threatens public health, as well as the local farm economy. This natural resource must be protected. Securing the quality of drinking water from private wells in the rural areas within the Waverly One-Mile Planning Jurisdiction is very important. A minimum lot size of 20 acres is utilized in the “AG Agriculture” District and two acres in the “RR Rural Residential” District for residences in the Planning Jurisdiction. This standard generally ensures that adjacent households do not contaminate one another’s drinking water.

## WELLHEAD PROTECTION PROGRAM

The Nebraska Department of Environmental Quality (NDEQ) regulates ground water quality and quantity. To assist local municipalities with protecting their municipal drinking water supply, the NDEQ has developed the **Nebraska Wellhead Protection (WHP) Program**. The voluntary program intends to prevent the contamination of ground water. The **WHP Program** provides the following in accordance with the federal laws: 1) duties of the governmental entities and utility districts, 2) determines

protection area, 3) identify contamination sources, 4) develop a contaminant source management program, 5) develop an alternate drinking water plan, 6) review contaminated sources in future wellhead areas, and 7) involve the public. The approaches of **Nebraska’s Wellhead Protection Program** are to prevent the location of new contaminant sources in wellhead protection areas through planning, minimize the hazard of existing sources through management, and provide early warning of existing contamination through ground water monitoring.

The **Wellhead Protection Area (WHPA)** in the Waverly One-Mile Planning Jurisdiction is depicted in **Illustration 4.1**.

## CLIMATE

The climate of the Waverly area is continental and characterized by widely ranging seasonal temperatures and rapidly changing weather patterns. The temperature ranges from an average daily minimum of 17°F in January and maximum of 86°F in July. The total annual precipitation is 29.9 inches, including an annual average snowfall of 28.3 inches. These climatic characteristics and fertile soils create an environment for a productive agricultural industry.



## **THE BUILT ENVIRONMENT**

The built environment of Waverly is characterized by its districts, roadways and landmarks. The combination of these physical features creates a sense of place for the citizens and patrons of Waverly. The natural terrain enhances the built environment by providing an aesthetic base for urban development. The districts and neighborhoods are defined by their edges or boundaries. The major transportation corridors and the physical barriers of the terrain generally create the edge of each district, giving the neighborhoods distinct boundaries.

**Designating the proper land uses adjacent the Highway 6 and Interstate 80 Corridors is essential.** The general trend is to guide commercial development along the southern right-of-way of Highway 6 and a mixture of industrial and residential land uses along the Interstate 80 Corridor. Industrial uses are concentrated in two industrial parks in the southwest and northeast portions of the City.



Downtown Waverly is planned to remain the primary focus of retail commerce. The majority of the future “automotive orientated” commercial uses are recommended along the southern right-of-way of Highway 6.

Future industrial uses are planned to remain in their current locations with modest growth extending into the One-Mile Planning Jurisdiction, to the northeast on the City, along the northern railroad right-of-way.

## LAND USE ANALYSIS

### EXISTING LAND USE PROFILE

Existing Land Use in and around Waverly is identified in **Table 4.2** and **Illustration 4.2, Page 4.10**. The **Table** analyzes the use of land within the Corporate Limits of the City of Waverly and compares them to National Planning Standards as a ratio of 100 persons per acre.

**TABLE 4.2  
EXISTING & FUTURE LAND USE NEEDS  
WAVERLY, NEBRASKA  
2013-2033**

	Existing Land Use	Percent	Acres/100 Persons	Planning Standard	2013 <sup>1</sup>	2023**	2033**	2033***
<b>Park/Recreation</b>	73.2	5.0%	2.19	2.0	66.7	82.2	93.2	98.5
<b>Public/Quasi-Public</b>	163.0	11.1%	4.89	2.8	93.4	115.1	130.5	137.8
<b>Residential</b>	295.9	20.2%	8.87	10.0	333.5	411.0	466.0	492.5
<i>Single</i>	282.3	95.4%	8.46	7.5	250.0	308.3	349.5	369.4
<i>Multifamily</i>	13.6	4.6%	0.41	2.0	66.7	82.2	93.2	98.5
<i>Other</i>	0.0	0.0%	0.0	0.5	16.8	20.5	23.3	24.6
<b>Commercial</b>	40.5	2.76%	1.21	2.4	80.0	98.6	111.8	118.2
<b>Industrial</b>	231.6	15.8%	6.94	2.3	76.7	94.5	107.2	113.3
<i>Light</i>	123.6	53.4%	3.71	1.6	53.4	65.7	74.5	78.8
<i>Heavy</i>	108.0	46.6%	3.24	0.7	23.3	28.8	32.6	34.5
<b>Streets/Alleys &amp; R.R.</b>	219.7	15.0%	6.59	5.5	183.5	226.1	256.3	271.0
<b><u>TOTAL DEVELOPED</u></b>	<b>1,023.9</b>	<b>69.9%</b>	<b>30.69</b>	<b>25.0</b>	<b>833.8</b>	<b>1,027.5</b>	<b>1,165.0</b>	<b>1,231.3</b>
<b>Total Vacant</b>	441.4	30.1%	13.24	6.5	216.8	267.2	302.9	320.1
<i>Agricultural Prod.</i>	382.9	86.8%	11.48	5.6	188.0	231.8	262.8	227.7
<i>Other Vacant</i>	58.5	13.3%	1.76	0.9	28.8	35.4	40.1	42.4
<b><u>TOTAL ACERAGE</u></b>	<b>1,465.3</b>	<b>100.0%</b>	<b>43.9</b>	<b>31.5</b>	<b>1,050.5</b>	<b>1,294.7</b>	<b>1,467.9</b>	<b>1,551.4</b>

Estimated Current vacant Land has the following general Zoning/Land Use Classification:

Parks/Recreation = 15%, Public/Quasi-Public = 0%, Residential = 25%, commercial = 3%, Industrial = 57%

<sup>1</sup> Based upon Planning Standard.

\*Vacant Land Capable of Development.

\*\*Based on Medium Population Projection of 4,660 by 2033.

\*\*\*Based on High Population Projection of 4,925 by 2033.

Source: Hanna:Keelan Associates, P.C., 2013

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## Major Existing Land Use Issues

The **Total Area** included within the Corporate Limits of Waverly in 2013 is approximately 1,465 acres, which equates to **43.9 Acres Per 100 Persons**. After applying National Planning Standards, Waverly has over 400 acres of additional land than the typical City with a population of 3,335 people.

- 
- ❖ *The Land Use Categories with excess acreage include Public/Quasi-Public, Industrial and Vacant properties.*
  - ❖ *By comparison, acres comprised of Multifamily and Commercial Uses are significantly lower than Communities of similar population of Waverly.*
- 



### PARKS/RECREATIONAL

Park facilities in the City of Waverly include Wayne Park, Jaycee (Community Foundation) Park, Sharp Park and Lawson Park. These four parks, along with the existing hiking/biking trail system, comprise a total of 73 acres or five percent of the total 1,465 acres in Waverly.

### PUBLIC/QUASI-PUBLIC

Waverly's large percentage of public land uses are a result of its extensive Public School facilities. District 145 Public Schools, City and County buildings, U.S. Post Office, Churches and Rose Hill Cemetery properties are all located within the Corporate Limits of the City. Over 11 percent, or 163 acres of the incorporated area of Waverly is utilized by Public/Quasi-Public land uses.

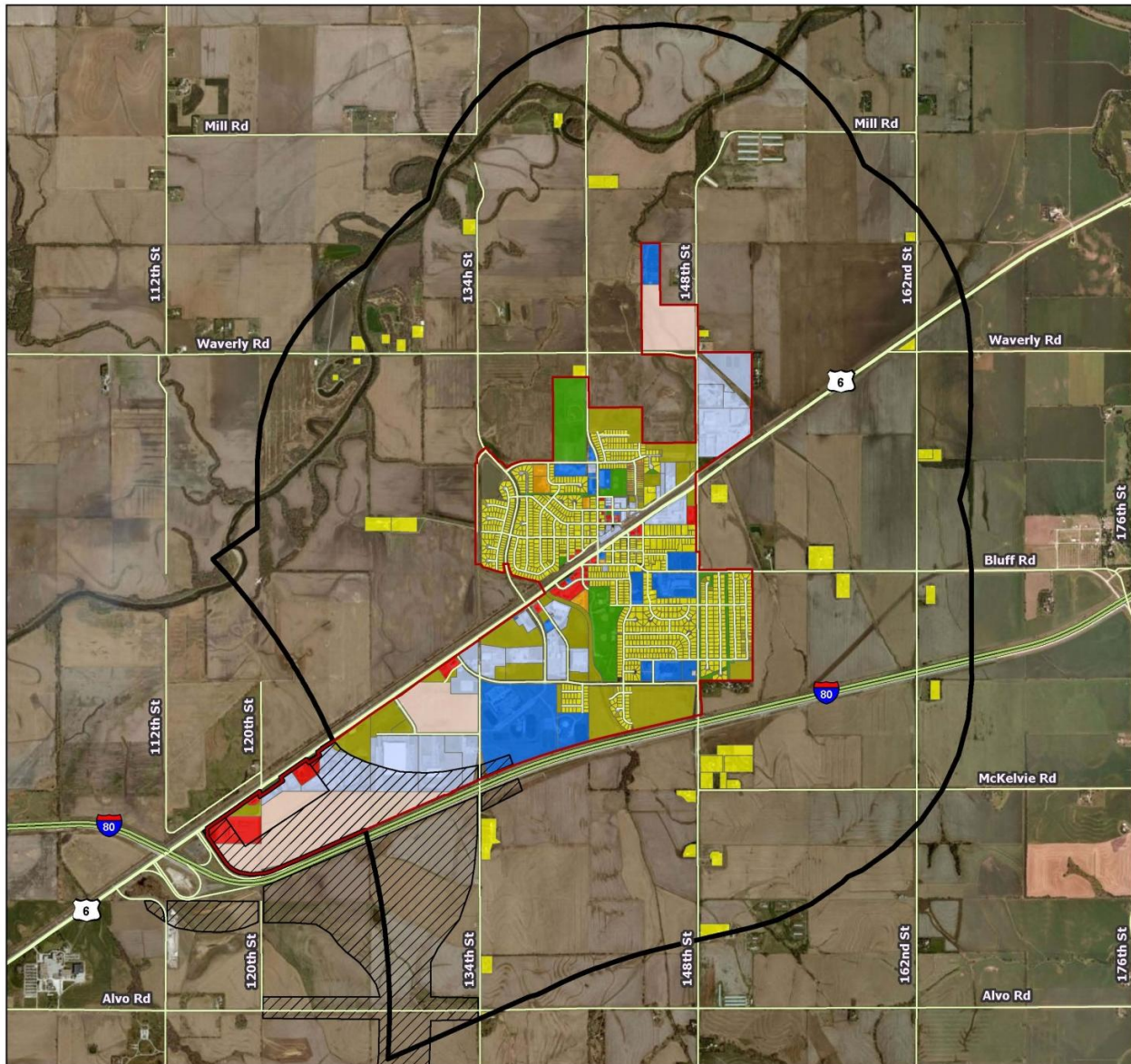
### RESIDENTIAL

Single and Multifamily residential uses housing young workforce families and retirees are the primary housing types in the Community. Residential uses occupy nearly 296 acres of land, or 20.2 percent of the City's total area. National planning standards reveal that the Waverly should have at least 40 additional acres of land occupied by residential uses.





# EXISTING LAND USE MAP










## WAVERLY, NEBRASKA

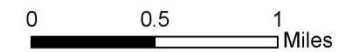


### Legend

-  East Beltway
-  City of Waverly
-  One-Mile Planning Jurisdiction

### Existing Land Use

-  Single Family Residential
-  Multi Family Residential
-  Commercial
-  Industrial
-  Public/Semi-Public
-  Park
-  Agricultural
-  Vacant
-  Rural Residential



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**ILLUSTRATION 4.2**

## COMMERCIAL

The proximity of major retail outlets in Lincoln limits the viability of commercial land uses in Waverly. After comparing land use ratios from national planning standards, Waverly has approximately one half the amount of commercial land use that a City its size typically accommodates. Although commercial uses have begun to develop along the Highway 6 Corridor, Downtown Waverly is desired by residents to be the commercial focal point of the City.

## INDUSTRIAL

The amount of land occupied by industrial uses in Waverly exceeds planning standards by 200 percent. This trend would be even more significant if vacant lands planned and zoned for industrial uses were considered. An economic development initiative began in 2004 to attract industrial businesses has been highly successful. U.S. Census Workforce Employment Data indicate that 1,188 workers commute to Waverly for employment, while 92 of the City's 1,241 employees live and work in Waverly.

Results of the **Workforce Housing Needs Survey** indicated of the 430 employees that completed surveys, 139 would like to purchase a home in Waverly. An additional 58 would like to rent a home or apartment in Waverly.



## Priorities for Growth and Development.

The results of the Existing Land Use Analysis revealed that Waverly needs to concentrate its efforts on expanding the amount of land dedicated to residential and commercial uses.

- ❖ *The City is particularly underdeveloped in terms of Multifamily Housing, but also is in need of additional single family dwellings to expand its population base.*
- ❖ *Waverly should strive to nearly double the amount of acres devoted to commercial uses.*
- ❖ *Downtown Waverly needs to be revitalized as the center of commerce and entertainment.*
- ❖ *Automotive oriented commercial uses focused along the Highway 6 Corridor.*



## ***FUTURE LAND USE ANALYSIS***

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The City of Waverly, has proposed a goal of implementing appropriate community and economic development initiatives to sustain a population growth of **775 people through 2023** and potentially **1,325 persons by 2033**. If met, this growth will require the creation of jobs, housing and the availability of vacant land for development.

The infill of vacant land within the Corporate Limits of Waverly is already designated, and in several instances, platted for new industrial or residential uses. Vacant lands within the City were determined to include approximately 441 acres.



According to the results of the 2012 Waverly Housing Study, at least **635 new units of housing** and a minimum of **219 acres of land** should be planned for residential development during the next 20 years. This growth will require special consideration be given to the identification of potential residential, commercial, planned open space and industrial land use acres.

**Illustration 4.4 identifies future land use patterns for the City of Waverly, both within the Community and the Planning Jurisdiction.**

### **INFILL DEVELOPMENTS**

The strategic development of infill lots and other vacant land areas within the Corporate Limits would allow for managed growth and the utilization of the existing infrastructure, including streets, electrical, gas, water and sewer systems.

**Illustration 4.4, Future Land Use Map,** highlights the future land use development recommendations for areas with the Corporate Limits of Waverly. The **Future Land Use Map** also identifies the growth areas proposed to the northeast, east, southeast and south of the City, within the One-Mile Planning Jurisdiction.

**Vacant lands designated for new residential development within the current Utility Service Area will support an estimated 450 additional housing units.**

Thus, residential development through 2023 can be supported within the current Utility Service Area. However, if projections for 2033 are to be met, the City will need to expand the Utility Service Area into a new drainage basin, or extend utilities south of Interstate 80.

- ❖ *The 2005 Waverly Comprehensive Sewer Plan estimates totaled \$1.4 million to extend the East Basin Trunk Sewer Main to support development east of the Evandale Estates Neighborhood.*
- ❖ *All other utility systems are readily available.*

## PARKS & RECREATION

An estimated 73 acres of land in Waverly are designated for parks and recreation. This acreage equals the amount of land recommended by current planning standards. The City maintains four Parks including **Wayne**, **Jaycee (Community Foundation)**, **Sharp** and **Lawson**. Efforts to modernize and expand park equipment in the existing parks and expand the hiking/biking trails system should be the two areas of focus for parks and recreation improvement during the 20-year planning period.



*George Lawson Park – Master Plan  
City of Waverly*

## PUBLIC/QUASI-PUBLIC

Future public/quasi-public land uses in Waverly will be primarily comprised of additional acreage to accommodate any future expansions of existing uses. Existing facilities are expected to be sufficient to meet the service requirements of a growing community. The Planning Steering Committee did acknowledge that Waverly only has two churches in the City. The proximity of churches in Lincoln limits the development of religious facilities in Waverly.

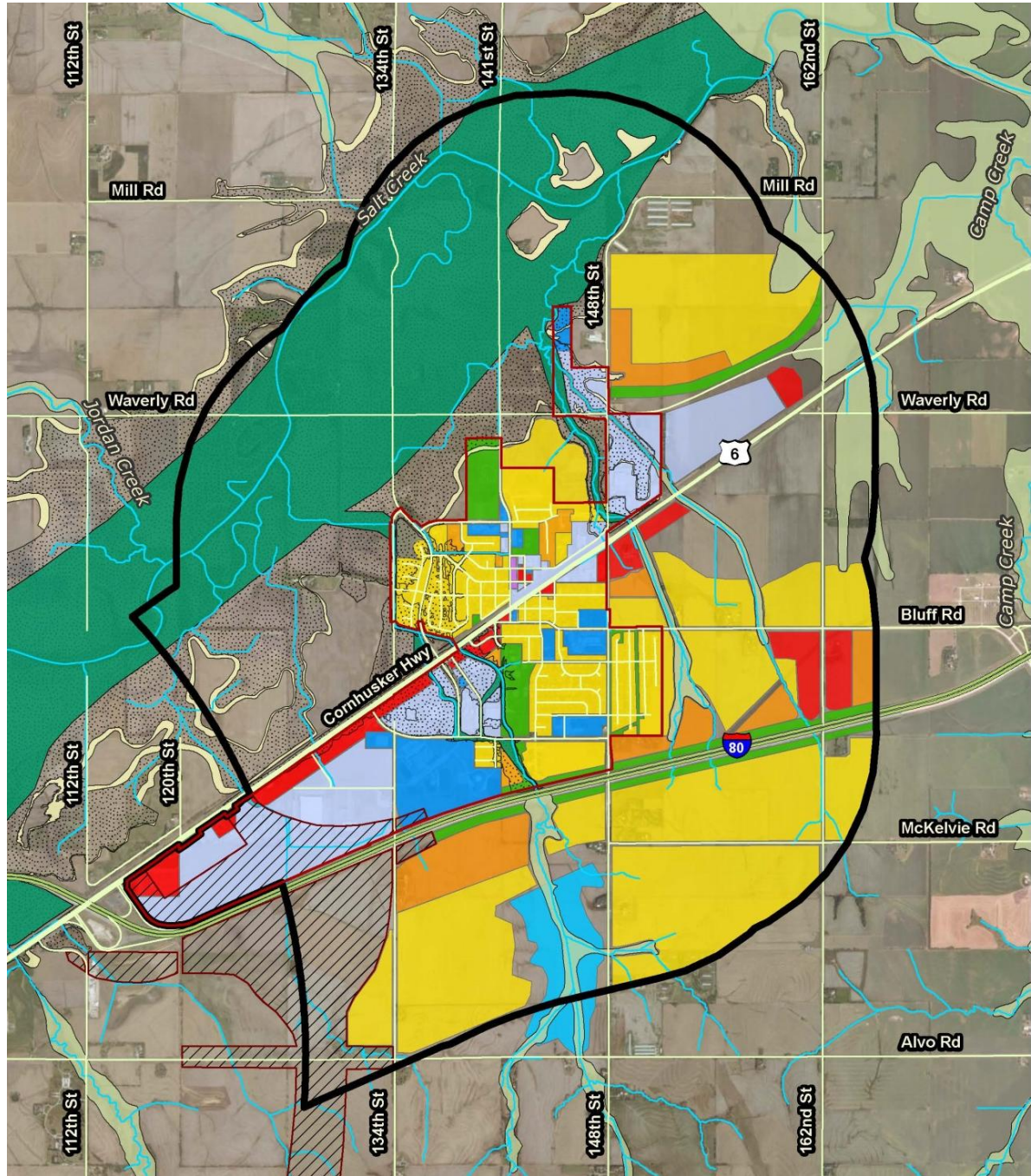
## RESIDENTIAL AREAS

Future residential development in and around the City of Waverly should be of a high priority to the Community, during the 10 and 20-year planning periods. At least, an estimated total of **219 acres**, or 11 acres per year, will be needed for residential development, if the City is to provide additional housing options to all income sectors, age groups and family types/sizes.

The **Future Land Use Map, Illustration 4.4**, identifies newly designated residential areas in and around Waverly as single family and multifamily uses. These designations will allow developers the option of providing a variety of housing for families, singles, older adults and special populations.



# FUTURE LAND USE MAP WAVERLY, NEBRASKA



### Legend

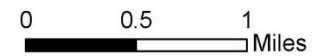
- City of Waverly
- One-Mile Planning Jurisdiction
- East Beltway
- Dry Dam

### FEMA Legend

- ZONE X - 500 YEAR FLOOD PLAIN
- ZONE A - 100 YEAR FLOOD PLAIN
- ZONE AE - 100 YEAR FLOOD PLAIN
- ZONE AE - FLOODWAY

### Future Land Use Plan

- Multi-Use
- Commercial
- Industrial
- Urban Density Residential
- Multi-Family Residential
- Park/Open Space; Parks/Open Space
- Public



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ILLUSTRATION 4.3

The following narrative provides a description of the future residential land use compositions for the Community.

- ❖ **Single family** development should first occur within the Corporate Limits of Waverly. Only a few larger tracts of vacant land remain in areas between 141<sup>st</sup> and 148<sup>th</sup> Streets. The first, located in the northern portion of Waverly, would complete the development of Anderson North Park. The second area, between Amberly Road and Interstate 80, will complete the Riley Addition
- ❖ **Multifamily** development must be pursued during the planning period. The Existing Land Use Analysis concluded that multifamily acreage in Waverly is currently 80 acres less than recommended planning standards. The Planning Steering Committee acknowledged the historic trend of residential development in Waverly has focused on single family houses. To expand affordable housing options for single adults, families, retirees and the elderly, the Committee established a priority for the development of a variety of multifamily housing types through 2033, including a licensed Assisted Living facility..

The consensus of the **Planning Steering Committee** was that new residential development should occur within the Corporate Limits. If sufficient lands were not available within the incorporated areas of Waverly, the development of planned growth areas should be implemented in conformance with the **Future Land Use Map, Illustration 4.3**. The primary residential growth areas are located in the northeast, east, southeast and southern portions of the Planning Jurisdiction.

#### **COMMERCIAL**

Future commercial land use areas are anticipated to include replacing vacant lots and existing deteriorated and/or abandoned buildings within the Downtown and along the Highway 6 commercial corridor. Future highway commercial development should proceed with caution as to not diminish the role of Downtown Waverly as the primary center of commerce and entertainment. Interchanges along the interstate 80 Corridor, including the planned East Beltway interchange and a potential 162<sup>nd</sup> Street interchange, is planned to support commercial development within the Planning Jurisdiction of Waverly.

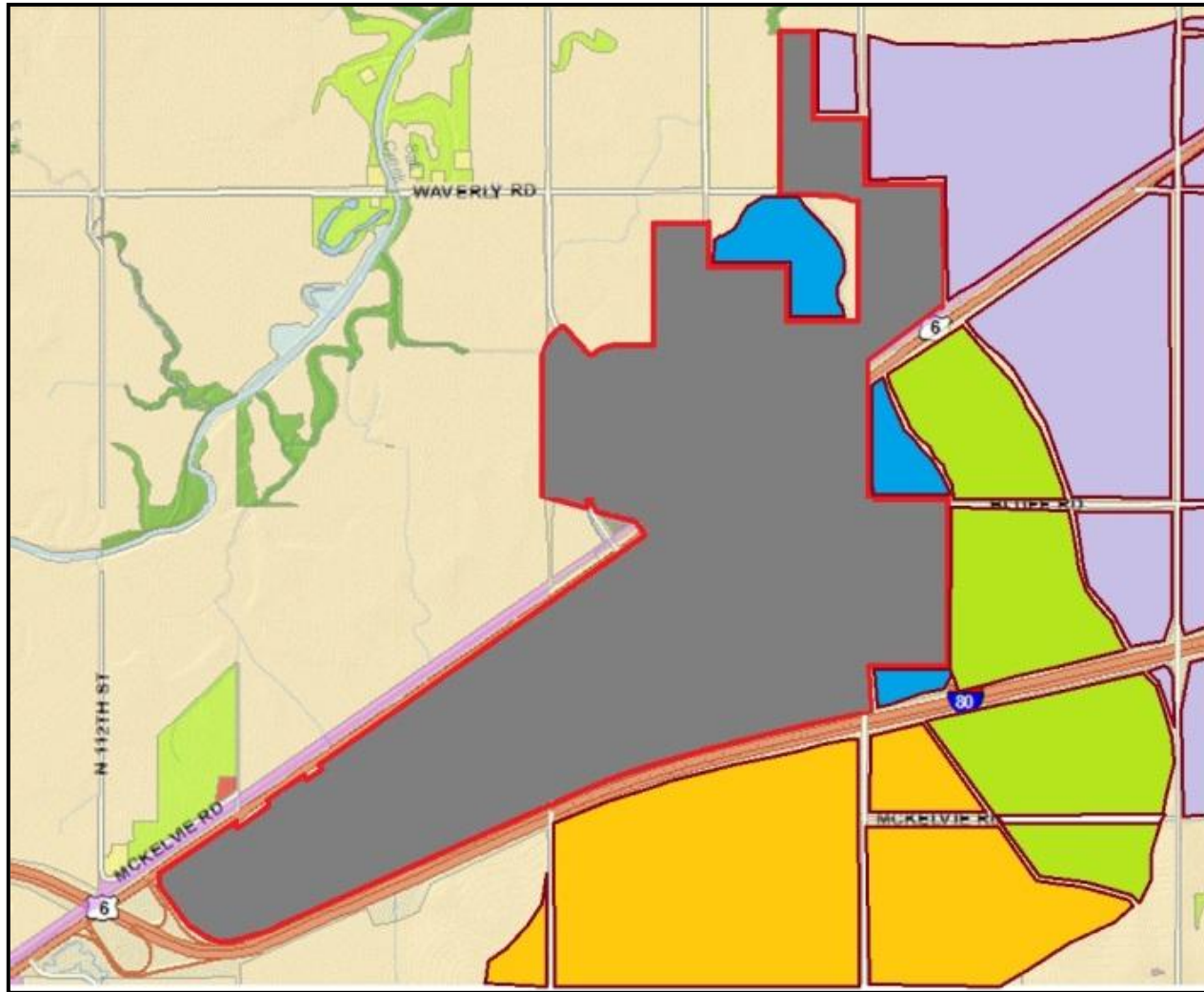
### **Utility Service Area & Growth Analysis.**

The current Utility Service Area includes the incorporated areas of Waverly and the **First Tier** of growth areas to the northeast and east of the Corporate Limits. A **Growth Area Analysis, Illustration 4.4**, depicts the sequencing of growth areas based upon the need to extend sewer and water mains into associated drainage basins.

Development of the **Second** and **Third Tier** growth areas are limited by being located within drainage basins beyond the current Utility Service Area. Primary “Trunk Sewer Mains” would need to be installed in these eastern growth areas in order to facilitate future development. The **2005 Comprehensive Sewer Plan** estimated the total cost to extend trunk sewer mains throughout the Second and Third Tier Growth Areas at \$1,857,200. As such, the City and future developers may need to form public/private partnerships to extend the necessary infrastructure to support these growth areas.



# GROWTH AREA ANALYSIS MAP WAVERLY, NEBRASKA



## LEGEND

-  FIRST TIER
-  SECOND TIER
-  THIRD TIER
-  FOURTH TIER

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ILLUSTRATION 4.4



## INDUSTRIAL

The City of Waverly has sufficient vacant land in areas designated for future industrial uses in the southwest and northeast portions of the City. The Day Commercial Park, in southwest Waverly, has attracted several large industries and is projected to be able to sustain industrial growth well into the 20-year planning period. A second industrial area is located in northeast Waverly along the east side of 148<sup>th</sup> Street, north of the Burlington Northern Santa Fe Railroad. Currently, Waverly has an estimated 232 acres of industrial land within the Corporate Limits.

To provide jobs for an increasing population base and to continue to attract additional business and industry to Waverly, it is the recommendation of the Consultant that vacant lands within these industrial areas be prepared to support new industrial uses. The City must maintain enough industrial land for growth and development. Local economic development groups, organizations and property owners are encouraged to promote and continue their support for additional industrial land development.

Land use projections indicate the City has over 200 percent more industrial acreage than recommended by national planning standards. Private investment in these lands, by the City of Waverly estimates, has added 19 million dollars to the local property tax base. The **Future Land Use Map, Illustrations 4.3**, identifies proposed industrial land areas both within the City and the One-Mile Planning Jurisdiction.

One industrial growth area is proposed beyond the current Corporate Limits of the City of Waverly. Vacant land along the north side of the Burlington Northern Santa Fe Railroad Corridor, adjacent the Millard Lumber Company in the northeast portion of the City would benefit from both rail access and close distances to the Highway 6 Corridor. Future transportation improvements have also focused on the extension of Waverly Road, along the north side of this industrial growth area, as well as a possible overpass along 162<sup>nd</sup> Street, over the Highway 6 and Burlington Northern Santa Fe Corridor. An expanded 162<sup>nd</sup> Street Corridor could also be enhanced by a proposed interchange with Interstate 80. These components of the Future Transportation Plan would provide Waverly with an eastern interchange and an alternative truck route connection to the Interstate 80 Corridor.

The current industrial tracts within the Corporate Limits that are in a state of transition or possessing vacant parcels in close proximity to residential development, are encouraged to become "light" industry. The reason is twofold: one, it creates a more compatible land use with adjacent commercial and residential properties; and two, it satisfies a need in the Community.

## INTENSIVE AGRICULTURAL USES

The Waverly Planning Commission recognizes the importance of agricultural practices, including livestock facilities, to the economy of the Community. The expansion of existing livestock confinement operations within the Planning Jurisdiction of the City of Waverly should only be permitted in unique circumstances. The development of new livestock confinement operations should be prohibited from the Planning Jurisdiction of the City. Floodplains associated with Salt Creek prohibit the development of the City beyond its current Corporate Limits to the north/northwest. Therefore, the remaining portions of the One-Mile Planning Jurisdiction to the northeast and east of the City are vital to the continued growth and development of Waverly. **Livestock confinement operations are best suited for locations within rural Lancaster County.**

## LAND USE PLAN IMPLEMENTATION    ANNEXATION

Various funding sources exist for the preparation and implementation of a capital improvement budget designed to meet the funding needs of proposed development activities. These include local, State and Federal funds commonly utilized to finance street improvement funds, i.e. Community Development Block Grants, Special Assessments, General Obligation Bonds and Tax Increment Financing (TIF). The use of TIF for redevelopment projects in the areas such as the Downtown and adjacent older residential neighborhoods is deemed to be an essential and integral element of Development and Redevelopment Planning.

**Redevelopment Area #1** includes Downtown Waverly and adjacent areas between 139<sup>th</sup> and 148<sup>th</sup> Streets from Heywood Street north to approximately Oldfield Street. Additionally, the Redevelopment Area also includes the City Wastewater Treatment Plant, Lawson Park and the Day Commercial Park areas connected by Amberly, Canongate and Waverly Roads, Highway 6, and the 134<sup>th</sup> and 148<sup>th</sup> Street Corridors.

Future annexation should occur in the non-agricultural land use areas identified in **Illustration 4.3, Future Land Use Map**. Several tracts of land could be annexed at a point in time when in conformance with and meeting the criteria of Nebraska's State Statues. A certain amount of **vacant land** will also be needed in each area to provide an overall functional land use system. To develop the Community in the most efficient and orderly manner possible, the focus should be placed on the development of suitable vacant land within the Corporate Limits of Waverly.

**There presently exists an estimated 441 acres of vacant land within the Corporate Limits.** However, at least 60 percent of the vacant land is included in the southwestern industrial park area planned for development between Highway 6 and Interstate 80. It is estimated that the remaining 40 percent of the vacant land is designated for residential development.

### ***Annexation Areas***

Areas directly adjacent the existing Corporate Limits to the northeast, east and southeast of the City are recommended to be conserved for annexation throughout the 20-year planning periods.

These areas are all capable of being served by extensions of municipal infrastructure and utility systems. These areas are also identified in **Illustration 4.3, Future Land Use Map**. Much of the land located in identified growth areas to the northeast, east, southeast and south of the City will only become viable upon development of trunk line sewer mains to sustain development in specific drainage basins.

Vacant lands within the current Corporate Limits are not capable of supporting the residential development needs of Waverly throughout and beyond the 20-year planning period, 2033. The **Growth Area Analysis Map** identifies lands within the First Tier of growth areas that are within the current Utility Service Area. Growth areas in the Second, Third and Fourth Tiers will only need to be considered for development if land within the City would be unavailable, or to support the need for developable lands as the utility service area is expanded into identified growth areas.

## ***NEIGHBORHOOD AREA PLANS***

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Six residential neighborhoods have been identified in the City of Waverly that include distinct eras of construction and, or, have residential building styles that are unique to their area of the City. Boundaries were based upon street corridors, changes in land use or the platting of subdivisions with distinct changes. These conditions are identified in the Neighborhood discussions that follow. Priorities for neighborhood preservation, and development are discussed in the conclusion of the Neighborhood Area Plans.

### **Waverly Center**

This neighborhood is generally located between Highway 6 and Heywood Street, from 140<sup>th</sup> to 148<sup>th</sup> Street. A series of commercial and industrial uses buffer the residential neighborhood from the traffic along the Highway 6 Corridor. The largest concentration of late 1880s to 1920s era houses are found in this Neighborhood. The western half of the neighborhood was part of the Original Town plat of Waverly which is comprised of a standard “grid-iron” of square shaped blocks with individual lots fronting on north/south streets.





The portion of the **Waverly Center Neighborhood** located east of 144<sup>th</sup> street is comprised of east/west streets with long, narrow, irregular tracts of land. Individual lot sizes range from 10,000 square feet to nearly one acre in area. Individual lots in the western portion of the Neighborhood are typically 6,160 square feet. Houses throughout the Waverly Center Neighborhood are generally in good condition, although there are a several dwellings in need of moderate to substantial rehabilitation.

Characteristics that make this Neighborhood unique in the City of Waverly are its rectangular street pattern, mature trees and a variety of one and two-story Queen Ann and Bungalow style dwellings.

## Meadowdale

The **Meadowdale Neighborhood** is located west of Downtown Waverly and has a variety of straight, diagonal and curvilinear streets. Platted blocks between 140<sup>th</sup> and 141<sup>st</sup> Streets are part of the Original Town platted in the 1870s. Subsequent additions to the west and northwest include a variety of Additions that have longer rectangular blocks accentuated with angular and curving streets. Platted Additions throughout the Neighborhood are distinguished from one another by different eras of construction and the Architectural Styles of the dwellings. Craftsman Bungalows of the 1920s are prominent east of 140<sup>th</sup> Street.

Post World War II dwellings begin the transition to single story 1940s through 1960s ranch style houses in the central portion of the Neighborhood.



Single family and split-level homes from the 1970s to the 1990s comprise the majority of the dwellings west of 137<sup>th</sup> Street and in the northern portion of the Neighborhood along Newgate Street. These dwellings have prominent rooflines and a combination of brick masonry and clapboard siding to highlight the facades.

The Meadowdale Neighborhood includes the Waverly Care Center and the North Meadows Apartments as living options for retirees and the elderly. The Northland Waverly Apartments, at 140<sup>th</sup> and Lancashire Streets, provides affordable housing for younger persons and families. Sharp Park is a small scale neighborhood park that is ideal for toddlers and young children, with its playground equipment and fenced-in facilities.

## Buena Vista

The south-central portion of Waverly, from Heywood Street south to the Interstate 80 Corridor, generally between 137<sup>th</sup> and 148<sup>th</sup> Streets, is identified as the **Buena Vista Neighborhood**. Wayne Park, Rose Hill Cemetery and Hamlow Elementary and Waverly Intermediate Schools frame the western and eastern edges of the Neighborhood. Heywood Street and Amberly Road run east/west, while 143<sup>rd</sup> and 148<sup>th</sup> run north/south through the Neighborhood. All remaining streets are local streets that are rectangular in shape with gradually curving corners.

The lack of north/south streets led to the development of public sidewalks through the middle of blocks connecting Rose Hill Cemetery and the Waverly Intermediate Schools.



Ranch style dwellings of the 1960s are the dominant housing type in the northern portion of the Neighborhood. Houses located between Eastbourne Street and Amberly Road were typically built in the late 1960s and 1970s and are a mixture of single-story ranch, split-level or two-story houses.

Two newer subdivisions located south of Amberly Road are included in the Buena Vista Neighborhood. The Waverly Heights Addition was developed in the mid-1990s and has a variety of single and two-story dwellings as well as single level duplexes.

The Riley Addition began in the mid-2000s and is comprised entirely of one to two-story dwellings that reflect a variety of architectural details of Colonial Revival and Bungalow houses.



## Evandale Estates

An 80 acre tract of land at the eastern Corporate Limits of Waverly is identified as the **Evandale Estates Neighborhood**. This neighborhood is located along the east side of 148<sup>th</sup> Street, between Heywood Street (Bluff Road) and Amberly Road. Concrete paved north/south streets establish long rectangular blocks, with half of the streets ending in cul-de-sacs. The earliest dwellings in this neighborhood were constructed in the mid-1990s as one or two-story houses, while single story townhomes occupy the northwestern portion of the Neighborhood.

A narrow landscaping strip along the east side on 148<sup>th</sup> Street connects to a wider commons area through the center of the Neighborhood. These features were designed as part of the original plat of these subdivisions.







Land adjacent the east and southeastern portions of the Evandale Estates Neighborhood slope into a drainage way that is designated as a 100-year floodplain. Planned growth areas beyond the current Corporate Limits are recommended to utilize the drainage way as a park/open space to conserve this natural landscape feature. A major “trunk line” sewer main would need to be located along the drainage in support of residential growth areas beyond this neighborhood.

### **Aspen Park**

The northwest portion of Waverly, generally west of 136<sup>th</sup> Street is identified as the **Aspen Park Neighborhood**. The curvilinear Canongate Road converges with 134<sup>th</sup> Street at the northern edge of the Neighborhood and continues north as 134<sup>th</sup> Street. Cannongate Road is currently the only street in the City that passes over the Highway 6 and Burlington Northern Santa Fe Railroad Corridor. Oldfield, Kenilworth and Jamestown Streets connect Aspen Park to the Evandale Neighborhood and Downtown Waverly.

The oldest portions of the Neighborhood were built in the early 1980s. The northern portions of the neighborhood streets were completed in the mid to late 1990s. The portion of Aspen Park that has developed to the west of Canongate Road ranges in age from the early 2000s to today.

Single family dwellings comprise the entire Neighborhood and range from one to two stories in height. The most notable landscape feature of the Neighborhood is a pond in the northwest corner of the area.



### **Anderson Park**

The **Anderson Park Neighborhood** is located between 141<sup>st</sup> and, approximately, 147<sup>th</sup> Streets. The southern edge of the Neighborhood extends from Lancashire Street, north to the northern Corporate Limits. This Neighborhood is adjacent Jaycee (Community Foundation) and Lawson Parks.

Single family one and two-story houses were constructed in the Anderson Park Neighborhood in the mid-2000s and continue to this day. More so than any other neighborhood, Anderson Park has incorporated a mixture of single level duplexes and two-story, four-unit townhomes. Liberty Estates includes twelve brick clad duplexes that are grouped around a cul-de-sac.



The duplexes were constructed to provide affordable housing options for persons and families of moderate to low-income. As of 2013, approximately 20 acres of vacant land remain in the Anderson Park Neighborhood for future residential development.

## ***NEIGHBORHOOD PRESERVATION & DEVELOPMENT PRIORITIES***

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The **Waverly Center, Meadowdale** and **Buena Vista Neighborhoods** contain the oldest residential areas of Waverly. The associated infrastructure systems, street trees and public facilities reflect the same ages and potential needs for improvement.

### **Waverly Center, Meadowdale and Buena Vista Neighborhood Priorities.**

- ◆ Housing maintenance and rehabilitation are most needed in these three central neighborhoods to protect the integrity of the residential properties.
- ◆ Very few if any vacant lots exist in these three neighborhoods, but the potential for housing demolition and replacement exists. Housing design standards should be established to require new housing construction to be compatible with the sizes, architectural styles, building materials and colors that are unique to each neighborhood.
- ◆ The large street trees provide canopy covering over the majority of the streets in these neighborhoods.

A tree maintenance and replacement program should be coordinated with the City.

- ◆ Each of these neighborhoods contains at least a portion of their area where underground infrastructure systems are 80+ years of age and should be planned for replacement.
- ◆ The majority of the streets in these older neighborhoods are asphalt surfaced and in good condition. An annual review of these neighborhoods streets should be coordinated with the yearly “One and Six-Year Street Plan” for the City of Waverly.
- ◆ Public facilities including street light poles, sidewalks curb and gutters, trails and trail access points and public parks are directly adjacent each of these neighborhoods. The condition of these facilities should be monitored by the neighborhoods in order to coordinate needed improvements with the City.

**The Anderson Park, Aspen Park and Evandale Estates Neighborhood** are the newest Neighborhoods at the outer edges of the City. Anderson Park is the only one of these three neighborhoods with vacant lands remaining in both the Corporate Limits and in an adjacent designated residential growth areas.

### **Aspen Park, Evandale Estates and Anderson Park Neighborhood Priorities.**

- ◆ All of these newer Neighborhoods lack landscaping, street trees and strong connections to the center of the Community. Programs to address these facilities need to be established in coordination with the City of Waverly.
- ◆ Attributes such as commons areas in Evandale Estates; the pond in Aspen Park; and connections between the Community Center and Lawson Parks to the Anderson Park Neighborhood, are all in need of improvements. These facilities could greatly improve the character of these neighborhoods.
- ◆ These newer neighborhoods have major street corridors including Canongate Road, 141<sup>st</sup> and 148<sup>th</sup> Streets that isolate them from the Community. Traffic calming measures and safe pedestrian crossings are needed for each of these corridors.

The planned Trails system enhancements will greatly expand safe pedestrian routes between these Neighborhoods and the City. Efforts to expedite trail extensions should be a priority of each of these Neighborhoods.



**SECTION 5**  
*Education, Public Facilities & Utilities.*



# SECTION 5

## *Education, Public Facilities & Utilities...*



### INTRODUCTION

Section 5 of the **Waverly, Nebraska Comprehensive Plan** discusses the existing conditions and planned improvements to the public facility and utility systems in the Community. All improvements to these Community components are aimed at maintaining or improving the quality of life in the City of Waverly.

**Public Facilities** identify existing facilities in Waverly and determine future needs and desires during the planning period, 2013 to 2033. Public Facilities provide citizens with social, cultural and educational opportunities in Waverly. Facilities in Waverly include, but are not limited to health care, law enforcement, fire protection and recreational facilities such as parks and athletic fields. The locations of these public facilities are identified in the **Waverly Public Facilities Map, Illustration 5.1**.

**Public Utilities** address the water, sewage and other related utility systems in the Community, including current condition and capacity. It is the responsibility of any community to provide a sound public infrastructure for its citizens, as well as to provide for anticipated growth. Therefore, it is important that the expansion and maintenance of these systems be coordinated with the growth of Waverly. Analysis of these infrastructure systems, via conversations with City maintenance and utility personnel, confirmed that the City must continue to maintain and improve these utility systems.



# PUBLIC FACILITIES MAP

WAVERLY, NEBRASKA



## SCHOOLS/EDUCATION

1. Hamlow Elementary School
2. Waverly Intermediate School
3. Waverly Middle School
4. Waverly High School/Football Field
5. District 145 Public Schools Central Office
6. Waverly Community Library

## PARKS & RECREATION

7. Wayne Park
8. Jaycee (Community Foundation) Park
9. Sharp Park
10. Lawson Park

## HEALTH, WELLNESS & ELDERLY SERVICES

11. Waverly Health Care/Urgent Care  
Amberly Dental
12. Waverly Care Center
13. Waverly Community Center

## PUBLIC SAFETY, GOVERNMENT & COMMERCE

14. Waverly Volunteer Fire Department
15. Waverly City Hall
16. Waverly Post Office
17. Rose Hill Cemetery
18. Waverly Maintenance Building
19. Waverly Wastewater Treatment Plant

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## ILLUSTRATION 5.1



## ***EDUCATION***

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Education is becoming increasingly important as the need for a broader-based education with emphasis on technical and human relation skills increases in today's society. Standards developed by educators and planners can provide guidance in the creation of, and additions to, the School District's educational facilities. **District 145 Public Schools** is a major contributor to the quality of life and well-being in the Community of Waverly. **A total of 75 Community & Housing Survey participants cited District 145 Public Schools as their reason for moving to Waverly.** It will be important, from 2013 to 2033, that the facilities maintained by Waverly Public Schools have the ability to support a growing population, specifically youth populations.



### **DISTRICT 145 PUBLIC SCHOOLS**

District 145 Public Schools is a Class B school district, as identified by the Nebraska School Activities Association. The District covers approximately 300 square miles of northeastern Lancaster County, as well as portions of Cass, Otoe and Saunders Counties, and includes the Communities of Waverly, Eagle, Walton, Prairie Home and Alvo. Waverly is home to all administrative offices and the district's middle and high schools.

Elementary facilities are also located in Waverly, along with the Community of Eagle. The District also shares an open enrollment policy with students from all school districts.

The Public School District employs approximately 270 full and part-time staff and administration. The instructional staff has an average of 15.6 years of teaching experience, with approximately 70 percent of the instructional staff having a master's degree.

Persons employed with District 145 Public Schools include the following:

- 141 certificated teachers and specialists
- 12 certificated administrators
- 3 technology staff
- 13 office staff
- 5 health staff
- 40 school/classroom support staff
- 15 transportation staff
- 20 food service staff
- 20 maintenance/grounds/custodial staff

The **District 145 Foundation For Education** provides funding for educational opportunities that allow prospective students to continue their education through the District's extended education programs and community outreach. Members consist of a program director and 25 officers and representatives. A total of seven committees represent the Foundation, including Finance, Resources, Awards and Grants, Nominating, Public Information, Executive and Before & After School programs.

## **DISTRICT FACILITIES**

District 145 Public Schools maintains an elementary school and one intermediate school in Waverly with a second elementary school in the Community of Eagle. Middle and High School facilities, along with all athletic fields and facilities are located in Waverly. Information associated with the District 145 Public Schools facilities was cited from the District Administration and Superintendent's offices, as well as the District's 2004 Facility Master Plan.

**Hamlow Elementary School** – Located in Waverly, at 14541 Castlewood Street in southeast Waverly, Hamlow Elementary serves grades Kindergarten through second, as well as a Community preschool. The School was constructed in 1974 as a 65,000 square foot facility. A 6,800 square foot addition was completed in 2000 for Kindergarten classroom use. Classroom doors and walls, and a sprinkler system were added to the facility in 2003.

**Eagle Elementary School** – A second elementary school is located in the nearby Community of Eagle, at 600 South First Street. The School building was originally constructed in 1918 and served as the main facility for the Eagle-Union School District. This building was later replaced in 2001 with a 43,800 square foot elementary school facility. Recent improvements to the building include HVAC improvements, interior fire doors and replacement of exterior entry doors.

**Waverly Intermediate School** – The Waverly Intermediate School is located at 14621 Heywood and is currently home to classes from third through fifth grade. The building was constructed in 1958 and originally served as Waverly High School, until the construction of the new facility in 1998. In 2007, several upgrades and renovations were made to classrooms, offices and the commons area to support intermediate grade levels.

**Waverly Middle School** – The Waverly Middle School serves grades sixth through eighth in a facility located at 13801 Amberly Road. Built in 2006, the current building replaced the former junior high building which was constructed in 1910. The Middle School is a 108,000 square foot facility consisting of modern classroom, library, cafeteria and administrative office amenities.

**Waverly High School** – The High School facility for grades ninth through twelfth is located at 13401 Amberly Road. The High School was constructed in 1998 and originally consisted of 124,000 square feet. A 24,000 square foot expansion was constructed in 2006 and consisted of additional classrooms, an auxiliary gym and health training room. The High School gymnasium is also used for City basketball and volleyball leagues throughout the year.

**Administration Building (Central Office)** – Located at 14511 Heywood, the Administrative building contains the central offices of District 145 Public Schools, including the Superintendent, Accounts and Payroll offices, Special Education and a meeting room for Board of Education members. The facility was constructed in 1992, adjacent Waverly Intermediate School.

**Bus Barn/Athletic Fields** – The District Bus Barn is located along Deer Park Road, south of Highway 6 in Waverly. The facility was constructed in 1982 and consists of bus parking spaces, along with mechanical and wash bays. The Waverly athletic fields for District 145 Public Schools are all located in the City of Waverly.

## DISTRICT ENROLLMENT

**District enrollment**, from 2003 to the 2012-2013 school year, is highlighted in **Table 5.1**. Current 2012-2013 school year enrollment at District 145 Public Schools is an estimated 1,829. District officials estimate a consistent growth in enrollment of approximately 25 to 30 students per year. The following table highlights District 145’s enrollment growth during the past 10 years. Since 2003, enrollment has increased by an estimated 11.2 percent. District officials project this trend to continue during the 20 year planning period.

<b>TABLE 5.1 DISTRICT ENROLLMENT DISTRICT 145 PUBLIC SCHOOLS 2003-2012</b>										
	<u>2003</u>	<u>2004</u>	<u>2005</u>	<u>2006</u>	<u>2007</u>	<u>2008</u>	<u>2009</u>	<u>2010</u>	<u>2011</u>	<u>2012</u>
Hamlow Elementary	451	462	483	524	277	256	244	269	296	303
Eagle Elementary	230	250	227	225	244	253	260	257	261	263
Waverly Intermediate	*	*	*	*	262	268	276	286	264	270
Waverly Middle School	388	369	378	379	421	416	425	413	416	433
<u>Waverly High School</u>	<u>576</u>	<u>559</u>	<u>544</u>	<u>543</u>	<u>515</u>	<u>551</u>	<u>554</u>	<u>555</u>	<u>574</u>	<u>560</u>
<b>Totals</b>	<b>1,645</b>	<b>1,640</b>	<b>1,632</b>	<b>1,671</b>	<b>1,719</b>	<b>1,744</b>	<b>1,759</b>	<b>1,780</b>	<b>1,811</b>	<b>1,829</b>

\*Waverly Intermediate School opened in 2007. Hamlow Elementary represented Grades 3-5 before 2007.  
 Source: District 145 Public Schools, Superintendent’s Office, 2013.  
 Hanna:Keelan Associates, 2013.

The increasing enrollment correlates with the projected population increase in the Community of Waverly. According to the recently completed **Community Housing Study**, the population of Waverly for **2022** is expected to increase by 775, or 23.2 percent, to **4,110**. The population is projected to continue increasing through 2022 and 2032, reaching **an estimated population of 4,660 by 2032**, an increase of 1,325 persons or 39.7 percent. This population growth includes an increase in the “19 and Under” age group, which is projected to experience the largest increase in population among census-designated age groups by 2032, an estimated 386 persons, to 1,546, and remain Waverly’s largest population group.

Public School and Community officials will need to be cognizant of this projected growth and plan accordingly to insure adequate space for a growing student population. **Table 5.2** highlights **current, target and maximum enrollment (capacity)** statistics for each school facility within the District 145 Public Schools area. Currently, all facilities are below target enrollment for the 2012-2013 school year. Overall, current enrollment comprises approximately 72.5 percent of the total target enrollment for the existing school facilities. The opening of Waverly Intermediate School greatly relieved the approaching maximum capacity at Hamlow Elementary.

Additional growth projections within District 145 Public Schools will be highlighted in a Facility Audit being prepared for the School District. This Facility Audit is projected to be released in May, 2013.

<b>TABLE 5.2 CURRENT, TARGET &amp; MAXIMUM ENROLLMENT (CAPACITY) DISTRICT 145 PUBLIC SCHOOLS 2012-2013 SCHOOL YEAR</b>			
	<u>Current</u>	<u>Target</u>	<u>Maximum</u>
Hamlow Elementary	303	500	565
Eagle Elementary	263	400	425
Waverly Intermediate	270	420	470
Waverly Middle School	433	550	600
<u>Waverly High School</u>	<u>560</u>	<u>650</u>	<u>750</u>
<b>Totals</b>	<b>1,829</b>	<b>2,520</b>	<b>2,810</b>

Source: District 145 Public Schools, Superintendent's Office, 2013.  
Hanna:Keelan Associates, 2013.



## FUTURE DISTRICT PROJECT & PROGRAM RECOMMENDATIONS

Leadership with District 145 Public Schools identified general maintenance of existing facilities as their priority during the 20-year planning period, but have identified current, unused building space and vacant land adjacent the Middle and High Schools as their primary objectives for any building or facility expansions. All current facilities are in “good” to “excellent condition and have the ability to support current enrollment. Expansion of these facilities will need to be considered when student enrollment increases and nears the target enrollment for each school building.

Education is becoming increasingly important as the need for a broader-based education with emphasis on technical and human relation skills increases in today's society. Standards developed by educators and planners can provide guidance in the creation of, and additions to the School District's educational facilities.

### *Schools in Waverly should meet the following standards and guidelines:*

- ◆ Schools should be centrally located;
- ◆ Schools should not be located near high traffic or heavily concentrated areas with high noise levels;
- ◆ Land acquisition with future expansion in mind; and
- ◆ Adequate open space should be available to students.

The City of Waverly and District 145 Public Schools should support and provide a **high quality of elementary, middle and senior-level education** for the residents of Waverly and surrounding area. The District should strive to maintain an excellence in education by expanding facilities, amenities and employment opportunities, as needed, while creating new and expanding existing educational programs and activities to support a growing student and faculty population within the Public School system.



The following highlights recommended projects and programs to be implemented throughout District 145 Public Schools. These recommendations were developed by an organized education and community/economic development sub-committee.

- ◆ **General facility maintenance** to Public School grounds and buildings should continue to provide a safe and clean environment for all persons employed with or attending District 145 Public Schools. Currently, no major facility improvements, additions or expansions are planned for any District 145 Public School facilities, but the growing number of students attending school within the District will increase the need for classroom and activity space.
- ◆ The Public School District should be prepared for an **increase in student enrollment** by providing necessary building/classroom space and additional multimedia and learning resources. Student enrollment through District 145 Public Schools increases by approximately 25 to 30 students per year. Continued growth of the School District will ultimately depend on the future housing development in Waverly.
- ◆ With the anticipated growth in student enrollment, a **sufficient number of teachers, faculty staff, additional education support and facility maintenance** must be secured.
- ◆ **After-School Programs**, such as homework assistance, athletics, day care, etc. should continue to be an important role in the development of education in school children of all ages.
- ◆ Support the **student leadership programs** that are offered by District 145 Public Schools. Programs of this nature will provide school children of all ages with the necessary knowledge and potential to be successful, post-graduation.
- ◆ Support the efforts of **District 145 Public Schools Foundation** in providing the funding necessary to continue District 145 Public Schools' mission of providing for the excellence of students.
- ◆ Provide opportunities for adults and the elderly to obtain skills in a new field through **continuing education programs**. This could include the promotion of classes and learning opportunities at local Community Colleges or Universities.
- ◆ Support any and all efforts to provide **safe routes to and from each school facility** in Waverly. A “cross-town” busing system is currently implemented in the Community, but the need for a pedestrian overpass, as well as crossing signals at major intersections in Waverly, has been significantly stressed as a priority. A pedestrian overpass along Canongate Road, along with user-controlled street signals at the intersections of 140<sup>th</sup> Street and Amberly Road, 148<sup>th</sup> & Folkestone Streets and 148<sup>th</sup> & Castlewood Streets would provide safe routes to school for children of all ages. These intersections should be monitored for child safety precautions, with crossing guards installed when needed.

## OTHER AREA EDUCATIONAL FACILITIES

Several Colleges and Universities are located within a short distance of Waverly, many of which accept high school credits from District 145 Public Schools. These Colleges and Universities include the following:

**Midland University** – Fremont, NE

**Bellevue University** – Bellevue, NE

**University of Nebraska Omaha**– Omaha, NE

**Nebraska Methodist College** – Omaha, NE

**College of Saint Mary** – Omaha, NE

**Clarkson College** – Omaha, NE

**University of Nebraska Lincoln** – Lincoln, NE

**Union College** – Lincoln, NE

**Southeast Community College** – Lincoln, NE

**Nebraska Wesleyan University** – Lincoln, NE



## LIBRARY

**Waverly Community Library** – The local Public Library is located at the Waverly Community Center, north of Downtown Waverly. The Library first opened in 2012 with the remodeling of several rooms within the Community Center. All books and materials are donated by the general public.

The Library consists of one part-time librarian and approximately 15 volunteers. A summer reading program is provided at the Library by the Lincoln City Library. Waverly volunteers assist with writer's workshops, homework help and story time. The Library has an estimated 5,000 volumes and is in the process of cataloging the average annual circulation.

**A new facility for library patrons will likely be needed in the 20-year planning period. A new library could potentially be tied into the development of a multi-purpose facility consisting of a wellness/recreation center and additional rental space for Community use.**

## ***PARKS & RECREATION***

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The Community of Waverly provides a wide variety of park sites and amenities to residents and visitors. Waverly also provides a variety of pocket parks, Community gardens, hiker/biker trails and playground sites in non-designated park areas, including schools. The following highlights the four parks in the City.

### **CITY PARKS**

- ◆ **Wayne Park** – This 30 Acre park is located at the south terminus of South 140<sup>th</sup> Street, south of Highway 6. The Park contains two playground areas, restrooms, picnic shelters; baseball, softball and soccer fields, basketball and tennis courts and lighted trails. This Park also features a nine-hole Frisbee golf course.  
  
Wayne Park is also home to the Waverly Municipal swimming pool, measuring 25 meters in length and features a wading pool for kids, water slides and modern concessions.
- ◆ **Sharp Park** – Sharp Park is located at the intersection of North 139<sup>th</sup> Street and Woodstock Boulevard. The Park consists of approximately 0.7 acres and features a basketball court, picnic shelter and playground area
- ◆ **Lawson Park** – This Park is the newest addition to the Community of Waverly. Lawson Park consists of a single baseball field for official use by District 145 Public Schools.
- ◆ **Jaycee (Community Foundation) Park** – Located north of Downtown along 141<sup>st</sup> Street, Jaycee Park consists of 10 Acres of land and provides a milled surface walking trail that connects to City sidewalks, two sand volleyball courts, two baseball/softball courts, playground, gazebo and horseshoe pits. Jaycee Park is also the location of the Waverly Community Center, home to the Waverly Community Foundation.





## FUTURE PARK SYSTEM PLANS

- ◆ **Future Park System Plans** – Other than general regular maintenance, there are no future plans for major upgrades at Wayne, Jaycee or Sharp Parks.
- ◆ **Currently, Lawson Park is seeking grant funding and donations to create a major sports complex for the Community. Future plans for Lawson Park include the creation of three additional baseball/softball fields, a soccer field and two multipurpose fields. Additional amenities would include two playground equipment areas, shelters, concession and maintenance buildings, restrooms, a batting cage and additional parking.**

**The funding goal for this project includes \$500,000 in private donations to match \$1 Million in grant funding by December, 2014. The objective of the expansion of Lawson Park is to provide a state-of-the-art, multi-purpose sports complex to be used for regional sports tournaments and provide an “economic boost” to local businesses.**



## ***HEALTH, WELLNESS & ELDERLY SERVICES***

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Medical and elderly services are available to residents of Waverly within a reasonable distance of the Community. The City of Lincoln also provides modern health and hospital services, including full service hospitals, nursing care facilities, clinics and private medical offices.

- ◆ **Waverly Health Care Urgent Care** – Located at 13220 Callum Drive, Waverly Health Care Urgent Care provides full service primary care for persons of all ages in the Waverly area. Medical staff consists of a board certified physician, two physician assistants, one nurse practitioner and three administrative staff. Services provided include, but are not limited to, walk-in care, pediatrics, acute injury evaluation and treatment, immunizations, preventive care, screening and health management. Providers through Waverly Health Care urgent care also have admitting privileges through all major hospitals located in the City of Lincoln.
- ◆ **Amberly Dental** – Since its opening in 2009 at 13220 Callum Drive, Amberly Dental has provided a wide range of general, family and cosmetic dental services and amenities to Waverly and surrounding communities. Staff includes one registered dentist and dental assistant, two registered dental hygienists and one office manager.
- ◆ **Waverly Care Center** – The Waverly Care Center is located at 11401 N. 137<sup>th</sup> Street and provides adult and long-term care and rehabilitation to elderly persons and families. The facility consists of 54 private and semi-private units and provides residents with hospice care, transportation and specialized services which include, but are not limited to, recreational activities, discharge planning, speech language pathology, therapy and case management. The facility is licensed by Five Star Senior Living, a national healthcare and senior living provider.
- ◆ **Waverly Community Center** – The Waverly Community Center, located at 11120 North 141<sup>st</sup> Street, provides an enclosed facility that is available for rent to the general public for meetings and gatherings. The Center plays host to several public services and educational and social activities. The facility has a maximum capacity of 300 with tables and chairs to seat up to 225 people. The Community Center is also home to the Waverly Public Library and Community Foundation offices.

## ***PUBLIC SAFETY, GOVERNMENT & COMMERCE***

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Public administration facilities are facilities which serve the citizens of the Community and conduct the business of government and carry out its operations. Therefore, it is essential these services are centrally located and convenient to the majority of the citizens in the Community.

### **PUBLIC SAFETY**

- ◆ **Police** – The City of Waverly is policed by the Lancaster County Sheriff's Office, located in Lincoln, Nebraska. The patrol division of the Sheriff's Office consists of 77 commissioned deputies, sergeants and captain that respond to service calls, traffic regulations, issued warrants and general citizen assistance throughout Lancaster County.
- ◆ **Fire Department/Ambulance** – The City of Waverly Volunteer Fire Department consists of 38 volunteers and is managed by the City of Waverly. The Fire Department jointly operates with the rural fire district and is responsible for approximately 95 square miles of northeast Lancaster County. The Department averages approximately 30 fire calls per year within the City and Northeast Lancaster County. The Fire Department operates with nine vehicles, including an ambulance, two pumping trucks, two grass rigs, three tankers and one suburban for personnel transportation. **The City of Waverly has an ISO rating of "5" inside the Corporate Limits and a rating of "8" in rural Lancaster County.**

Fire and rescue equipment is stored in the Waverly Fire Department, located at 10530 North 141st Street, south of Downtown Waverly. The Hall was originally shared with Waverly City Hall, until 1988 when the building was solely dedicated to the Fire Department. Equipment improvements include the potential purchase of two new tanker trucks, along with the routine upgrade of specialized equipment for fire personnel. No facility improvements or upgrades are in the planning stages, but the possibility of a new, upgraded facility is a potential need during the 20-year planning period.

The City of Waverly provides ambulance service within the Community's designated fire district. Waverly Rescue consists of 16 EMT-trained staff members and uses two modular ambulance rescue trucks for emergency situations. The Ambulance service averages approximately 270 emergency calls per year.

- ◆ **Civil Defense** – The services in Waverly are provided through Lincoln-Lancaster County Emergency Management. The planning and preparation for natural disaster and man-made emergencies consist of the following: Mitigation, Preparation, Response and Recovery. Examples of natural and man-made disasters include floods, tornadoes, winter storms, chemical spills, explosions, plane crashes, etc. Other services include alert of severe weather, tornado awareness week education, winter time road services, etc.

## GOVERNMENT

- ◆ **City Hall** – The City Hall of Waverly is located at 14130 Lancashire, in the northern portion of Downtown Waverly. All City offices are located at City Hall. The City of Waverly Planning Commission and the City Council hold their monthly meetings at this facility.
- ◆ **Post Office** – The U.S. Post Office is located at 10850 North 142nd Street. The Post Office employs seven persons and manages three rural delivery routes. The facility contains a total of 494 post office boxes, of which 182 are currently rented. The facility meets all ADA Compliance requirements.
- ◆ **Rose Hill Cemetery** – The Rose Hill Cemetery is located at the northwest corner of North 148<sup>th</sup> Street and Heywood Avenue, across from the Waverly Intermediate School. The City assumed control of the 6.9 acre cemetery in 1992 and has consistently maintained the property. General maintenance, including lawn and headstone care, are the only planned improvements for the Cemetery during the 20-year planning period.

## COMMERCE

- ◆ **Waverly Chamber of Commerce** - The Chamber of Commerce promotes economic growth and development in the Community through existing businesses and programs, while organizing various events that highlight the City's social and cultural significance. The Chamber is also a key component in targeting prospective businesses and enticing them to locate in the Community. The Chamber of Commerce has been successful in the planning of many local events, including the Community Fourth of July Parade, trick-or-treat with local businesses during Halloween and sponsoring "Waverly Night" with the Lincoln Saltdogs baseball team. The Chamber does not have a designated office in the City of Waverly.



## ***PUBLIC UTILITIES***

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It is the responsibility of any community to provide a sound public infrastructure for its citizens, as well as to provide for anticipated growth. Therefore, it is important that the expansion of these systems be coordinated with the growth of the City. The City of Waverly owns and operates utility systems for water, wastewater and storm sewers.

## ***WATER SYSTEM***

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The City of Waverly owns and operates its municipal water system. Waverly has six active production wells, the oldest of which was completed in 1982. Two municipal water wells are located within the Corporate Limits of the City and the remaining four wells are located in the rural portion of the One-Mile Planning Jurisdiction south of Interstate 80 at approximately 134<sup>th</sup> and Alvo Road.

Waverly constructed a 500,000 gallon elevated water tank in 1975 and it is located at the northwest corner of Amberly Road and 148<sup>th</sup> Street. The six municipal wells supply an average daily demand of 141 gallons per capita. The Average Daily Demand for water is 366,030 gpd.

Increases in the use of sprinklers and agricultural irrigation systems during the summer month's increases water usage to approximately 1.5 million gpd. It is estimated that 1.2 million gpd is utilized for crop and lawn watering.

In general the overall water quality of the City is good, but "hard" and high in calcium and lime, making the water naturally more acidic. However, a 2003 Water Quality Study conducted by the University of Nebraska determined treatment would be required to reduce copper corrosion that was prevalent in the City.

Waverly has, since 1999, been treating the water with Sodium Hydroxide to reduce Copper levels. The Nebraska Department of Health and Human Services enforces the Safe drinking Water Act for the Environmental Protection Agency (EPA) and in 2010 gave Waverly approval to switch to a phosphate base inhibitor treatment that has since been install at each well site.

The City of Waverly conducted a 2005 Water Study to complete an assessment of the System and identify needed improvements to sustain current and future population growth through 2025.

Recommendations from the 2005 Water Study included the following:

- ♦ The existing water tower storage tank is not sufficient to supply one day's storage of peak day demands for the entire system. This will require an additional elevated water storage tower in the near future.
- ♦ A second primary water main from the south well field is needed to prevent a potential loss of water flow if the existing main would rupture. The City of Waverly is in the preliminary stages of routing a new water main from the south field. The route of the second main will connect the south field via Alvo Road and 148<sup>th</sup> Street to the east side of Waverly.

The City of Waverly has also identified the following improvement needs:

- ♦ A new main along 148<sup>th</sup> Street from Roper Mortuary to Woodstock Street to loop the water distribution system.
- ♦ The extension of water service west of Day Commercial Park to provide access to municipal water throughout industrial areas in the southwest portion of the City.

## **WASTE WATER SYSTEM**

The initial sewer system in the City of Waverly was constructed in 1955. The waste water treatment facility consisted of one lagoon and was located at the northwest corner of the City near the intersection of Canongate and Oldfield Roads. A second wastewater treatment plant was constructed in 1975 and the original lagoon was abandoned.

The newest wastewater treatment plant was constructed in 2008 adjacent the 1975 plant. The new treatment plant has a peak capacity of One Million gallons per day and can sustain service for a Waverly population of up to 10,000 people. Once the 1975 plant is completely demolished, the current facility will have the ability to expand processing to support a peak future demand of up to Two Million gallons per day.

The current facility consists of several buildings and tanks that serve specific purposes. Several of the tanks are open air tanks to prevent odors from accumulating in the system. The treated end product of the wastewater treatment facility is clean water that meets Federal guidelines to be released into the Salt Creek.

Solid waste from the plant is a dry rocky material that is suited for use as a fertilizer. Future improvement needs to the wastewater collection system, specifically sanitary sewer mains throughout the City focus on age and related condition issues. The oldest sewer mains are approximately 58 years old. The age of mains is not anticipated to be an issue throughout the 20-year planning period of the Comprehensive Plan.

The City identified the following improvements to the wastewater system:

- ♦ Extend sewer mains west of the Day Commercial Park to sustain future development opportunities throughout the industrial area in southwest Waverly.
- ♦ Subsidize the sewer bond payment for the Wastewater Treatment Facility to reduce debt levies and limit future sewer rate increases.



## ***STORM WATER DRAINAGE SYSTEM***

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The City of Waverly completed a Watershed Master Plan in October of 2010 that was later revised in February of 2011. The goal of the Plan was to develop alternatives to reduce the impacts from flooding in the City and develop a planning tool that will assist the City as it develops in the future.

The major elements of the Plan included addressing the proposed changes FEMA Flood Insurance Study, analyzing the existing drainage systems, recommending design criteria for adoption by the City, developing alternate improvements and prioritizing the potential improvements.

The results of this Plan assisted in the development of the **Future Land Use Map, Illustration 4.3** of Section 4 of the Comprehensive Plan. This Watershed Master Plan identified the drainage basins beyond the current Corporate Limits and the priority of the needs to extend the Utility Service Areas in support of future growth areas.

The Plan identified potential improvements to lessen the impacts for storm water events leading to flooding in the western portion of the City, along the Ash Hollow tributary.

The Plan identified Capital Improvement Projects to potentially alleviate or reduce flooding to the City of Waverly. Five Priority Projects were identified as follows:

1. The Ash Hollow Dry Dam placed south Interstate 80 at the headwaters of the Ash Hollow Tributary. This project is depicted on **the Future Land Use Map, Illustration 4.3** in Section 4 of this Comprehensive Plan.
2. Oldfield Road local drainage improvements.
3. Channel work and easements on the four tributaries within the City.
4. US Highway 6 and 144<sup>th</sup> Street local drainage improvements.
5. Oldfield Road Culvert improvements.

The Master Plan provided Waverly with Storm water Design Standards to be used for all projects built within the City. These standards will supplement the municipal Floodplain Regulations.

The Waverly Watershed Master Plan provides the necessary planning tools and capital improvement projects necessary to reduce flooding impacts to the City and prevent development from occurring in areas that would be detrimental to securing the storm water drainage system throughout Waverly.

The City identified the following improvements to the storm water drainage system:

- ♦ Implement storm water drainage improvements along Highway 6 between 144<sup>th</sup> and 148<sup>th</sup> Streets, as well as along 144<sup>th</sup> Street, south of Highway 6.
- ♦ Implement storm water drainage improvement on the west side of 148<sup>th</sup> from the north side of Rose Hill Cemetery to Highway 6.

## ***NATURAL GAS***

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Natural gas is distributed throughout the City of Waverly by Black Hills Corporation.

## ***ELECTRICITY***

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Lincoln Electric System (LES) owns and operates the electrical distribution system throughout the City of Waverly. Electrical energy is further detailed in the Energy Element, Section 7 of this Comprehensive Plan.

## ***CABLE TV***

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Charter Communications is the designated provider of cable TV service to the City. Internet and phone services can potentially be bundled with cable service.

## ***INTERNET***

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Internet service is provided by three separate companies to the City of Waverly by Charter Communications, Windstream and Affordable Internet Solutions.

## ***TELEPHONE***

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Telephone service is officially provided by Windstream, although Charter Communications and Affordable Internet Solutions may offer alternative service.

## ***SOLID WASTE COLLECTION***

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Solid waste collection is available from two different companies to residents and businesses in the City, including Industrial Services and Quik Dump.







**SECTION 6**  
*Community & Economic Development  
Profile & Plan.*



# SECTION 6

## Community & Economic Development Profile & Plan...



### INTRODUCTION

This **Section** addresses strategies, general procedures and concepts for a **Community and Economic Development Profile and Plan** for the **City of Waverly**. “Community Development” is a term which encompasses such varied activities as neighborhood redevelopment, urban design, public facility provisions, Downtown redevelopment and historic preservation. The underlying theme that unifies these activities is the conservation and reuse of existing built development and infrastructure. “Economic development” addresses the topics of ***business retention and development and public relations***. The increasing population, through 2033, alerts the Community leadership and local economic organizations to prepare and implement programs of job retention and creation. This **Section** of the **Comprehensive Plan** also identifies important action strategies for consideration.

### EXISTING CONDITIONS

The Community of Waverly is located along the Highway 6 Corridor, north of Interstate 80. Highway 6 consists of a multilane highway, which travels southwest-to-northeast through the center of Waverly and parallel to the Burlington Northern Santa Fe Railroad Corridor. Interstate 80 lies near the southern and southwestern Corporate Limits of the Community and provides a partial cloverleaf interchange at its intersection with Highway 6, southwest of Waverly. The City is located within the Lincoln, Nebraska, Metropolitan Statistical Area (MSA), in the northeast portion of Lancaster County, approximately 10 miles northeast of Lincoln.

The Planning Steering Committee identified a need for “business incubators” in Waverly to provide space for new and upcoming commercial opportunities. Other identified needs include the creation of a “Downtown Plaza,” professional businesses, child and family activities and a multi-purpose center consisting of a new Library and space for senior and health/wellness activities.

*Today, Waverly is an attractive Nebraska community with a diversified economic base and increasing population.* Although the City serves as a small suburban “bedroom community” with many large-scale commerce and recreation activities being located in Lincoln, Waverly does possess an economic advantage with a number of major industries and distribution centers and a top-rated public school system. The Interstate 80 corridor connects Waverly with the Cities of Lincoln, Omaha and beyond. Maintaining and developing a variety of business and industries, in conjunction with residential growth, will insure the Community’s existence and vibrancy well into the future. With a progressive stance, the City of Waverly will be able to prosper and continue its economic and physical growth throughout the 21<sup>st</sup> Century.



## **COMMUNITY DEVELOPMENT PLAN**

Community development activities are important to the sustained vibrancy of any Community. Urban design guidelines, public facility provisions, historic preservation, neighborhood rehabilitation and reinvestment and the identification of growth areas are key activities that the City of Waverly needs to consider during the next 20 years. Residential, commercial and industrial growth areas are identified to the east of the City, beyond the Corporate Limits and highlighted in the **Future Land Use Map, Illustration 4.3.**

### **HOUSING REHABILITATION**

The majority of the housing stock in Waverly is well-maintained and in good condition. As the housing stock continues to age, programs such as rehabilitation grants are encouraged to provide all Waverly inhabitants with safe and decent housing. *A Structural Conditions Survey, completed for the Waverly Community Housing Study, estimated that up to 226 housing structures are in need of moderate rehabilitation, while an additional 16 housing units were identified as needing substantial rehabilitation.*



The utilization of Local, State and Federal funding sources will be vital in providing appropriate incentives for property owners to rehabilitate substandard dwellings. The use of Tax Increment Financing for redevelopment of infrastructure and private property identified by the **Comprehensive Plan** is strongly encouraged. Supplementing these local programs with additional State and Federal funding, such as the Community Development Block Grants, would assist the citizens of Waverly in improving and rehabilitating their dwelling units.

### **DOWNTOWN/HIGHWAY COMMERCIAL AREAS**

Downtown Waverly is the City center for government and small business activity, but recent commercial development trends have focused on the Highway 6 corridor. Retail commercial uses outside of the Downtown must be limited in scope as to not diminish the role of Downtown Waverly in the local retail market. A wider variety of retail specialty shops and professional offices are needed in the Downtown to provide goods and services to local citizenry and, potentially, to residents of adjacent Communities and Counties.

The Planning Steering Committee identified a need for business development activities and neighborhood beautification in Downtown Waverly. This includes the creation of a “Downtown Plaza,” historic street lighting, increased business development opportunities, business retention and the planning of Community festivals and events. The Steering Committee strongly supported highway beautification along the Highway 6 Corridor, including street trees, historic signage and enhanced pedestrian safety.

The Waverly Community Development Agency (CDA), the Waverly Chamber of Commerce, Community Action Partnership of Lancaster and Saunders County, Waverly City Council and Planning Commission, City Administration and Downtown property owners, merchants and civic groups are all working to improve the appearance and viability of the Downtown. To build on successes, “tools of public intervention,” such as Tax Increment Financing (TIF), Historic Preservation Tax Credits and Community Development Block Grants must continue to be used creatively and jointly to impact change. **Currently, the City of Waverly has one designated Redevelopment Area where TIF can be used, including Downtown Waverly.**





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## Commercial Development.

In order to maintain and expand its commercial enterprises, all sectors of the retailing industry must band together. Through changes in technology and social behavior, buildings can become functionally and economically obsolete. To enhance the Waverly commercial areas, the following lists of activities were discussed and are recommended to compliment the current redevelopment activities:

- ❖ *Update and enforce minimum building codes to prevent vacant buildings from deteriorating.*
- ❖ *Encourage property and business owners to utilize the provisions of Tax Increment Financing as both a development and redevelopment tool in Downtown Waverly.*
- ❖ *Promote the attitude of **Waverly First**. If a local business has the products residents need, encourage them to purchase products in the Community, rather than in larger Communities such as Lincoln and Omaha.*
- ❖ *Maintain and improve the aesthetic appearance of Community, including street trees, adequate pedestrian walkways, street lighting, historic signage and welcome banners.*
- ❖ *Strengthen ties between the City of Waverly and Lancaster County through expanded marketing efforts to promote the range of recreational activities and special events held in the area.*
- ❖ *Encourage the development of additional service businesses, especially those catering to the needs of visitors and travelers along the Interstate 80 and Highway 6 Corridors;*
- ❖ *Encourage residents to start their own businesses through entrepreneur programs supported in incubator malls or buildings that have large areas for multiple individual businesses;*
- ❖ *Support successful home based businesses that have outgrown the “home,” and/or incubator mall, and are in need of permanent commercial or industrial locations;*

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- ❖ *Target highway oriented commercial businesses to the Highway 6 Corridor. Preserve the retail, commerce and professional office character of the Downtown;*
  - ❖ *Promote continued industrial growth within the Industrial Park of Waverly. Document and advertise the sites with the Nebraska Department of Economic Development, City and State web sites and in Local, State and National publications.*
  - ❖ *Combine efforts of all Waverly merchants to jointly market the commercial opportunities of the Community to expand its retail trade area. Collaborate on special sales promotions and business hours.*

## **HISTORIC PRESERVATION**

***The goal of historic preservation is to protect the historic resources of a community and preserve the historic districts as a reflection of their heritage.*** Waverly is recommended to become an “associate member” of the Heritage Nebraska “Main Street” Program.

Several historic sites and structures exist in Waverly. The preservation of these residential and commercial buildings is vital to retaining the architectural integrity and heritage of the Community. To assist in the reuse and renovation of these historic resources, the City should develop historic preservation guidelines and an implementation policy, thus creating a coordinated effort to “recycle” the Community's infrastructure and to set a standard which retains architectural integrity and heritage.

The Nebraska State Historic Preservation Office (SHPO) maintains an historic building database of each of the Counties in Nebraska and their associated communities. Buildings in the Downtown and throughout the community that could potentially be listed on the National Register would be eligible for a 20 percent federal tax credit to be deducted against personal federal income taxes of building owners or investors. Buildings that are designated as contributors to the historic district are eligible for a 10 percent credit. For every dollar spent on restoration or renovation of a building, 10 or 20 percent can be deducted. This Federal program has been successful in providing incentives for Downtown rehabilitation projects in Communities of all sizes throughout the nation.

**HERITAGE NEBRASKA**  
**“MAIN STREET” PROGRAM**

Since the mid-1970s, the National Trust has implemented the National *“Main Street”* Program. The Program was developed to combine historic preservation programs with a four point approach to rejuvenate America's Downtowns. These four points include the following:

- **Design:** focus on renovating buildings, constructing compatible new buildings, improving signage, creating attractive public open spaces and ensuring planning and zoning regulations support Main Street revitalization.
- **Organization:** building collaboration between organizations, and public and private sector groups.
- **Promotion:** advertising the district to residents, visitors and potential investors.
- **Economic Restructuring:** strengthening the district's existing economic base.

The primary foundation of the Main Street Program is time. Successfully rejuvenated Downtowns do not happen overnight. However, the principles of “Main Street” are proven methods by which America's small to medium sized communities have rejuvenated their Downtowns. The City of Waverly should establish historic preservation guidelines to work in conjunction with its Main Street program. Nebraska established a State-wide Main Street program in 1995. It is sponsored by the Heritage Nebraska “Main Street” Program.

**NEBRASKA COMMUNITY DEVELOPMENT LAW**

The **Nebraska Community Development Law** was approved by the Unicameral in 1975. The law was developed to assist communities with economic growth and redevelopment activities. In order to use the Community Development Law to provide Tax Increment Financing, an area must first be declared blighted and substandard.



It is recommended that the **Redevelopment Area** within the City be advertised for development and redevelopment projects as a priority implementation strategy of this comprehensive planning process, in adherence with the requirements of the **Nebraska Community Development Law**.

## **EXISTING ECONOMIC CONDITIONS**

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The existing economic conditions in Waverly and the Lincoln Metropolitan Statistical Area are growing at this time and have the potential for increased activities. The City has recognized the need to continue to diversify its economic base, relying less on agriculture and traditional heavy industry and focusing more on commercial and service-oriented businesses by planning for and promoting more light manufacturing and service oriented businesses.

## **ECONOMIC EXPECTATIONS**

Much of the recent economic success of Waverly can be attributed to locally organized efforts to create public and private partnerships. These partnerships have included the involvement of the Waverly Community Development Agency (CDA), the Waverly Chamber of Commerce, Community Action Partnership of Lancaster and Saunders Counties, Lincoln Partnership for Economic Development, the Lincoln Area Development Partnership, Waverly City Council, Planning Commission and City Administration. The continued efforts of these partnerships will play a vital role in the future economic development activities of Waverly.

Waverly is expected to continue diversifying its business and employment opportunities by attracting unique businesses and industries to the Community. This could be accomplished through a Business Stewardship/Support Program or through the provision of local, State and/or Federal governmental incentives. Waverly is an excellent location for major industries to locate due to its interstate highway and railroad access. An appropriate amount of land is available for future commercial and industrial developments.



## HOUSING & ECONOMIC DEVELOPMENT

The City of Waverly completed a **Community Housing Study**, focusing on a 20-year planning period, in 2013. This Study documents housing demand for all components of the housing market, with emphasis on all income categories and specific housing types, by 2033.

The Waverly Community Housing Study identifies an estimated housing target demand of up to **635 housing units** during the next 20 years, including **470 owner** and **165 rental housing units**. Development activities need to include the construction of safe, affordable housing for families of all income ranges, including workforce and elderly populations. Recommended housing types include single family homes, duplex/triplex and townhome developments.

*A shortage of safe, decent and affordable housing presently exists in Waverly. The lack of an appropriate amount of modern rental housing coupled with an expected increase in owner and renter households by 2033 will require a variety of new residential developments.*

Housing development in Waverly should be closely monitored by an organized **Community Housing Advisory Commission**. The Commission should have a close relationship with public and private financing agencies and housing developers to encourage the construction of various housing types in Waverly. Knowledge and implementation of housing programs, including those that support Employers Assistance and Continuum of Residential Retirement, insures complete housing provision.

Important to the future economic development success of Waverly is the recognition that **housing is economic development** and should be considered when planning new tourism, commercial and industrial projects. It is recommended that all local and regional housing development entities be supported by public and private organizations in Waverly to continue to implement its housing goals and objectives.



## **BUSINESS & INDUSTRIAL DEVELOPMENT**

Waverly needs to continue to pursue the service, commercial and industrial businesses needed to serve both the Community and Lancaster County. The local health, educational and recreational facilities should play a major role in attracting new business. Waverly Community Development Agency (CDA), the Waverly Chamber of Commerce, Community Action partnership of Lancaster and Saunders Counties, Waverly City Council and Planning Commission, City Administration should continue efforts to address the recruitment, planning and financing of new business, industry and housing.

A majority of commercial development in Waverly has occurred along the Highway 6 Corridor with the construction of fast food restaurants, strip malls and convenience stores. The Highway 6 Corridor is an ideal location for future development for these types of commercial entities. Downtown Waverly needs to focus on the development and retention of professional and government offices and serve as the Community center for festivals and other local events.

The retention and expansion of existing businesses should have equal priority to that of new developments. This team of organizations should prepare an annual strategic Economic Development Initiative for Waverly. ***This initiative should include a detailed listing of service, commercial and industrial business types most appropriate for Waverly.***



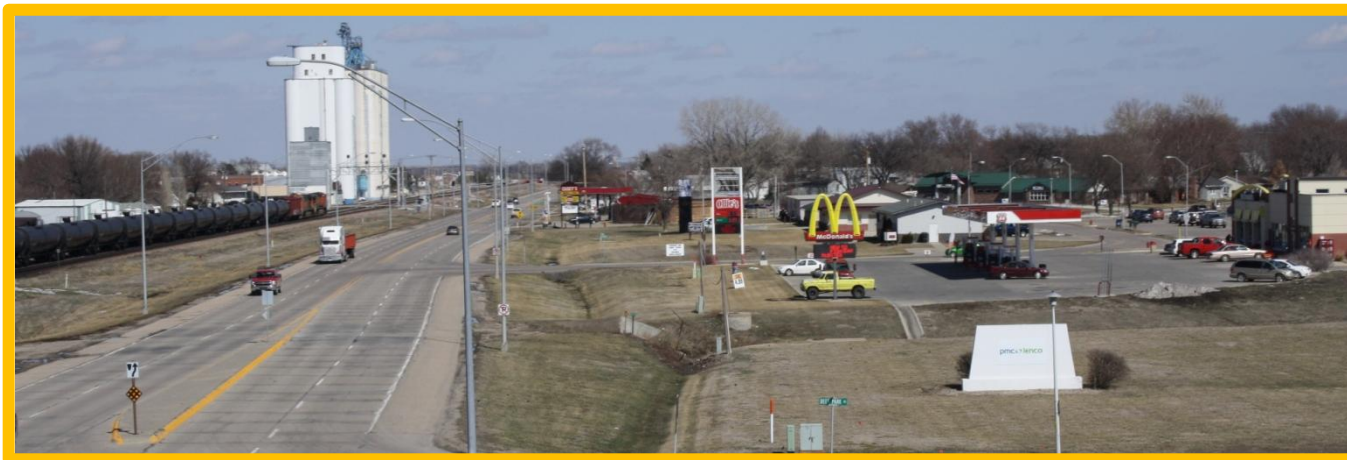
## **JOB CREATION**

As discussed throughout this **Comprehensive Plan**, the City of Waverly should be cognizant of an increasing population, with a fairly low unemployment rate. For Waverly to continue to provide its residents with needed services and businesses, **the City will need to actively pursue the creation of up to 200 new jobs, during the next 20 years.** The majority of the new jobs during the planning period should be created in the professional, services and light industrial sectors, keeping pace with today's employment trends in midwestern Communities. The following are the largest employers in the City of Waverly:

**The largest employers in Waverly include District 145 Public Schools, Tractor Supply Company Distribution Warehouse, MBA Poultry, Matheson Linweld, Valmont, Millard Lumber, Watts Electric, Kamterter, Capital Tower and the Waverly Care Center. A high percentage of the employees at these industries reside outside of Waverly and commute to work each day.**



## SECTION 7 *Energy Element.*



# SECTION 7

## Energy Element...



### INTRODUCTION

This **Section** of the **City of Waverly Comprehensive Plan** complies with a July, 2010 amendment to Nebraska State Statutes 19-303, requiring updates to a Municipal Comprehensive Plan to include an “**Energy Element.**” This component of the **Plan** assesses the energy infrastructure and energy use by sector, including residential, commercial, and industrial. This section is also intended to evaluate the utilization of renewable energy sources and promote energy conservation measures that benefit the Community.

### PUBLIC POWER DISTRIBUTION

Energy usage and consumption throughout the City of Waverly has followed the trends prevalent in the State of Nebraska. Electrical power is distributed throughout the City of Waverly by the **Lincoln Electric System (LES)** and to a portion of the One-Mile Planning Jurisdiction by **Norris Public Power District (NORRIS)**. LES and NORRIS have a formal Joint Planning and Service Area Adjustment Agreement, which established a “Joint Use Area.”

The Joint Use Area results in NORRIS providing electrical service in the eastern portion of the One-Mile Planning Jurisdiction, one-half mile east of 148<sup>th</sup> Street and beyond, while LES covers the remainder of the area. LES provides all the electric power and NORRIS distributes the power.

LES was established in 1966, as the first sole electricity provider in the City of Lincoln’s history. Today, LES has a service area of approximately 200 square miles within Lancaster County, including Waverly, the City of Lincoln and the unincorporated Communities of Walton, Prairie Home and Emerald.

The LES 2011 Annual Report states the following mission:

***“LES is a progressive leader, partnering with the community to maximize energy value and quality of life in an environmentally-responsible manner.”***

In 45 years, 1966 to 2011, LES made Payments in Lieu of Tax to municipalities in its service area totaling \$200,266,229.



Payments to the City of Waverly and the three Villages during the same 45 year period totaled \$3,639,785. The most recent data for only the City of Waverly (2010) shows LES made payments totaling \$286,929.

The Annual Report states LES has four **Strategic Priorities**, including **Outreach, Customer Service, “Fiscal Responsibility”** and **“Sustainability & Environmental Responsibility.”** Most significant of the achievements of these priorities are:

- ◆ A national study revealed LES rates averaged 11<sup>th</sup> lowest in the country.
- ◆ LES established its “Kilowatchers” website, where customers can learn how to save money and energy when reducing their impact on the environment by implementing energy-efficiency measures.
- ◆ The **2012 Sustainable Energy Program** distributed \$3 million in incentive funds to help customers make their homes or businesses more energy efficient.
- ◆ LES purchased additional wind generation contracts in 2012 to increase its generation from alternative energy sources.

## **RENEWABLE ENERGY**

The source of LES’s generating facilities includes coal, “oil or gas” and its two wind turbine generators. LES also purchases additional wind power from several wind farms through the Nebraska Public Power District. Additionally, LES purchases electricity from the **Western Area Power Administration (WAPA)**, which markets and transmits electricity for federally owned hydropower facilities.

### **As of 2011, approximately:**

- ◆ 85.4 percent of LES’s energy generation was from coal.
- ◆ 7.6 percent renewable sources (hydropower and wind).
- ◆ 2.5 percent generation from oil & gas.
- ◆ The remaining 4.5 percent of LES’s energy was supplied through wholesale purchases.

Wind contract purchases in 2012 included an additional 13 MW from wind farms that are owned and operated by the **Nebraska Public Power District**.

## **WIND TURBINE DEVELOPMENT IN NEBRASKA.**

Commercial, large scale wind turbines, or “Wind Conversion Systems,” are being promoted in Nebraska by companies and local property owners alike. Wind towers of up to 450’ in height are typically developed as “wind farms,” where multiple wind towers are constructed in a single area, or linearly along a ridge line, such as Laredo Ridge Wind Farm, east of Petersburg in Boone County. This facility consists of 54 individual 1.5 megawatt (MW) turbines.

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**As of 2011, the State of Nebraska had a total wind turbine production of 337 megawatts produced by 196 operational turbines.**

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## **SOURCES OF LES ENERGY PRODUCTION**

### ***LES renewable energy capabilities:***

- 1.) **Western Area Power Administration** – LES purchases electrical energy produced from Hydropower in the amount of 54MW of “firm” power, 72 MW of summer “firm peaking” and 22MW of winter “firm peaking” power;
- 2.) **Wind Turbine Generators** – LES owns two commercial grade wind turbines, located on the north side of Interstate 80 near 70<sup>th</sup> street. These two turbines produce a total of 1.32 MW.
- 3.) Power purchase agreements for six megawatts from **Elkhorn Ridge Wind Farm**, near Bloomfield, Nebraska and an additional 10 megawatts from the **Laredo Ridge Wind Farm**, near Petersburg, Nebraska. These two facilities both are 80-megawatt wind farms. An announcement in 2012 sited the addition of purchase agreements from the newly opened **Broken Bow Wind Project** of 10 MW and 3 MW from the **Crofton Bluffs Wind Project**.

### ***LES Traditional Production Facilities:***

LES owns three **oil or gas-fired generation facilities**, the Terry Bundy, the Rokeby and the 8<sup>th</sup> and “J” that together produce 437 MW.

Additionally, LES owns a percentage of the following coal-fired generating stations, 11.09 percent of the **Laramie River Station** and 12.66 percent of the **Walter Scott, Jr. Energy Center Unit 4** facilities. LES participates in both the **Sheldon** and **Gerald Gentleman Stations** by purchasing 30 and eight percent, respectively, of the output of each of these two facilities. **These coal-fired generating facilities combine for 406 MW.**



## **ELECTRICAL ENERGY CONSUMPTION**

**Table 7.1, Page 7.4**, is a comparison of **electricity utility consumption** throughout the Waverly Planning Jurisdiction, by Sector, from 2006 through 2011. Residential and business sectors are compared individually and combined to represent the annual total of City usage. From 2006 to 2011, electrical consumption by all customers increased by 4.8 percent.

Three of the four commercial and industrial business categories declined during the six year period, including the “General Services,” “General Service Demand” and “Large Power Contract” categories, ranging from a decline of 1.2 to 6.9 percent.

The “Large Light and Power” business category, which includes the second largest business consumers of electricity, increased consumption by 28.4 percent between 2006 and 2011. Similarly, the “Residential” category increased by 24.6 percent during the same period.

The annual increase of new households and the development of new and expansion of existing industries are the source of the increases in the “Residential” and “Large Light & Power” categories in **Table 7.1**.

Electric consumption peaked in 2008 with 105,455,015 kWhs and stabilized at approximately 104 million kWhs in 2010 and 2011. Large Light and Power was the primary category responsible for the peak in electrical use.

A gradual increase in the Residential categories is anticipated to lead the growth in **Total Electric Use** throughout the 20-year planning periods.

**TABLE 7.1  
ELECTRICITY CONSUMPTION BY SECTOR  
WAVERLY, NEBRASKA  
2006-2011**

	Total kWhs / Year						PERCENT CHANGE 2006-2011
	2006	2007	2008	2009	2010	2011	
Residential	12,015,555	13,105,603	13,548,783	13,332,589	15,081,602	14,977,195	+24.6
Residential <i>All Electric</i>	1,256,943	1,332,620	1,320,476	1,242,999	1,348,957	1,266,894	+0.8
General Services <i>Small Businesses</i>	5,707,037	5,831,455	5,190,912	5,650,861	5,847,282	5,636,979	-1.2
General Service Demand Medium Businesses*	6,739,440	6,402,560	7,009,592	7,057,311	7,965,042	6,272,120	-6.9
Large Light & Power <i>Large Business**</i>	17,823,000	24,021,450	23,057,600	21,607,450	21,603,050	22,875,950	+28.4
Large Power Contract <i>4MW of Load or More</i>	55,416,000	53,880,000	54,912,000	52,008,000	52,089,600	52,593,600	-5.1
Heating Service <i>Separate Heating Meter</i>	300,962	348,513	415,652	390,160	406,186	421,439	+40.1
<b>TOTAL ELECTRIC USE</b>	<b>99,258,937</b>	<b>104,958,201</b>	<b>105,455,015</b>	<b>101,289,370</b>	<b>104,341,719</b>	<b>104,044,177</b>	<b>+4.8</b>

\* Medium Businesses have either a summer peak demand of 100KW or six consecutive months of at least 25,000kWh of usage.

\*\*Large Businesses have either a summer peak of 400KW or six consecutive months of 100,000kWh of usage.

Source: Lincoln Electric System,  
Hanna:Keelan Associates, P.C. 2013

## STATE-WIDE TRENDS IN ENERGY CONSUMPTION

During the last 49 years, the State of Nebraska, as a whole, has vastly increased energy consumption. **Total energy consumption has more than doubled between 1960 and 2009.**

However, percentage share of personal income attributed to energy has slightly declined. In 1970, 11.8 percent of the percentage share of personal income was spent on energy. As of 2009, 10 percent was spent on energy usage. **The peak percentage was reached in 1980 at 17.1 percent.**

Trends in the Total Energy Consumption for the State of Nebraska is mirrored in each of the individual energy categories, coal, natural gas, gasoline and distillate fuel oil (primarily diesel fuel), nuclear power and renewable energy production. Each of these energy types are detailed between 1960 and 2009, as follows:

- ◆ **Coal** consumption increased from 20 trillion BTU in 1960 to 249.6 trillion BTU, as of 2009.
- ◆ **Natural Gas** consumption rose and fell during the 49 year period between 1960 and 2009, beginning at 140.4 trillion BTU, and, by 2009, increasing to 169.4 trillion BTU. The historic peak consumption level was set in 1973 at 230.7 trillion BTU.
- ◆ **Gasoline and Diesel Fuel** consumption increased in Nebraska between 1960 and 2009. Gasoline consumption rose by 25 percent, from 78.8 to 99.3 trillion BTU, as of 2009, and peaked in 1978 at 115.9 trillion BTU. Diesel fuel consumption quadrupled from 24.2 trillion BTU to 85.9 trillion BTU. Petroleum consumption, overall, peaked in 1978 at 246.2 trillion BTU.
- ◆ **Nuclear** power generation began in Nebraska in 1973 at 6.5 trillion BTU. Usage has increased to 98.6 trillion BTU as of 2009, but peaked in 2007 at 115.7 trillion BTU.
- ◆ **Renewable energy sources** including Biomass, Wood and Wood-Waste, Hydropower and Geothermal varied widely between 1960 at a total of 13.4 trillion and 87.5 trillion BTU, as of 2009, when the category reached its all-time peak in the State of Nebraska.

The majority of the Public Power Districts have established goals of achieving 10 percent of their energy production from Renewable or Alternative Energy Sources. The Nebraska Public Power District (NPPD) generates and provides electricity to most of the local public power districts throughout the State. NPPD projects that it will meet this goal by 2022.

**Lincoln Electric System's most recent published Annual Report in 2011 identifies 7.6 percent of its sources of Energy are from wind and hydro- electric. Additional purchase contracts from wind facilities owned by NPPD in 2012 should increase the percentage to nearly 8 percent.**



## **CONSERVATION POTENTIAL OF NET METERING**

In August, 2009, the State of Nebraska Legislature enacted LB 439 (known as **Nebraska State Statute §70-2001 to 2005**), which is also referred to as “**Net Metering.**” This law allows individual residences and businesses to supplement their standard electric service with one, or combinations of up to five alternate energy sources, including Solar, Methane, Wind, Biomass, Hydropower and Geothermal. Net Metering allows an individual to reduce their reliance on public utility systems. These property owners could potentially generate more electricity than they consume and profit when the public utility district purchases their excess energy.

The Waverly Planning Commission chose to guide the use of Net Metering by residences and businesses as Specially Permitted Uses in the City of Waverly Zoning Regulations. This ensures that net metering users will be documented by the City and follow established parameters of the law and work with LES guidelines.

Local Zoning Regulations will be able to control the placement of individual energy systems to limit their impact on adjacent property and the visual character of residential, commercial and industrial areas.

## **LARGE SCALE WIND TOWERS**

Commercial Wind Energy Conversion Systems or what are commonly referred to as “Wind Farms” are potentially permitted as Special Uses in the “AG General Agricultural” District.



Net Metering  
Small Wind Energy Systems  
Winnebago, Nebraska



430' Wind Turbine  
Commercial Scale Wind  
Energy Systems  
Broken Bow, Nebraska  
(*Nebraska State Capitol = 400'*)

## ***ENERGY CONSERVATION POLICIES***

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The most effective means for the City of Waverly to reduce its total energy consumption in each of the Energy Sectors (and by energy type) is by conservation practices and by continuing to promote the conversion to alternative energy systems when appropriate.

The following is a list of policies to guide energy practices throughout the City:

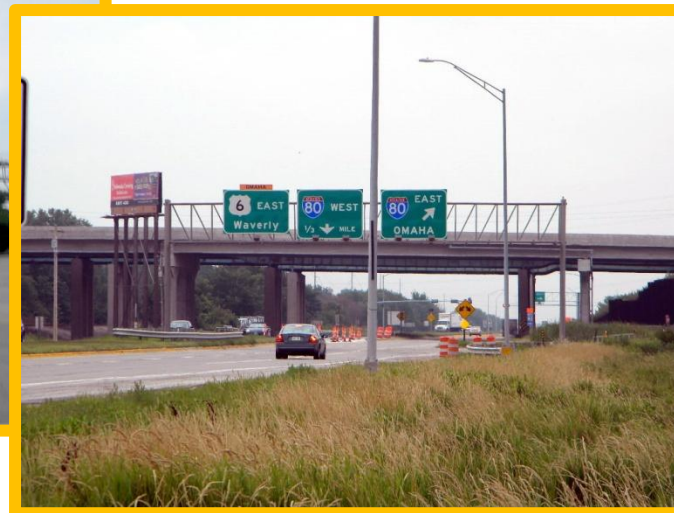
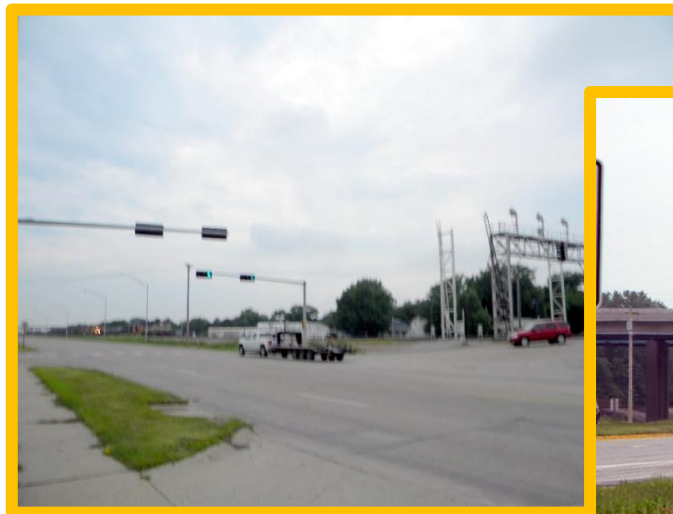
- ◆ **Providing for the use of “Net Metering.” The use of one or more combinations of the five alternative energy sources to reduce residential, commercial and industrial facilities consumption of energy.**
  - Utilize the Waverly zoning regulations to control the placement and operation of alternative energy systems.
- ◆ **Work jointly with the City of Lincoln and Lancaster County in providing for the use and placement of large scale Commercial Wind Energy Conversion Systems, commonly referred to as “Wind Farms” in locations throughout the County.**
  - Require compliance with the Special Use permit process so that established conditions are met by the applicant.
  - Support participation in net metering services established by LES for homes and businesses complying with Nebraska’s Net Metering Law.
  - Promote the development of vocational education opportunities in high schools, trade schools, Community and State colleges and universities to educate the current and future workforce in alternative energy design, fabrication of equipment and maintenance.
- ◆ **As other sources of Alternative Energy Systems become cost-effective for use in Nebraska, amend planning documents of the City to locate and control their operation.**
  - The placement of large scale wind towers is not compatible with uses in the limited development areas of the One-Mile Planning Jurisdiction of Waverly.
- ◆ **Promote the use of conservation methods. Reduce consumption of energy in each of the individual sectors including residential, commercial, and industrial.**
  - Promote the expanded use of solar and geothermal exchange energy systems for applications throughout the Waverly One-Mile Planning Jurisdiction.

- ◆ Subareas of the Community, such as the Downtown, a highway commercial or industrial or residential area should be considered for a pilot project. An alternative energy source(s) could generate 100 percent of the energy needs for heating and cooling, as an example, promoting affordable development.
- ◆ Promote the rehabilitation of agricultural, residential, commercial, industrial and public/quasi-public buildings utilizing weatherization methods and energy efficient or “green building” materials in conformance to the “LEED” Certified Building techniques.
- ◆ Promote expanded use of conservation programs provided by LES for its member communities. For example, the **2013 Sustainable Energy Program** has specific residential and commercial/ industrial incentive programs to lower energy use and cost.
- ◆ Expand awareness of available incentives from LES and the Nebraska Energy Office to businesses that replace old lighting fixtures, or heating and cooling systems with new energy efficient systems that reduce consumption and energy costs.
- ◆ Expand knowledge of available programs from LES that enable its customers to access information to lower energy costs including em-Powered, eLibrary, kilowatchers and other Sustainable Energy Programs.
- ◆ The City of Waverly could also access grant and loan programs to replace street lights with LED fixtures that reduce consumption and are more efficient.
- ◆ Waverly is also encouraged to work jointly with LES to implement computerized thermostats in residences and businesses throughout the City.



# APPENDIX I

## *Long Range Transportation.*







# WAVERLY, NEBRASKA

LONG RANGE  
TRANSPORTATION

**Comprehensive Plan – 2033**  
Prepared For: The City of Waverly, Nebraska

## I. EXISTING CONDITIONS

The City of Waverly Planning Commission and the Waverly City Council retained the planning team of Hanna: Keelan Associates P.C. and Felsburg Holt & Ullevig (FHU) to update their Zoning and Subdivision Regulations and provide a Comprehensive Plan Update. FHU was charged with completing the Transportation Element of the plan update.

### Previous Studies

The City of Waverly provided copies of the following previous studies and documents to the consultant team:

- The Comprehensive Development Plan for the City of Waverly, Nebraska, January 2002
- The Waverly Viaduct Location Study Draft, August 2009
- The US Property Traffic Impact Study, December 2005
- The Nebraska Department of Roads (NDOR) Noise Study Report – Interstate-80 (I-80), NW 56<sup>th</sup> in Lincoln to Ruff Road in Sarpy County
- Traffic Calming Policy for the City of Waverly
- City of Waverly Amberly Road Improvements, March 2007
- Canongate Road Pedestrian/Bicycle Trail Study, April 2009
- City of Waverly Watershed Master Plan, October 2010
- Waverly Zoning Regulations
- Waverly Code

Each of these documents was reviewed and appropriate portions extracted and utilized in developing the base conditions analysis and the future conditions analysis described later in this report.

### Street Network

The existing State Functional Classifications of roadways in the Waverly study area are shown in **Figure T-1**. The two major roadways in the Waverly area, both running southwest to northeast, are I-80 and US Highway 6, carrying traffic between Nebraska's two largest metropolitan areas of Omaha and Lincoln.

Streets classified as "Other Arterials" include:

- 141<sup>st</sup> Street - from Heywood Street north to the north limits of the study area
- Heywood Street/Bluff Road - from 141<sup>st</sup> Street to the east limits of the study area
- 148<sup>th</sup> Street - from Heywood Street/Bluff Road south to the south limits of the study area
- Waverly Road - from 148<sup>th</sup> Street to the west limits of the study area

All other streets are currently classified as "Local" on the State Functional Classification map.

Figure T- 1. Existing State Functional Classifications

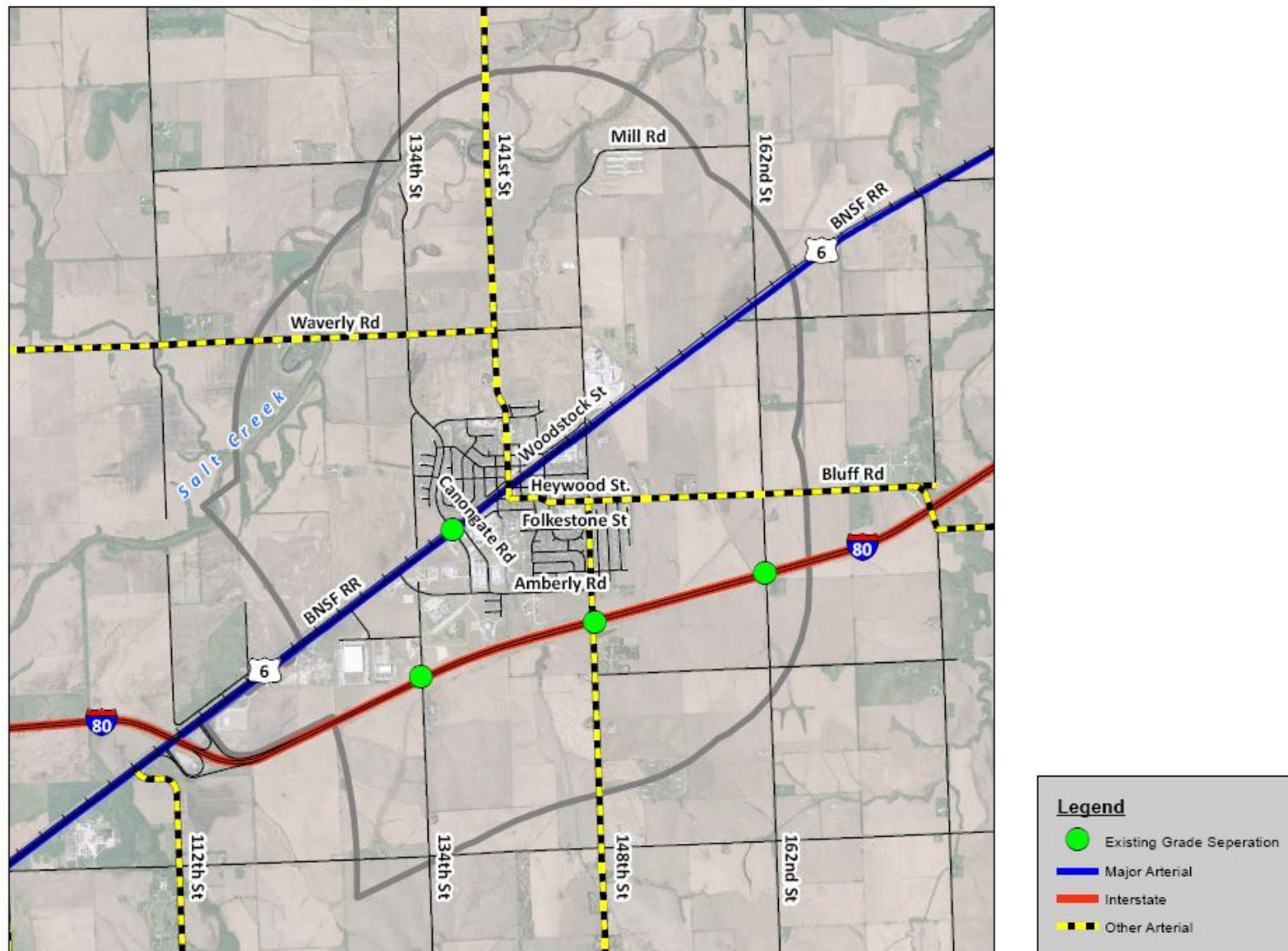


Figure T1  
Waverly Comprehensive Plan Update  
Existing State Functional Classification





The City of Waverly transportation network is framed by several major features that have shaped travel across the community. There are currently three roadways that have grade separations over I-80; 134<sup>th</sup> Street, 148<sup>th</sup> Street, and 162<sup>nd</sup> Street. There is only one roadway that has a grade separation over the Burlington Northern Santa Fe (BNSF)/US-6 corridor, Canongate Road. There are only two north-south roadways that have bridges across Salt Creek north of Waverly; 141<sup>st</sup> Street and 162<sup>nd</sup> Street with only one east-west roadway, Waverly Road, crossing Salt Creek on the northern part of the study area.

### Traffic Patterns

The existing traffic volumes on segments of the Waverly street system are depicted in **Figure T-2**. These volumes are summarized from the previously mentioned studies furnished by the City of Waverly and supplemented by NDOR counts and counts taken specifically for this study. Not surprisingly the highest volume roadway is I-80, carrying 38,735 vehicles per day (VPD) in the latest counts, followed by US-6 carrying 6,380-7,360 VPD.

The highest volume street in Waverly is Amberly Road near the Waverly High School/Intermediate School campus, carrying approximately 4,000 VPD in the latest counts, followed by 148<sup>th</sup> Street south of Amberly Road which has 3,775 VPD and 2,716 north of Amberly Road. The section of 141<sup>st</sup> Street immediately north of the BNSF/US-6 corridor is the highest volume roadway in the northern part of the community carrying 3,020 VPD followed by Canongate Road with 1,860 VPD.

### Speed Limits

The existing speed limits on the streets within Waverly are depicted in **Figure T-3**. There are currently sections of Amberly Road and 148<sup>th</sup> Street that have speed limits during the hours that students are walking to and from school. The signing for those speed zones are addressed later in this report.

A portion of Folkestone Street has been an ongoing concern for vehicles travelling between 148<sup>th</sup> Street and the commercial center near 140<sup>th</sup> Street and Guildford Street violating the posted 25 MPH speed limit. Traffic calming measures have been installed to treat this problem.

In some cases the traffic volumes and speed limits are not reflective of the current street classification including the following:

- 148<sup>th</sup> Street from Bluff Road to US-6 - a local street with speed limits of 45-55 MPH
- Canongate Road from Amberly Road to the north city limits - a local street with a speed limit of 40 MPH
- Amberly Road from US-6 to 148<sup>th</sup> Street - a local street with 3950 VPD and a speed limit of 40 MPH
- 141<sup>st</sup> Street from US-6 to Oldfield Street - an arterial with 725 to 3000 VPD and a speed limit of 25 MPH
- Heywood Street from 141<sup>st</sup> Street to 148<sup>th</sup> Street - an arterial with 900-1375 VPD and a speed limit of 25 MPH

These discrepancies are addressed under **Future Needs**.



Figure T-2. Existing Traffic Volumes

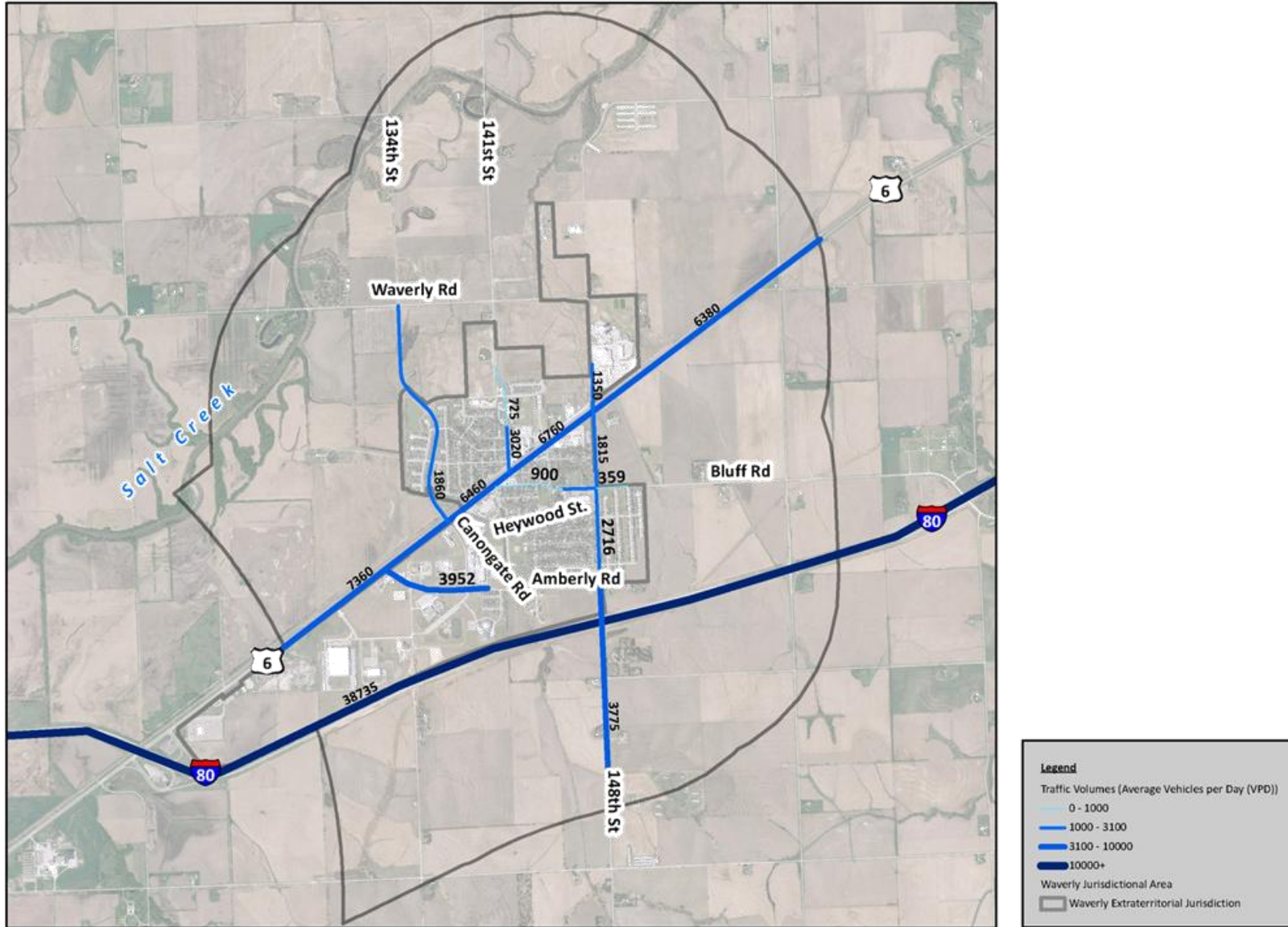


Figure T2  
Waverly Comprehensive Plan Update  
Current Traffic Volumes



Figure T- 3. Existing Speed Limits

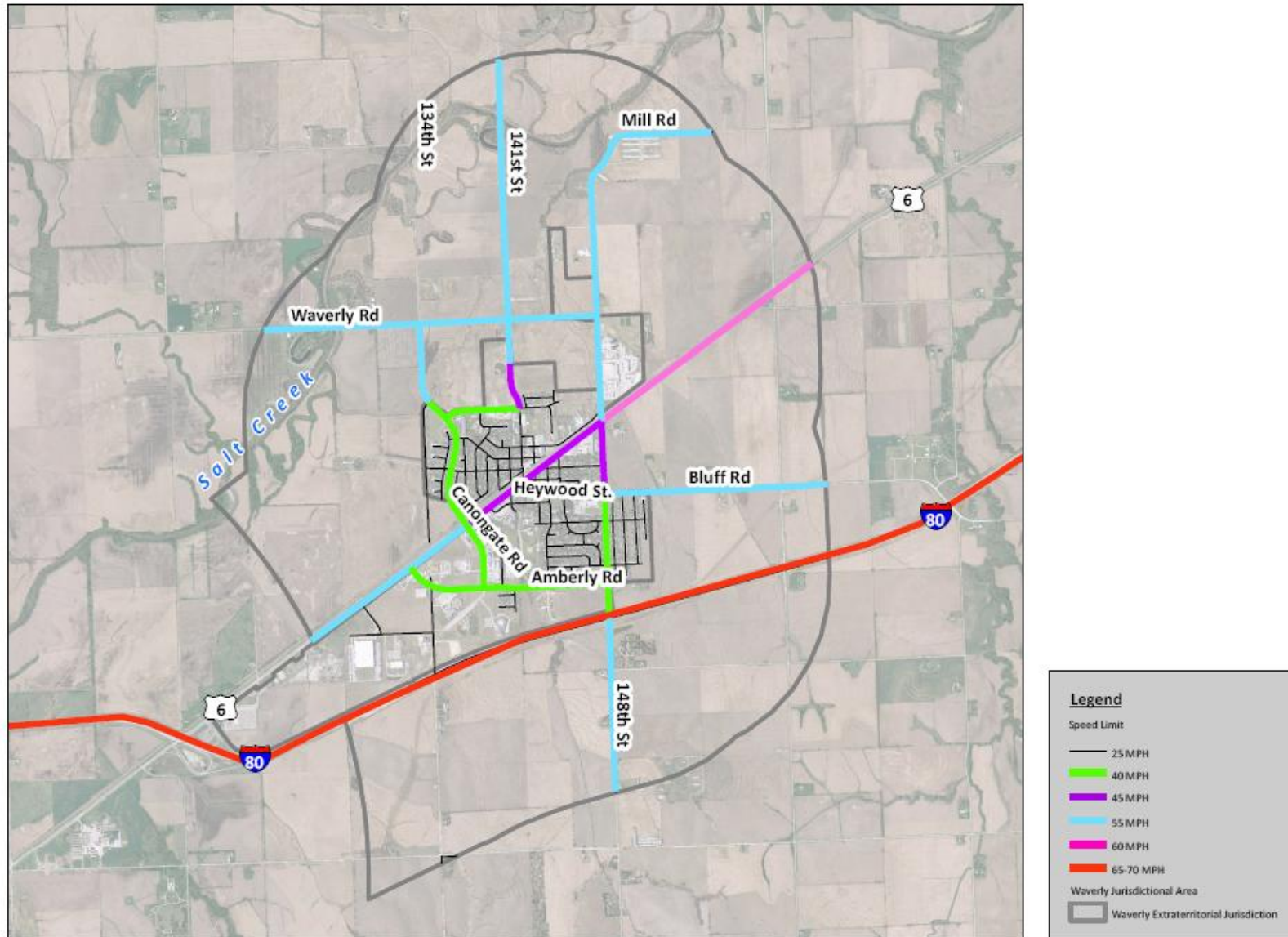
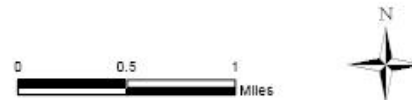


Figure T3  
Waverly Comprehensive Plan Update  
Existing Speed Limits



## II. STANDARDS DEVELOPMENT

### Access Management

The City of Waverly should maintain its policy to promote safe and efficient travel of persons on the public right-of-way and to preserve the capacity of its roadways to accommodate such travel. The issuance, denial, modification, and revocation of driveway access permits are valuable tools to be used in implementing this policy. Property owners should not construct, reconstruct, relocate, or alter a driveway approach within the City right-of-way without first having obtained a driveway permit from the City Building Department.

An effective access management policy should be designed so that under the circumstances for the particular property:

- Reasonable access from the roadway to the property is afforded
- The separation between adjacent driveways and intersecting streets is maximized
- The area and number of conflict points between vehicles using the access and vehicles on the adjacent street and pedestrians using public sidewalks are minimized
- The differential in speed between through traffic and vehicles using the driveway is considered
- Adequate sight distance and penetration entering and leaving the public right-of-way should be provided
- Where lots have frontage on a major street and a local street access should be limited to the local street

The City of Waverly has in recent years followed many of the above practices when reviewing new development proposals. Examples of good design include portions of Canongate Road, Amberly Road, and 148<sup>th</sup> Street, where driveways have been limited to lower volume and lower speed interior streets in lieu of access on the higher volume and higher speed major street.

### Typical Street Width and Cross Section

The typical street widths and right-of-way for new and reconstructed streets should consider the existing and future classification of the roadway and the land use that the street will ultimately serve.

Major streets anticipated to carry more than 15,000 VPD should provide a minimum 100 feet of right-of-way (50 feet from the centerline) and have a roadway width based on the necessary lane configuration for safe and efficient operation. Arterial streets or Collector Streets projected to carry less than 15,000 vehicles in the planning period should provide 80 feet of right-of-way and be designed to a minimum three-lane cross section with a total width of 36 feet. All other local streets should have a minimum width of 28 feet where adequate off-street parking is available.

Curb and gutter with or without enclosed drainage provides the benefit of clearly defining the travelled roadway for drivers, snow plow operators, and other road users. Curb and gutter also better defines access points and improves aesthetics by protecting plantings and vegetation.

### Pavement Design

Roadways should be surfaced with either a full depth portland cement concrete pavement, or a 2 and 1/2 inch



thick asphaltic concrete surface on a portland cement concrete or an asphaltic concrete base.

The minimum pavement thickness or pavement/base combination for various street classifications with typical truck volumes are listed below:

Local Street - Residential zoning with less than 50 trucks per day (TPD) - 6 inches

Local Street - Commercial/Industrial zoning with less than 300 TPD - 8 inches

Collector Street - All zoning districts with more than 300 TPD - 9 inches

Arterial Street- Determined by Geotechnical Investigation

Greater pavement thickness and/or doweled construction joints should be required where higher truck volumes are projected or where soil conditions are unstable. Backfill and compaction monitoring are critical prior to paving, particularly over utility trenches to avoid settlements and thus extend the pavement life.

### Sidewalk and Trails

Concrete sidewalks should be constructed on both sides of all streets and private roadways within the subdivisions and on the side of streets abutting the subdivision, as well as in pedestrian ways. Pedestrian ways, minimum five feet in width, should be provided where the distance between cross streets exceeds 1,000 feet. The City may approve alternate locations for sidewalk in cases where:

- The alternate location generally parallels the standard location along a street

- The alternate location has lighting to a level similar to the street location
- The sidewalk has reasonable connections on each end to the sidewalk system
- The added walking distance between the alternate location and the standard location should not exceed 25%
- A public access easement ensuring continual availability to the public and addressing ongoing maintenance must be included

Trails, a minimum of 8 feet in width, with a maximum 5% grade that fit into the overall Waverly Trail Plan, should be encouraged as part of the recreational plans of subdivisions.

### Traffic Calming

The City of Waverly has a detailed Traffic Calming Policy which was designed to address traffic concerns in residential areas of the City including speeding and cut-through traffic. The policy lists worthy goals, objectives, and principles to be considered in implementing calming measures and clearly defines eligible streets.

Specific Traffic Calming Features in this policy include:

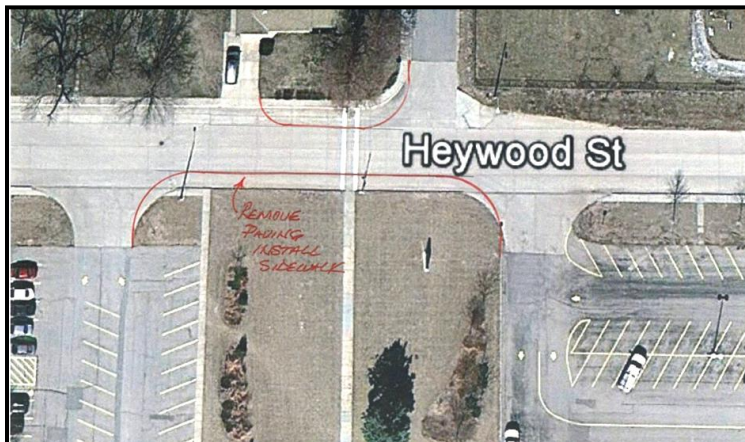
- Mini-Traffic Circles
- Medians
- Entrance Way Features
- Roadway Narrowings
- Speed Humps and Speed Cushions
- Semi-diverter
- Textured crosswalks
- Intersection Redesign



This policy lists specific criteria and procedures for implementing traffic calming measures. This policy should be applied to traffic issues as they arise, in situations such as the concern for speeding along Folkestone Street between 145<sup>th</sup> Street and 148<sup>th</sup> Street, where speed humps have been installed.

In discussions with Waverly School District #145 officials, concerns were raised regarding sight distance leaving the district parking lot for staff and parents picking up children at Waverly Intermediate School. Vehicles frequently park between the district driveway and the crosswalk in front of the school on Heywood Street. This would be an ideal candidate for traffic calming measures to narrow the pavement of Heywood Street, thus physically eliminating the on-street parking where it blocks visibility for drivers exiting the district parking lot.

This treatment would also improve visibility of students using the crosswalk by placing them in a position to see and be seen. A concept is shown in the sketch below.



*Example of Pavement Narrowing on Heywood Street at the Waverly Intermediate School*

## Parking

On-street parking was not identified as a major issue in the Steering Committee meetings. Two locations were noted as having above average parking demand; 141<sup>st</sup> Street adjacent the community center, and Guildford Street east of 140<sup>th</sup> Street. Additional off-street parking should be pursued adjacent the community center to supplement the on-street parking. The heavier parking on both sides of Guildford Street helps to reduce speeds along the roadway. Any effort to limit parking to one side would likely increase travel speeds on this segment of Guildford Street.

## III. PUBLIC INVOLVEMENT

Representatives of FHU attended the following meetings as part of seeking background and information to develop the Waverly Transportation Plan Element:

- **11-28-2011** Waverly Planning Commission Meeting  
City Offices- Kick-off meeting to discuss plan outline
- **2-28-2012** Meeting with NDOR and City to discuss Highway 6 concept
- **2-28-2012** Steering Committee Meeting to provide overview and obtain initial input
- **3-15-2012** Meeting with City and Schemmer Associates to coordinate US-6 and Waverly Quiet Zone
- **3-26-2012** Planning Commission Meeting to present Highway 6 concept and update on other tasks
- **4-3-2012** City Council Meeting to present Highway 6 plans
- **4-24-2012** Steering Committee and Sub-Committee Meeting
- **6-26-2012** Steering Committee and Sub-Committee Meeting

Initial Steering Committee meeting held on February 28, 2012

Input was verbally solicited to determine the primary concerns each committee member wished to see addressed in the Comprehensive Plan. Several comments or suggestions were directly related or would potentially impact the Transportation Element of the Plan. Those are listed below in no particular order or priority:

#### Key Issues of Focus – Transportation Themes:

- Organizational efforts along the Highway 6 Corridor for Development Standards, Traffic Control and Public Safety
- Implement Smart Growth techniques to address road widths and traffic movement
- Trails/sidewalks - there are a lack of sidewalks in portions of the Community
- Include “Multi-Modal” Transportation Systems in the Plan for the City
- Minimize the negative impacts of the BNSF Railway Corridor upon the City
- Design and implement a city circulation system that meets the needs of a growing City

Comments from the Planning Steering Committee meeting of February 28, 2012 included:

- Standards along US-6 to organize development and improve community image
- Make better use of land floodplain vs. non-floodplain
- Include landowners in discussions and community participation

- Address the traffic triangle of US-6, 148<sup>th</sup> Street, and Amberly Road and cut through traffic
- Consider Coop truck traffic
- Clearly define expectations such as pavement thickness within the platting process
- Address trail/sidewalk needs - Waverly High School cross country team has difficulty finding a safe and continuous practice route
- Appearance of US-6/BNSF Railway corridor
- Providing safe pedestrian and bicycle movement across community
- Need to have provisions for a trail over I-80
- Eliminate BNSF Railway corridor through Waverly
- Consider banners/ trees along major roadway corridors to let people know of community
- Coordinate stormwater management and trails
- Connect city parks and schools to create hub for community
- Attract compact commercial development to downtown Waverly or US-6 corridor (similar to recent North 27<sup>th</sup> development in Lincoln)

A second meeting of the Planning Steering Committee was held on April 24, 2012

Comments from the Transportation Sub-Committee’s discussion on April 24, 2012 included:

#### Vehicular Traffic

- Amberly Road - 148<sup>th</sup> Street to 162<sup>nd</sup> Street - future arterial
- 148<sup>th</sup> Street at Highway 6 – lack of 90 degree turn difficult for trucks. Redesign as 90 degrees (future overpass)

- Waverly Road - consider extending to 162<sup>nd</sup> Street, depending on growth
- Need a future east entrance off of I-80 (162<sup>nd</sup> Street)
- Cornhusker Highway and Amberly Road - monitor for traffic signal
- Future truck routes - Consider Waverly Road and Alvo Road

#### Pedestrians/Bikes

- Monitor two crosswalk locations on 148<sup>th</sup> Street - Castlewood Street and Folkestone Street (eliminate Heywood Street)
- Monitor Amberly Road at 140<sup>th</sup> Street for pedestrian signal
- Upgrade signing of school crossings to conform with the Manual on Uniform Traffic Control Devices.
- Enclose drainage, provide trails and street trees along Amberly Road, 148<sup>th</sup> Street, and Cornhusker Highway
- Provide trail to ball fields on 141<sup>st</sup> Street north of Oldfield Street
- Longer term provide new trails along Waverly Road and along tributary (approximately 153<sup>rd</sup>)
- Consider greenspace and new recreation trails with development
- Investigate pedestrian grade separation west of 140<sup>th</sup> Street on the south of Cornhusker Highway and Sharp Park on north side of BNSF Railway

#### Parking

- Guildford Street east of 140<sup>th</sup> Street - heavy parking restricts flow but also slows traffic
- 141<sup>st</sup> Street around Community Center during major events such as Flea Markets

#### Transit

- County currently provides adequate transit
- May need to expand in the future with aging population - Para-transit trips to Lincoln, doctors' appointments, etc.

An individual stakeholders meeting was held with the Waverly School District #145 Superintendent and Business Manager on May 22, 2012.

Items discussed at the meeting included the following:

- Student walk-in and voluntary one-way pick-up and drop-off routes for Waverly High School, Waverly Intermediate School and Evelyn Hamlow Elementary School
- Bus Transportation for students
- Potential sidewalk/trail construction
- Potential link between Canongate Road and Deer Park Road across School District #145 property at bus barn
- Other potential safety concerns

A third meeting of the Planning Steering Committee was held on June 26, 2012. Potential Goals and Action Steps for the community were presented and discussed at the Planning Steering Committee meeting on June 26, 2012. The Transportation Sub-Committee's Goals and Action Steps from that meeting are included in the Community Goals and Action Steps section of the Plan.

## IV. FUTURE NEEDS ANALYSIS

### Interstate 80 Corridor

The future transportation needs of Waverly were analyzed considering the impact of population and geographic growth within the community as well as external travel in the region. The primary travel growth will occur along the I-80 corridor, increasing from 32,610 VPD in 2008 to 60,000 VPD in the year 2020, according to NDOR's Noise Study Report. This growth could have positive benefits to the City of Waverly in terms of exposure to travelers for economic development purposes.

The increase in traffic, particularly trucks, could also impact noise sensitive receptors such as housing that are located in close proximity (within 500-1000 feet of the centerline) of the I-80 corridor. The noise analysis that was conducted as part of the environmental studies for the widening of I-80 from four lanes to six lanes indicated eleven homes would have noise impacts in the future year 2020. Noise walls were not included since they would not be considered reasonable or feasible due to cost and the fact that a detectable reduction in noise could not be achieved.

### US Highway 6 Corridor

The US-6 corridor is the next heaviest travel corridor in the Waverly area. According to NDOR, the average daily traffic in 2013 after completion of the widening of I-80 between Waverly and Greenwood is projected as 8,355 VPD. The

forecast for the year 2023 is 9,840 VPD along the same portion of the highway. As mentioned later in the plan, a three-lane roadway with one through lane in each direction and a separate center left turn lane is proposed for US-6 from Canongate Road to 148<sup>th</sup> Street in 2013 as part of a planned NDOR resurfacing project.

### Future Functional Classification

The proposed Future Functional Classification map is shown in **Figure T-4**. Changes from the current State Functional Classification Map include the following:

- Adding 148<sup>th</sup> Street from Bluff Road to Waverly Road as an Other Arterial
- Adding Waverly Road from 141<sup>st</sup> Street to 148<sup>th</sup> Street as an Other Arterial
- Adding Canongate Road from Waverly Road to Amberly Road as a Collector
- Adding Amberly Road from US-6 to 148<sup>th</sup> Street as a Collector
- Revising 141<sup>st</sup> Street from US-6 to Waverly Road to Collector
- Revising Heywood Street from 141<sup>st</sup> Street to 148<sup>th</sup> Street to a Collector
- Adding 148<sup>th</sup> Street from Waverly Road to Mill Road as a Collector
- Adding Mill Road from 148<sup>th</sup> Street to 162<sup>nd</sup> Street as a Collector



Figure T- 4. Future Functional Classification

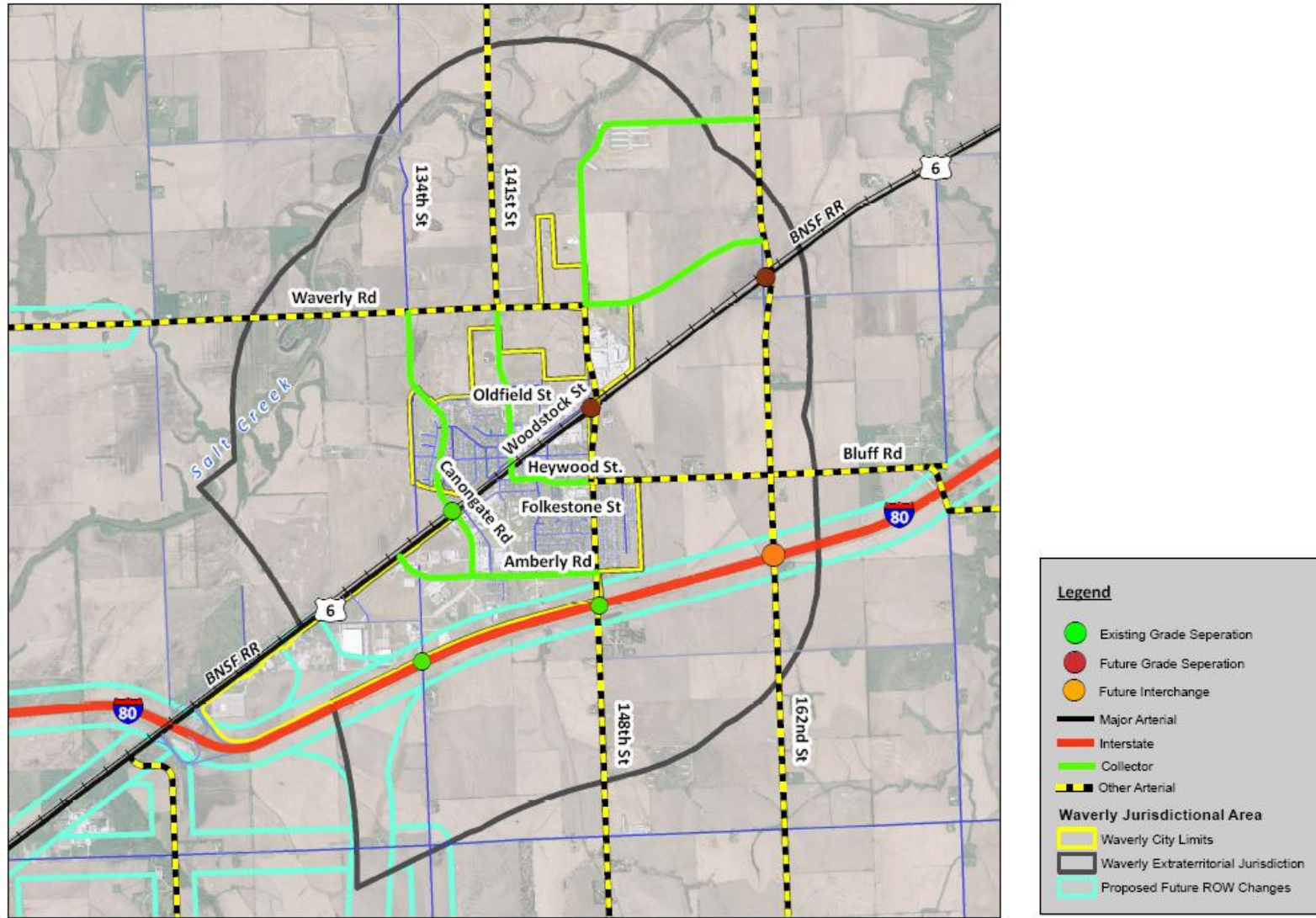
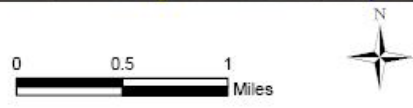


Figure T4  
Waverly Comprehensive Plan Update  
Future Functional Classification



## V. US HIGHWAY 6 CORRIDOR EVALUATION

The Nebraska Department of Roads (NDOR) provided a concept plan to the City of Waverly as part of a proposed pavement preservation project NDOR was considering for US-6 (Cornhusker Highway) from I-80 to Greenwood. The NDOR concept plan was provided to FHU as part of the Waverly Transportation Element of the Comprehensive Plan. FHU reviewed the NDOR plan and attended a meeting with the City and NDOR on February 28, 2012 to discuss the concept in greater detail. At that meeting several items were discussed including:

- The existing and forecasted traffic volumes. NDOR showed 2013 traffic volumes at 8,355 VPD, a projected volume of 9,840 VPD in the year 2023, with 8% heavy trucks in each time period
- The existing lane widths and configuration were discussed. The section of US-6 that is marked as four lanes consists of two lanes in each direction, with westbound vehicles frequently slowing down or stopping to turn left into commercial businesses and cross streets along the highway.
- Vehicles stopping to turn left were a concern given the speed of through traffic. The signed speed limits on US-6 were 55 miles per hour west of Waverly and 60 miles per hour east of the Waverly City Limits. The speed limits were reduced to 45 miles per hour from just west of Canongate Road to 148<sup>th</sup> Street.
- It was generally agreed since NDOR's traffic forecasts through 2023 were less than 10,000 VPD, a three-lane roadway would be adequate to handle

traffic through the section of US-6 from Deer Park Road to 141<sup>st</sup> Street.

- The transition from two lanes eastbound to one lane was analyzed based on the traffic volumes during the afternoon peak period and the roadway alignment. The existing alignment shifts slightly to the north near Deer Park Road while the current location with the heaviest eastbound right turn volume is Guildford Street.
- Vehicle stacking on US-6 needs to be provided when trains block the 141<sup>st</sup> Street and 148<sup>th</sup> Street crossings.
- The pending quiet zone improvements include center raised medians in 141<sup>st</sup> Street and 148<sup>th</sup> Street between the highway and BNSF Railway tracks. The right turn lane(s) would need to utilize the existing outside westbound lane to avoid the existing signal poles and BNSF gates at 141<sup>st</sup> Street.
- The remaining portion of the outside westbound lane would be striped as a shoulder and the existing asphalt shoulder removed.
- FHU would draw up a concept on an aerial showing the above configuration and how it would transition at each end from the existing pavement and marking design.
- The City would consider any access or street closures recommended by FHU along the south side of the corridor.
- NDOR traffic would evaluate the speed limit after the conversion to determine if the 45 MPH is too high with the reduced lanes considering friction between through highway traffic and local traffic.

- It was decided that the plans need to be complete by the end of April so the City and NDOR can prepare agreements to take to the Waverly City Council and have complete in time for the project submittals to be committed for 2013 construction.
- The actual construction of improvements in Highway 6 would occur during the 2013 construction season after I-80 is open to a full six lanes between the Waverly and Greenwood interchanges.

A concept plan was then developed and is shown in **Figures T-5.1 and T-5.2**. This would also improve driver expectation and the appearance of the corridor by narrowing the pavement and using the area within the existing north shoulder for streetscape treatments. Consolidating some of the closely spaced access points on the south side of the highway would further enhance the safety and appearance of the corridor.

FHU and the City met with the City Council representatives and the consultant working on the Waverly Quiet Zone on March 15, 2012 to coordinate the US-6 plans and the plans for installing medians in the center of both 141<sup>st</sup> Street and 148<sup>th</sup> Street. The medians included in the quiet zone plans were proposed to prevent vehicles from circumventing the gate arms. Concerns were raised regarding grain trucks turning from US-6 onto both 141<sup>st</sup> Street and 148<sup>th</sup> Street to access the Waverly Grain elevator.

A preliminary three-lane concept plan was presented to the Waverly Planning Commission at their regularly scheduled meeting on March 26, 2012. The Planning Commission endorsed the three-lane concept and recommended that it be forwarded to the Waverly City Council.

At the Planning Commission meeting it was learned that the Farmer's Cooperative Company was considering a move of their scale and reorientation of their circulation so that the larger trucks could enter and leave by way of 148<sup>th</sup> Street and Woodstock Street. This should relieve the tight turning movements at 141<sup>st</sup> Street but would increase the number of larger truck movements at 148<sup>th</sup> Street. The three-lane concept plan was further refined to show removal of the median bulb for eastbound left turns at 148<sup>th</sup> Street thus increasing the left turn vehicle storage at that intersection.

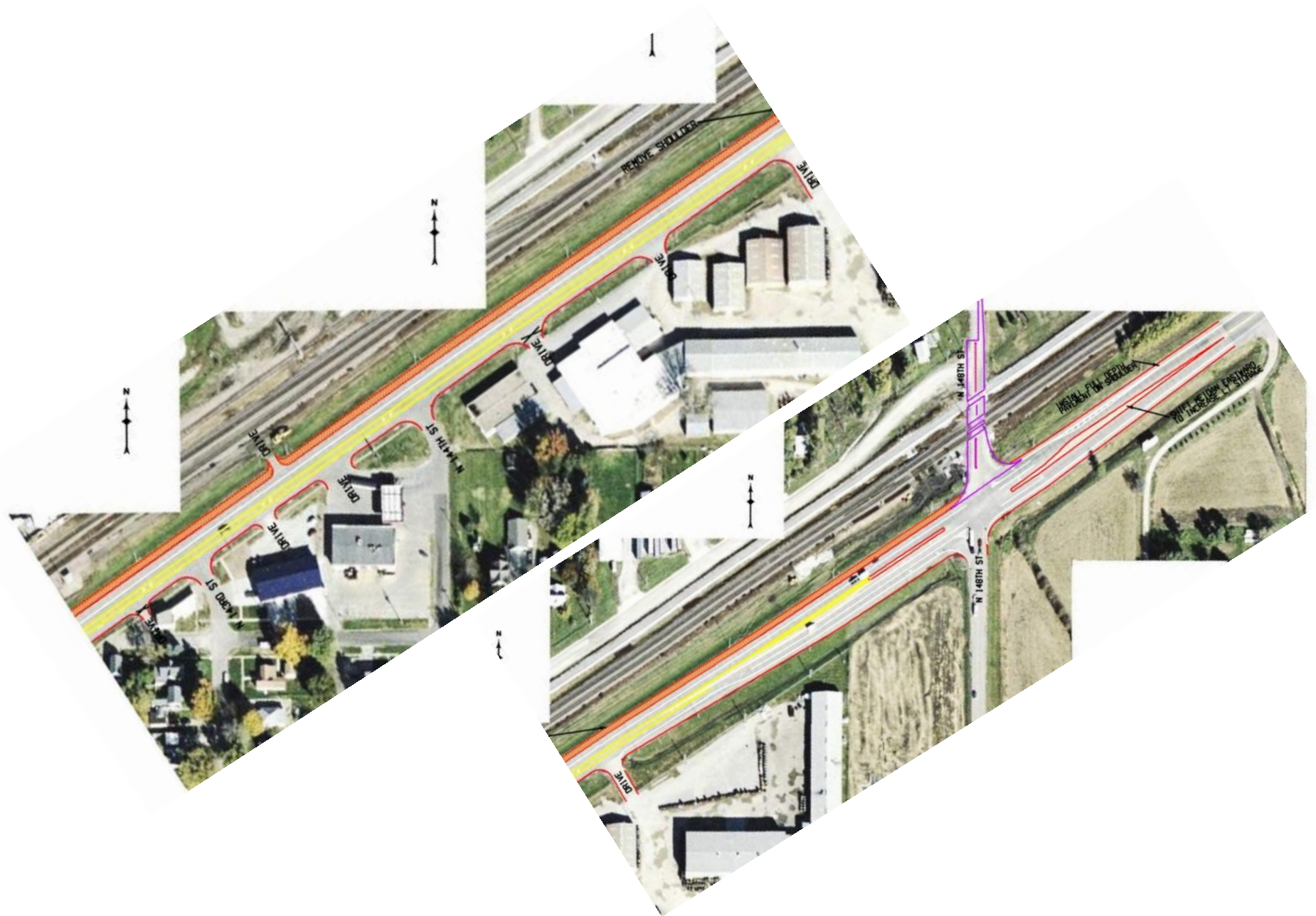


Figure T- 5.1. US Highway 6 Three-Lane Conceptual Plan





Figure T- 5.2. US Highway 6 Three-Lane Conceptual Plan



The refined concept plan shown in **Figures T-5.1 and T-5.2** also included a recommendation NDOR add full depth shoulder pavement on US-6 east of 148<sup>th</sup> Street to increase vehicle storage for westbound left turn vehicles and westbound right turn vehicles (when a train blocks the crossing).

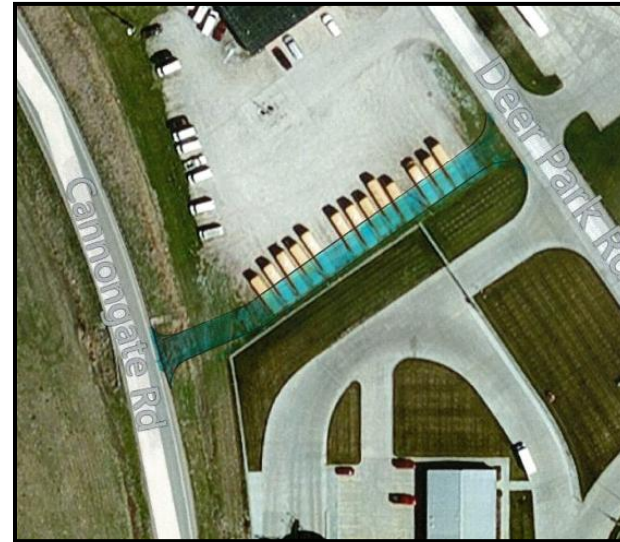
The Waverly City Council approved the three-lane concept plan at their regular meeting on April 3, 2012.

Several access management recommendations were included in the US-6 concept plans realizing that those may not occur as part of the pavement preservation project, but may have to follow at a later date as the properties are redeveloped. These are:

- Closing the first driveway east of 140<sup>th</sup> Street on the south side of US-6. Reasonable access is provided to this parcel by a second driveway on US-6 with circulation along the east side of the property onto Heywood Street.
- Closing the driveway on the south side of US-6 west of 143<sup>rd</sup> Street. Reasonable access to the parcel would still be provided from Jamestown Street and 143<sup>rd</sup> Street.
- Closing the third driveway west of 148<sup>th</sup> Street on the south side of US-6. Reasonable access would still be provided to this Valmont property through two remaining driveways.

A further improvement to reduce conflicts for local traffic crossing the US-6/BNSF corridor is depicted in the photos and in **Figure T-6**. This concept would provide a link across Waverly School District #145 bus barn property connecting Canongate Road to Deer Park Road. This would reduce the travel distance and delay for vehicles, including

emergency vehicles, by allowing vehicles to more readily access the Canongate Road overpass when trains are blocking the 141<sup>st</sup> Street crossing. The concept would also include a sidewalk/trail along one side of the street.



*Potential connecting link between Deer Park Road and Canongate Road*



*Bus parking shown along south edge of bus barn property*



Figure T- 6. Canongate Road Link to US Highway 6 Conceptual Plan



## VI. AMBERLY ROAD EVALUATION

Amberly Road currently serves a dual role. It is foremost a collector for the adjacent Waverly High School, Waverly Intermediate School, and Evelyn Hamlow Elementary School serving not only daytime school traffic but also evening and weekend special events held at the school facilities.

Site visits were conducted along the corridor to collect field measurements and identify feasible safety and operational improvements. FHU also collected information available from the City and Lancaster County websites such as aerial photographs, historical traffic count information, and development history. During the site visits some signing inconsistencies were noted. The advance sign for eastbound traffic is intended for pedestrian crossing and should be replaced with an advance school crossing sign to match the westbound direction.



*Advance Signing – Eastbound Amberly Road*

The school speed zone on the eastern portion of Amberly Road should be removed since there are no designated school crossings on that portion of Amberly Road. If a crosswalk is established in the future for students living south of Amberly Road attending Hamlow School signing with flashing lights should be installed, consistent with the system in place on the western portion of Amberly Road near 140<sup>th</sup> Street (below).



*Amberly Road at 140<sup>th</sup> Street - Westbound*



*Amberly Road Speed Zone - Near 140<sup>th</sup> Street*

A crosswalk rating was also conducted to determine whether a signal is warranted. The results of the school crossing count at 140<sup>th</sup> Street are included in the Appendix. The crossing does not warrant a traffic signal at this time but should be monitored for a future signal. Consideration



should be given to relocating the crosswalk 100 feet east of 140<sup>th</sup> Street. This would narrow the crossing distance for students from 36 feet to 24 feet and reduce the competition for driver attention that is present at the current location. It would also reduce the future expense for a traffic signal since a signal at 140<sup>th</sup> Street would be required to control side street traffic if located at the intersection.

Parent pick-up and drop-off traffic is also a concern and can compete with students walking or biking to school. Route maps should be developed to minimize conflicts with students walking or biking. Recommended pick-up and drop-off routes are intended to be voluntary and usually receive excellent compliance when maps are distributed to parents through the schools.



*School Traffic - Amberly Road and Canongate Road*

The second major function of Amberly Road is to serve traffic with destinations to industries/businesses located along the street in the area generally west of Deer Park Road. The traffic operations were studied in a detailed HWS report titled *Amberly Road Improvements* presented to the Mayor and City Council in March 2007. This study was reviewed as part of the current Comprehensive Plan

Update and the recommendations were found to be still relevant, particularly the upgrading of Amberly Road to a three lane roadway from US-6 to 148<sup>th</sup> Street. This has been implemented in the area of Waverly High School and Intermediate School and should be continued along the remainder of Amberly Road.

One refinement to the 2007 report would be the consideration of a roundabout at the intersection of Amberly Road and Canongate Road in lieu of a traffic signal. In recent years roundabouts have been found to provide a safer and more efficient means of controlling traffic than the traditional traffic signal. The approach travel speeds and severity of crashes are also significantly reduced with roundabouts.

## **VII. 140<sup>th</sup>/141<sup>st</sup> Street INTERSECTIONS WITH US-6 and HEYWOOD**

The intersections of 140<sup>th</sup> Street and 141<sup>st</sup> Street with US-6 and Heywood Street were analyzed in greater detail. The proximity of the east leg of Heywood Street to US-6 at 140<sup>th</sup> Street results in turning conflicts. Several options were considered to reduce traffic conflicts and improve drainage.

- Alternate 1 - close the east leg of Heywood Street at 140<sup>th</sup> Street
- Alternate 2 - widen 140<sup>th</sup> Street and install a center median to restrict left turns
- Alternate 3 - close 140<sup>th</sup> Street at US-6, retain connection of 140<sup>th</sup> Street to Heywood Street
- Alternate 4 - install a median in Heywood Street restricting to right-in and right-out

The recommended treatment to enhance safety and drainage at US-6 and 140<sup>th</sup> Street is the closure of the east leg of Heywood Street which carries an estimated 900 VPD. From sample turning movement counts, half of the traffic would be expected to divert to 141<sup>st</sup> Street and half to Guildford Street to the south.

Construction of a “Rain Garden” to collect water from the surrounding area would enhance the area by filtering out debris and pollutants before discharging the water into the City’s storm sewer system. A sidewalk link would need to be maintained on the east or west side of the landscaped area. A typical treatment is shown in the photo below.



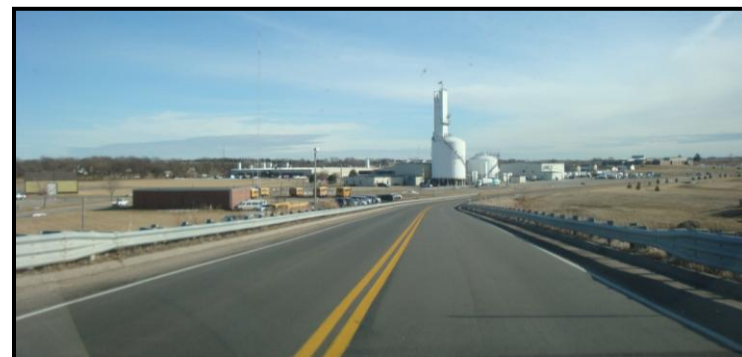
*Typical Rain Garden / Vegetated Swale*

## VIII. SIDEWALK/TRAIL IMPROVEMENTS

The existing sidewalk and trail network was reviewed for gaps in the major routes to schools, parks, and other activity generators. **Figure T-7** identifies the existing gaps in the sidewalk and trails network. It also includes recommended enhancements to the trails system in order to promote a healthier life style.

One of the concerns raised by Waverly High School students who belong to the cross-country team is the lack of a continuous circuit for them to use for practice. The recommended plan would provide the opportunity for runners to use several distinct five kilometer routes for workouts. The routes were selected to minimize street and driveway crossings as well as capitalizing on existing amenities and physical features such as streams and tributaries.

The BNSF/US-6 corridor is a major barrier for pedestrians with only one at-grade crossing at 141<sup>st</sup> Street. Unfortunately when the Canongate Road viaduct was constructed over 25 years ago pedestrian activity was not high enough in the area to warrant provisions for a separated walkway as shown in the photo below.



*Looking South from Canongate Viaduct*

In recent years, a number of options have been evaluated to provide a safe route for pedestrians across the BNSF /US-6 corridor. As part of the *Waverly Viaduct Location Study*, The Schemmer Associates (TSA) included a trail on the recommended 148<sup>th</sup> Street viaduct. They also included a pedestrian overpass near 141<sup>st</sup> Street as part of the closure of 141<sup>st</sup> Street crossing at an estimated cost of \$2,867,000.

TSA also studied the feasibility of adding a trail on Canongate Road between Jamestown Street and Amberly Road. The estimated cost for a trail along that alignment, including the widening of the vehicle bridge across the BNSF and US-6, in April of 2009 was \$1,785,000.

A different location near Sharp Park at 139<sup>th</sup> Street was investigated as part of the Comprehensive Plan Update as depicted in the sketch below. This would provide a central location between Canongate Road and 141<sup>st</sup> Street and would provide a reasonably direct connection between the residential area north of the BNSF corridor to the parks, schools, and commercial areas south of the corridor.



*Pedestrian Overpass Site – BNSF and US-6*

Sidewalk and Trail connections are shown in **Figure T-7** to enhance recreational activity and provide for safer travel across the community.



Figure T- 7. Recreational Trails and Identified Gaps

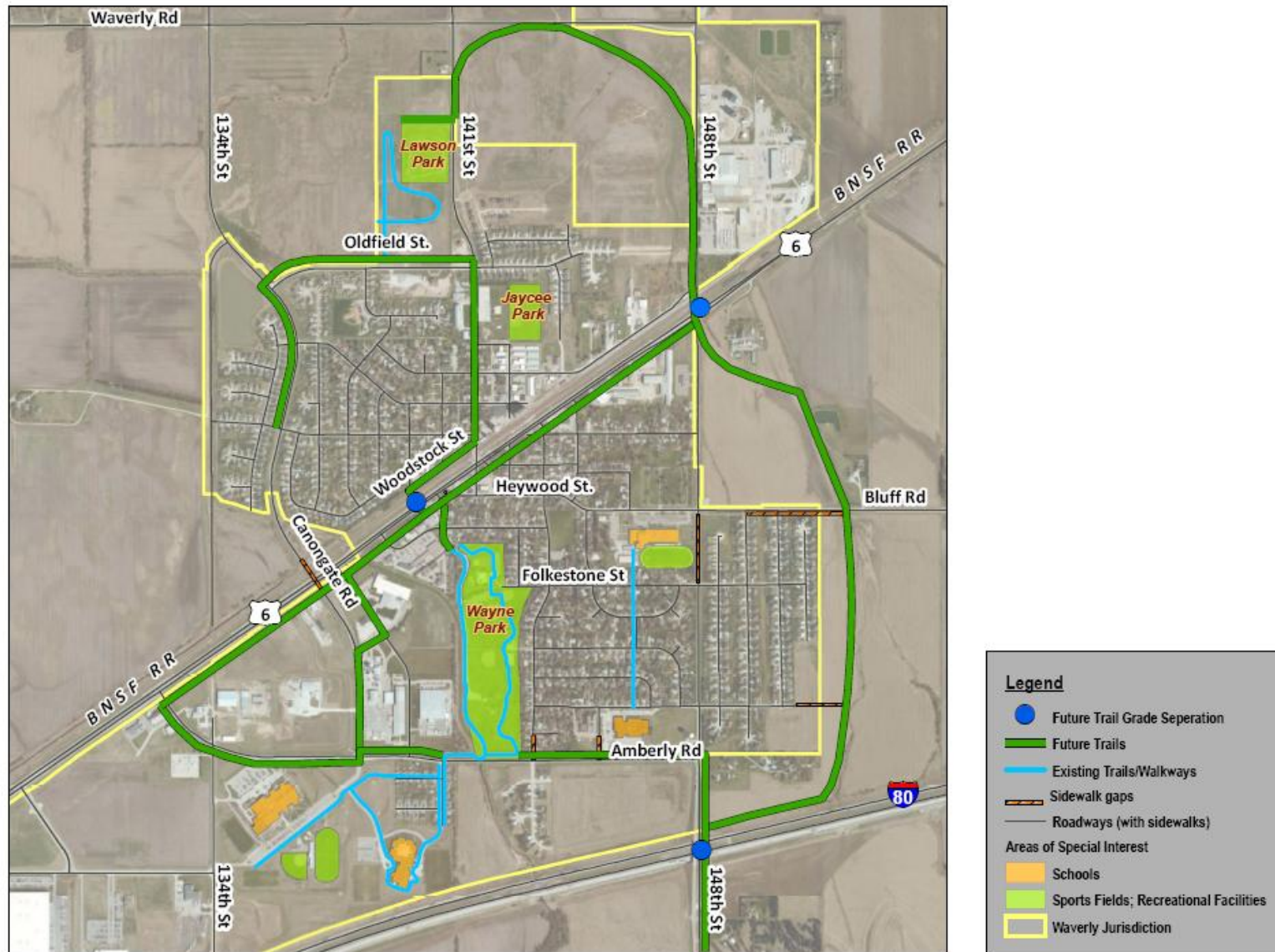


Figure T7  
Waverly Comprehensive Plan Update  
Recreational Trails and Identified Gaps





## IX. TRAFFIC OPERATIONAL ANALYSIS

Several intersections were identified as needing operational analysis for existing and future conditions as part of the Waverly Viaduct Location Study, the Amberly Road Improvement Study, and the US Property Traffic Impact Study. In each of these studies future forecasted conditions were considered. The 2030 volumes from the Waverly Viaduct Location Study were used as a base line for the current the current *Comprehensive Plan-2033* with a growth rate of 1% per year applied to obtain 2035 forecasts. The year 2035 was chosen as the forecast year since any major roadway improvements require a minimum 20-year design life and initial projects from the plan are not likely to begin until 2014-15.

The future turning movement counts shown in these various studies were also updated to reflect the land uses shown in the future land use plan. These projection adjustments reflect potential commercial development along US-6 and Amberly Road. Additional residential development was included for land use areas 1, 3, 4, 5, and 8.

The resulting peak hour turning movements shown in **Figure T-8** were then analyzed for both the 2035 AM and PM peak periods. Traffic operations were analyzed for the study intersections using procedures documented in the *Highway Capacity Manual*, Transportation Research Board Special Report 209, 2000. From the analyses, a key measure or “level of service” rating of the traffic operational condition was obtained. In general, level of service (LOS) is a qualitative assessment of traffic operational conditions within a traffic stream in terms of the average stopped delay per vehicle. Levels of service are described by a letter designation of either “A”, “B”, “C”, “D”, “E” or “F” with

LOS “A” representing essentially uninterrupted flow, and LOS “F” representing a breakdown of traffic flow with noticeable congestion and delay. Unsignalized, or stop sign controlled, intersection capacity analyses produce LOS results for each movement which must yield to conflicting traffic at the intersection. **Table 1** summarizes LOS criteria for signalized and unsignalized (stop sign controlled) intersections.

**Table 1. Level of Service (LOS) Criteria**

Level of Service	Average Control Delay per Vehicle (sec/veh)	
	Signalized Intersections	Stop Sign Controlled Intersections
A	≤ 10	≤ 10
B	> 10 to 20	> 10 to 15
C	> 20 to 35	> 15 to 25
D	> 35 to 55	> 25 to 35
E	> 55 to 80	> 35 to 50
F	> 80	> 50

Synchro traffic analysis software was utilized to analyze traffic operations at the study intersections. **Figure T-9** shows levels of service with the future 2035 traffic volumes and the existing traffic control. The road geometry is the existing except for the assumption that a grade separation is provided at 148<sup>th</sup> Street and US-6 over the BNSF Railway with 141<sup>st</sup> Street closed at the BNSF tracks as depicted in the Waverly Viaduct Location Study.



*The BNSF Corridor Restricts North- South Travel*

It is noted that the only existing signalized intersection of 141<sup>st</sup> Street with US-6 is shown to have an overall operation of LOS A in both the AM and PM peak periods in 2035.

At the unsignalized intersection of Amberly Road with US-6 the westbound movements are expected to operate at LOS “F” during each peak period. The “Stop” sign controlled northbound movement on Canongate Road at Amberly Road is shown to operate at LOS “E” in both the AM and PM peak periods by 2035. The southbound movement is also projected to operate at LOS “E” in the AM peak period.

All other movements at the unsignalized intersections are expected to operate at LOS “A”, “B”, or “C”. Detailed capacity analysis worksheets for future 2035 traffic conditions are included in the **Appendix**.

As part of the *Amberly Road Improvements Study*, a review was performed for the intersection of Amberly Road and US-6 to determine if a traffic signal would likely be justified under the Manual on Uniform Traffic Control Devices

(MUTCD) under full development in the area by the year 2016. The Peak Hour warrant was projected to be met during the AM and PM peak hours.

The intersection of Amberly Road and Canongate Road was also analyzed and met the Peak Hour warrant during the AM period.

Figure T- 8. 2035 Traffic Volumes

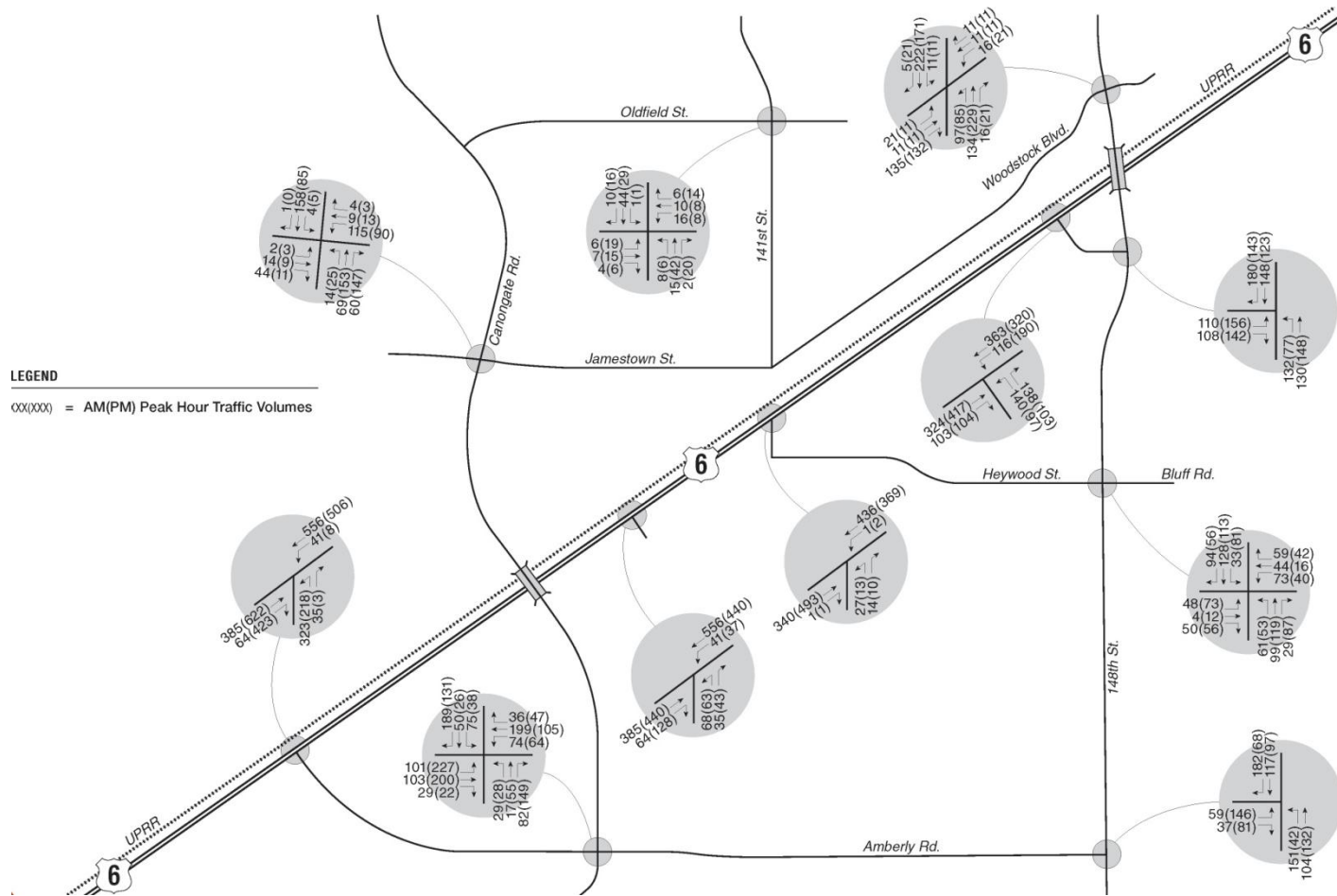
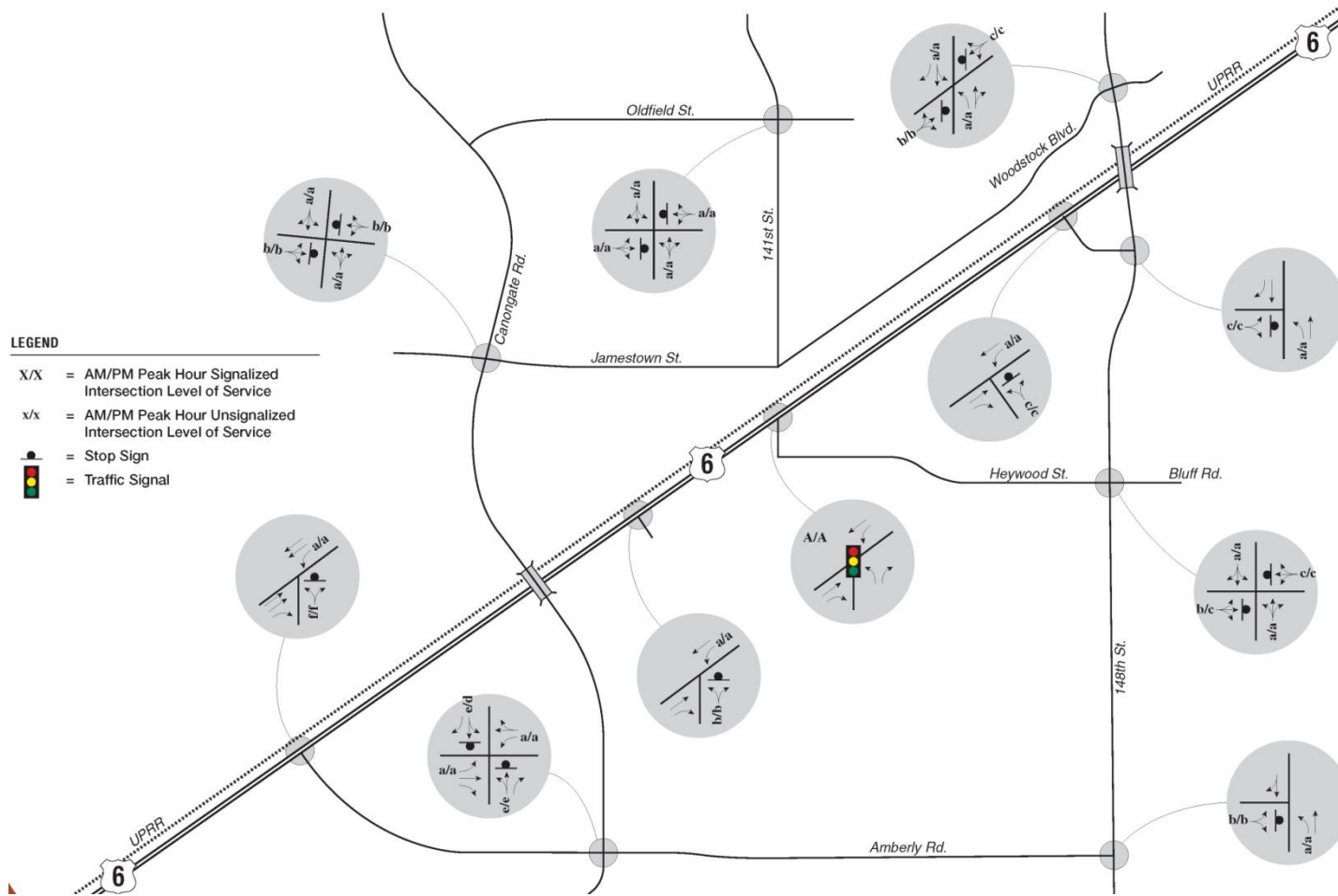


Figure T- 9. 2035 Traffic Conditions





## **X. OTHER COMMUNITY IMPROVEMENTS**

The existing Waverly Fire Station is centrally located within the community on the southeast corner of 141<sup>st</sup> Street and US-6. In the longer term future as train traffic along the BNSF Railway increases, consideration should be given to relocating the fire station with improved access and response times when trains block the 141<sup>st</sup> Street crossing north of US-6. A location in the area of Canongate Road and Amberly Road would provide improved access to the residential areas north of the BNSF corridor, the Waverly High School and Intermediate School, as well as the industrial areas southwest of 134<sup>th</sup> Street and Amberly Road.

## **XI. SUMMARY AND RECOMMENDATIONS**

### Short Range (1-10 years)

- Convert US-6 from a four-lane to a three-lane roadway between Deer Park Road and 148<sup>th</sup> Street (NDOR).
- Evaluate US-6 for lower speed limit upon completion of three-lane conversion.
- Close the east leg of Heywood Street at 140<sup>th</sup> Street and install a vegetated swale to control and filter pollutants from storm water run-off.
- Consolidate driveways along the south side of US-6 wherever possible to reduce traffic conflicts and improve the appearance of the corridor. Two recommended closures would be the first driveway

east of 140<sup>th</sup> Street and the third driveway west of 148<sup>th</sup> Street.

- Upgrade school crossing signing along Amberly Road to comply with latest edition of the Manual on Uniform Traffic Control Devices (MUTCD).
- Add an additional speed zone sign for south bound traffic on 148<sup>th</sup> Street 150-200 feet north of Castlewood Street.
- Relocate the crosswalk at 141<sup>st</sup> Street and Heywood Street from the east side to the west side of the intersection.
- Install a node/bulb-out on the south side of Heywood Street east of 145<sup>th</sup> Street between the driveway to District #145 Administrative offices and the west drive to the Intermediate School. This would narrow the crossing distance for students on Heywood Street and improve sight distance for vehicles existing the Administration parking lot.
- Complete the three-lane improvements on Amberly Road from Waverly High School to US-6.
- Monitor the intersection of Amberly Road and US-6 on an annual basis for traffic signal warrants and install a signal when warrants are met and operational analysis shows benefits.
- Monitor the intersection of Canongate Road and Amberly Road for traffic signal warrants and consider the installation of a roundabout in lieu of a traffic signal when warrants are met.
- Complete the three-lane improvements to Amberly Road from Deer Park Road to 148<sup>th</sup> Street.

- Pursue construction of the trails network depicted in **Figure T-7** of this report as part of adjacent development and as funding is available. A high priority would be to complete a loop from Amberly Road and Canongate Road up the east side of Canongate Road across the District #145 bus barn lot to the west side of Deer Park Road to the south side of US-6 and westward to Amberly Road to the beginning.

#### Longer Range (10-20 years)

- Continue to consolidate driveways and shift access to the side streets along the south side of US-6 whenever redevelopment occurs to reduce traffic conflicts and improve the appearance of the corridor.
- Construct a street connection between Canongate Road and Deer Park Road near the south side of the District #145 bus barn. This connection would provide a convenient alternate route for drivers on US-6 traveling to the areas north of the BNSF corridor. When trains block the 141<sup>st</sup> Street crossing drivers must travel south on Deer Park to Amberly Road in order to access the Canongate Road overpass.
- Construct a grade separation on 148<sup>th</sup> Street over the BNSF Railway and US-6 as recommended in the Waverly Viaduct Location Study.
- Construct a pedestrian/trail grade separation over the BNSF Railway and US-6 west of 140<sup>th</sup> Street on the south and Sharp Park on the north side of the

corridor prior to the closure of 141<sup>st</sup> Street north of US-6.

- Begin the planning for a new I-80 interchange on the east side of Waverly near 162<sup>nd</sup> Street. It appears the 162<sup>nd</sup> Street would be the most reasonable location given the spacing with the acceleration/deceleration lanes for the I-80 scales to the east of 162<sup>nd</sup> Street. The alignment of 162<sup>nd</sup> Street also extends north as a continuous straight road past Mead to the junction of US-77 and Nebraska 92.



# APPENDIX II

## *Community & Housing Survey Results.*

Waverly, Nebraska  
Community Comprehensive Planning Program  
**COMMUNITY & HOUSING SURVEY**

The City of Waverly Planning Commission is currently conducting a Community Program, to determine both the present and future needs of the Community for the next activity of this Planning Program is to ask you about the needs and wants of the Community to complete and return the following Community & Housing Survey to **APRIL 30<sup>TH</sup>**, and give us your name and telephone number to be eligible for a \$10

Name: \_\_\_\_\_ and Telephone # \_\_\_\_\_

**POPULATION CHARACTERISTICS** TOTAL SURVEYS: 133

1. How long have you lived in Waverly?

<input type="checkbox"/> Less than 1 Year (6)	<input type="checkbox"/> 11 to 20 Years (24)
<input type="checkbox"/> 1 to 5 Years (28)	<input checked="" type="checkbox"/> <b>21+ Years (46)</b>
<input type="checkbox"/> 6 to 10 Years (29)	<input type="checkbox"/> I do not live in Waverly (0)

2. Including yourself, how many persons are there in your family/household?

<input type="checkbox"/> One (11)	<input type="checkbox"/> Four (29)
<input checked="" type="checkbox"/> <b>Two (48)</b>	<input type="checkbox"/> Five (22)
<input type="checkbox"/> Three (20)	<input type="checkbox"/> Six or More (2)

3. How many persons in your family are in each of the following age groups?

<input checked="" type="checkbox"/> <b>79</b> Less than 18 Years	<input type="checkbox"/> 41-45 to 54 Years
<input type="checkbox"/> 24-18 to 24 Years	<input type="checkbox"/> 21-35 to 64 Years
<input type="checkbox"/> 23-25 to 34 Years	<input type="checkbox"/> 24-65 to 74 Years
<input type="checkbox"/> 51-35 to 44 Years	<input type="checkbox"/> 13-75+ Years

**COMMUNITY GROWTH/LAND USE/ZONING**

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
<b>14. The appearance of the City of Waverly can be improved with...</b>					
▪ Street & Pedestrian Lighting	26	49	34	11	1
▪ Special Sales, Events and Welcome Banners	11	57	34	20	0
▪ Crosswalk Enhancements	38	48	28	8	1
▪ Street Trees, Benches & Landscaping	28	63	21	11	2
▪ Pedestrian Seating Areas and Sidewalk Cafes	20	44	38	16	1
▪ Vehicular Traffic Safety	18	50	41	10	0
▪ Coordinated Traffic Control Lighting	17	40	44	16	1
▪ Directional Signage	14	32	54	17	0
▪ Restoration/Preservation of Historic Buildings	15	50	35	22	1
▪ Gateway Entrance Signage and Advertising	12	40	40	21	6
▪ Design Guidelines for Facades, Awnings, etc.	14	32	47	18	5
▪ Safer Railroad Crossings	50	42	17	7	2
▪ Other (Specify):	<b>(19 Total - See Comments)</b>				
<b>15. The sustainability of the City of Waverly can be improved with...</b>					
▪ Water, Sewer & Utility Replacement	19	46	38	7	1
▪ Improved Streets, Sidewalks & Alleys	30	58	18	9	1
▪ Additional Pedestrian Safety Measures	42	48	24	5	1
▪ Additional Parking for Businesses/In Downtown	4	18	58	32	4
▪ Burying Overhead Utility Lines	27	43	37	8	2
▪ Business Retention, Recruitment & Expansion	49	46	18	3	1
▪ Marketing of Sales & Festivals	30	50	30	8	2
▪ Coordinated Business Hours	12	34	59	9	1
▪ Designation of "Historic Districts"	8	28	54	22	4
▪ Increased Marketing of Vacant Buildings	29	62	19	4	1
▪ Development of an Incubator Business Program	16	35	50	8	2
▪ Reducing utility costs w/ alternative energy sources	43	45	16	5	3
▪ Other (Specify):	<b>(10 Total - See Comments)</b>				

**Waverly, Nebraska**  
**Community Comprehensive Planning Program**

**COMMUNITY & HOUSING SURVEY**

The City of Waverly Planning Commission is currently conducting a Community Comprehensive Planning Program, to determine both the present and future needs of the Community for the next 20 years. An important activity of this Planning Program is to ask you about the needs and wants of the Community. Please take a few minutes to complete and return the following Community & Housing Survey to City Hall by **MONDAY, APRIL 30<sup>TH</sup>**, and give us your name and telephone number to be eligible for a **\$100 DRAWING!**

Name: \_\_\_\_\_ and Telephone # \_\_\_\_\_

**POPULATION CHARACTERISTICS**

**TOTAL SURVEYS: 133**

**1. How long have you lived in Waverly?**

- |   |   |
|---|---|
| <input type="checkbox"/> Less than 1 Year (6) | <input type="checkbox"/> 11 to 20 Years (24)              |
| <input type="checkbox"/> 1 to 5 Years (28)    | <input checked="" type="checkbox"/> <b>21+ Years (46)</b> |
| <input type="checkbox"/> 6 to 10 Years (29)   | <input type="checkbox"/> I do not live in Waverly (0)     |

**2. Including yourself, how many persons are there in your family/household?**

- |   |  |
|---|--|
| <input type="checkbox"/> One (11)                   | <input type="checkbox"/> Four (29)       |
| <input checked="" type="checkbox"/> <b>Two (48)</b> | <input type="checkbox"/> Five (22)       |
| <input type="checkbox"/> Three (20)                 | <input type="checkbox"/> Six or More (2) |

**3. How many persons in your family are in each of the following age groups?**

<input checked="" type="checkbox"/> <b>79</b> <b>Less than 18 Years</b>	<input type="checkbox"/> 41 45 to 54 Years
<input type="checkbox"/> 24 18 to 24 Years	<input type="checkbox"/> 21 55 to 64 Years
<input type="checkbox"/> 23 25 to 34 Years	<input type="checkbox"/> 24 65 to 74 Years
<input type="checkbox"/> 51 35 to 44 Years	<input type="checkbox"/> 13 75+ Years



**EDUCATION**

4. Check all that apply.

- I am a graduate of Waverly High School. (30)
- I have children attending District 145 Public Schools. (64)
- District 145 Public Schools was a factor in my decision to locate in Waverly. (75)

5. Are there sufficient and safe routes to school for children?

- Yes (48)
- No (68)

If No, what could be done to improve the safety of children commuting to and from school?

\_\_\_\_\_ (See Comments) \_\_\_\_\_  
\_\_\_\_\_

6. Would you recommend District 145 Public Schools to parents?

- Yes (118)
- No (4)

**PUBLIC FACILITIES & COMMUNITY & ECONOMIC DEVELOPMENT**

7. What new public recreational opportunities should be considered for Waverly?

\_\_\_\_\_ (See Comments) \_\_\_\_\_  
\_\_\_\_\_

8. Is there a need for a Community-owned recreational facility in Waverly?

- Yes (66)
- No (40)

9. What three new businesses would you like to see in Waverly?

(See Comments)

10. What three services would you like to see offered in the City of Waverly that are currently not available?

(See Comments)

11. Please rate the quality of the following Community Services & Public Facilities in your Town. (1 = Excellent, 2 = Good, 3 = Fair, 4 = Poor).

<u>  </u> 1.77_Church	<b><u>  </u>3.70_Discount/Variety Store</b>	<u>  </u> 2.41_Repair Services
<u>  </u> 2.55_Grocery Store	<u>  </u> 2.99_Downtown Businesses	<b><u>  </u>3.59_Entertainment</b>
<u>  </u> 1.79_Pharmacy	<u>  </u> 2.75_Senior Center	<u>  </u> 2.81_Library
<u>  </u> 1.69_Fire Protection	<u>  </u> 1.98_Post Office	<u>  </u> 2.36_Medical Clinic
<u>  </u> 2.11_City Offices	<u>  </u> 2.30_Restaurant/Cafe	<u>  </u> 2.31_Police Protection
<u>  </u> 2.10_Parks/Recreation	<u>  </u> 1.97_Convenience Store	<b><u>  </u>1.66_Bank</b>
<u>  </u> 2.65_Wellness/Fitness Center	<u>  </u> 2.52_Streets/Sidewalks	<b><u>  </u>1.38_Schools</b>
<b><u>  </u>1.56_Garbage Collection</b>	<u>  </u> 2.07_Utilities	<u>  </u> 2.13_Child Care Opportunities
<u>  </u> 2.17_Local Government	<u>  </u> 3.00_Retail Goods/Services	<u>  </u> Other_(See Comments)_
<u>  </u> 3.21_Cable TV	<b><u>  </u>3.25_Employment Opportunity</b>	

12. Please rate the top three (3) most important business/industry sectors to the City of Waverly.

<b><u>  </u>73_Farming/Agriculture</b>	<u>  </u> 7_Health	<u>  </u> 13_Financial Activities
<u>  </u> 33_Manufacturing	<u>  </u> 0_Leisure/Hospitality/Tourism	<u>  </u> 14_Professional & Business
<u>  </u> 6_Wholesale Trade	<u>  </u> 2_Government	<b><u>  </u>73_Education</b>
<u>  </u> 10_Retail Trade	<u>  </u> 23_Medical/Emergency	<u>  </u> 7_Home-Based Businesses
<u>  </u> 7_Utilities	<u>  </u> 3_Automotive	<b><u>  </u>41_Law Enforce/Protection</b>
<u>  </u> 8_Railroad	<u>  </u> 12_Retail	<u>  </u> 36_Fire Protection
<u>  </u> 0_Information	<u>  </u> 7_Entertainment	<u>  </u> Other_(See Comments)_

**TRANSPORTATION**

	Greatly Needed	Somewhat Needed	Not Needed	Comments
<b>13. Which Transportation items need to be addressed in Waverly?</b>				
▪ Traffic Safety Improvements	36	<b>57</b>	19	<b>(See Comments)</b>
▪ Pedestrian/Trails Connections	<b>67</b>	38	14	
▪ School Traffic Circulation	35	<b>56</b>	18	
▪ Improved Traffic Control	22	<b>53</b>	33	
▪ Improved Truck Routes	43	<b>41</b>	25	
▪ Highway 6 Corridor Enhancement	<b>43</b>	37	27	
▪ Access Management Improvement	7	<b>41</b>	32	
▪ Reduce Railroad/City Conflicts	<b>72</b>	33	10	
▪ More Parking	3	17	<b>80</b>	
▪ Control Storm Water Run-off	<b>55</b>	46	11	
▪ Congestion Reduction	0	30	<b>71</b>	

**COMMUNITY GROWTH/LAND USE/ZONING**

	Strongly Agree	Agree	No Opinion	Disagree	Strongly Disagree
<b>14. The appearance of the City of Waverly can be improved with...</b>					
▪ Street & Pedestrian Lighting.	26	49	34	11	1
▪ Special Sales, Events and Welcome Banners.	11	57	34	20	0
▪ Crosswalk Enhancements.	38	48	28	8	1
▪ Street Trees, Benches & Landscaping.	28	63	21	11	2
▪ Pedestrian Seating Areas and Sidewalk Cafes.	20	44	38	16	1
▪ Vehicular Traffic Safety.	18	50	41	10	0
▪ Coordinated Traffic Control Lighting.	17	40	44	16	1
▪ Directional Signage.	14	32	54	17	0
▪ Restoration/Preservation of Historic Buildings.	15	50	35	22	1
▪ Gateway Entrance Signage and Advertising.	12	40	40	21	6
▪ Design Guidelines for Facades, Awnings, etc.	14	32	47	18	5
▪ Safer Railroad Crossings.	50	42	17	7	2
▪ Other (Specify):	<b>(19 Total – See Comments)</b>				
<b>15. The sustainability of the City of Waverly can be improved with...</b>					
▪ Water, Sewer & Utility Replacement.	19	46	38	7	1
▪ Improved Streets, Sidewalks & Alleys.	30	58	18	9	1
▪ Additional Pedestrian Safety Measures.	42	48	24	5	1
▪ Additional Parking for Businesses/in Downtown.	4	18	58	32	4
▪ Burying Overhead Utility Lines.	27	43	37	8	2
▪ Business Retention, Recruitment & Expansion.	49	46	18	3	1
▪ Marketing of Sales & Festivals.	30	50	30	8	2
▪ Coordinated Business Hours.	12	34	59	9	1
▪ Designation of “Historic Districts.”	8	28	54	22	4
▪ Increased Marketing of Vacant Buildings.	29	62	19	4	1
▪ Development of an Incubator Business Program.	16	35	50	8	2
▪ Reducing utility costs w/ alternative energy sources.	43	45	16	5	3
▪ Other (Specify):	<b>(10 Total – See Comments)</b>				



**16. Where should future residential growth in Waverly take place?**

- East, between Highway 6 and Interstate 80 (54)
- South of Interstate 80 (19)
- North, between 134<sup>th</sup> and 148<sup>th</sup> Streets (72)**

**17. Should the role of Downtown Waverly be expanded with new commercial and entertainment facilities?**

- Yes (85)**
- No (38)

**Should new commercial and entertainment facilities be expanded along Highway 6?**

- Yes (104)**
- No (15)

**If No, where should future commercial and entertainment facilities be developed?**

\_\_\_\_\_ (See Comments) \_\_\_\_\_  
\_\_\_\_\_

**18. Do you support strict enforcement of City ordinances regarding parking, junk vehicles and property maintenance?**

- Yes (110)**
- No (17)

**HOUSING & RESIDENTIAL DEVELOPMENT**

19. Do you own or rent your place of residence?

- Own (123)**       Rent (7)

20. Describe the type of housing you currently reside in.

- House (122)**       Apartment (0)  
 Mobile Home (0)       Town Home/Duplex (8)

21. Are you satisfied with your current housing situation?

- Yes (111)**       No (17)

If No, why not? \_\_\_ (See Comments)\_\_\_\_\_

22. How would you rate the condition of your home or place of residence?

- Excellent (65)**       Fair – Needs Minor Repair (15)  
 Good (48)       Poor – Needs Major Repair (1)

If minor or major repair is needed to your home, please describe the type of repair needed.

\_\_\_\_\_(See Comments)\_\_\_\_\_  
\_\_\_\_\_

23. Which of the following housing types are needed in Waverly?

	<b>Greatly Needed</b>	<b>Somewhat Needed</b>	<b>Not Needed</b>
▪ Housing For:	-----	-----	-----
1. Lower-Income Families	16	42	<b>51</b>
2. Middle-Income Families	50	<b>58</b>	7
3. Upper-Income Families	18	<b>56</b>	34
4. Single Parent Families	20	<b>64</b>	16
5. Existing / New Employees	24	<b>51</b>	21
▪ Single Family Housing	34	<b>60</b>	9
▪ Rental Housing (General)	24	42	<b>40</b>
▪ Manufactured Homes	3	20	<b>75</b>
▪ Mobile Homes	0	4	<b>100</b>
▪ Condominiums/Townhomes	16	<b>70</b>	20
▪ Duplex Housing	12	<b>70</b>	20
▪ Apartment Complexes (3 to 12 Units per Complex)	10	<b>50</b>	47
▪ Rehabilitation of Owner-occupied Housing	15	<b>64</b>	23
▪ Rehabilitation of Renter-occupied Housing	25	<b>52</b>	26
▪ Housing Choices for First-Time Homebuyers	33	<b>54</b>	18
▪ Single Family Rent-to-Own	-----	-----	-----
1. Short-Term 3 to 5 Years	8	<b>52</b>	35
2. Long-Term 6 to 15 Years	11	<b>46</b>	40
▪ Duplex/Townhouse Rent-to-Own	-----	-----	-----
1. Short-Term 3 to 5 Years	9	<b>46</b>	40
2. Long-Term 6 to 15 Years	11	<b>47</b>	41
▪ One Bedroom (Apartment or House)	7	<b>49</b>	42
▪ Two Bedroom (Apartment or House)	14	<b>63</b>	24
▪ Three Bedroom (Apartment or House)	27	<b>54</b>	20
▪ Independent Living Housing for Persons with a Mental/Physical Disability	14	<b>51</b>	39
▪ Group Home Housing for Persons with a Mental/Physical Disability	9	38	<b>55</b>
▪ Housing in Downtown	3	22	<b>70</b>
▪ Retirement Housing – Rental	25	<b>57</b>	21
▪ Retirement Housing – Purchase (Owner occupant)	24	<b>59</b>	15

Retirement Housing For:	-----	-----	-----
1. Low-income Elderly Persons	32	<b>50</b>	22
2. Middle-income Elderly Persons	32	<b>61</b>	12
3. Upper-income Elderly Persons	21	<b>55</b>	26
▪ Licensed Assisted Living, w/ Specialized Services (i.e. health, food prep, recreation services, etc.)	30	<b>55</b>	20
▪ Single-Room-Occupancy Housing (Boarding Homes)	2	12	<b>86</b>
▪ Short-Term Emergency Shelters – 30 Days or Less	6	28	<b>67</b>
▪ Long-Term Shelters – 90 Days or Less	2	22	<b>76</b>
▪ Transitional Housing (3-12 month temporary housing)	2	22	<b>75</b>
▪ Other (specify): (See Comments)			
▪ Other (specify): (See Comments)			

**24. Would you support Waverly using State or Federal grant funds to conduct:**

... an owner housing rehabilitation program? **\_92\_ Yes**    **\_37\_ No**  
 ... a renter housing rehabilitation program? **\_60\_ Yes**    **\_69\_ No**

**25. Would you support Waverly establishing a local program that would purchase dilapidated houses, tear down the houses and make the lots available for a family or individual to build a house?**

**\_104\_ Yes**    **\_25\_ No**

**26. Would you support Waverly using grant dollars to purchase, rehabilitate and resale vacant housing in the Community?**

**\_97\_ Yes**    **\_32\_ No**

**27. Would you support your Community using State or Federal grant dollars to provide down payment assistance to first-time homebuyers?**

**\_66\_ Yes**    **\_63\_ No**

**28. Please provide any additional comments regarding the future of Waverly:**

\_\_\_\_\_ (See Comments) \_\_\_\_\_



## **WAVERLY, NEBRASKA COMMUNITY & HOUSING SURVEY COMMENTS**

### **5) Are there sufficient and safe routes to school for children? If No, what could be done to improve the safety of children commuting to and from school?**

- Improved Safety for pedestrians using Highway 6 overpass. (44)
- Crosswalk/safety improvements at:
  - 148<sup>th</sup> St. and Amberly Road. (6)
  - 140<sup>th</sup> St. and Amberly Road. (3)
  - 143<sup>rd</sup> St. and Amberly Road. (6)
  - 139<sup>th</sup> St. and Amberly Road.
  - 134<sup>th</sup> St. and Amberly Road.
  - 148<sup>th</sup> St. and Castlewood.
  - 148<sup>th</sup> St. and Folkestone. (3)
  - Canongate and Amberly Road. (6)
  - 141<sup>st</sup> St. and Highway 6. (3)
  - 148<sup>th</sup> St. and Highway 6.
  - Amberly Road & Highway 6. (2)
- Crosswalks/safety improvements needed along Amberly Road. (16)
- More sidewalks/school crossings are needed. (10)
- Improved street lighting. (2)
- Improve safety at railroad crossings.
- Traffic needs to slow down. (2)
- Slow down truck traffic.

## **7) What new public, recreational opportunities should be considered for Waverly?**

- Complete and expand Lawson Park. (7)
- Create a baseball/softball complex for tournaments (three or four diamonds). (7)
- Better hiking/biking trails. (26)
- Camping.
- Car Shows.
- Sports Leagues. (4)
- Water Park/Splash Park. (7)
- New or expansion of Swimming Pool. (22)
- Extended Pool Season/Longer Hours. (2)
- Teen/Youth Activities. (8)
- Golf Course. (7)
- Mini-Golf. (3)
- Disc Golf.
- Wellness/Fitness/Activity Center. (26)
- Tennis Courts.
- Dog Park. (2)
- Soccer Fields. (3)
- Nature Park/NRD Lake/General Park Improvements & Maintenance. (6)
- Family Fun Center (Batting Cages, Go-Karts, Arcade, etc.). (2)

## **9) What three new businesses would you like to see in Waverly?**

- Lodging (12)
- Coffee/Donut/Juice/Sandwich Shop (8)
- Laundromat/Dry Cleaner. (9)
- Discount/Variety/Drug Store. (16)
- Department Store/Retail (16)
- Bowling Alley. (13)
- Restaurants (Café, Fast Food, Family Dining, Theme, Sports Bar, etc.). (40)
- Child Care. (8)
- Professional Buildings.

- Movie Theater. (15)
- Supply Store (Auto Parts, Pet, Hardware, Farm, etc.). (9)
- Computer/Electronics Store.
- Repair Shop. (4)
- Grocery Store (Commercial Chain). (11)
- Country Club.
- Clothing Store. (3)
- Movie Rental Store/Kiosk. (3)
- Bank/Credit Union. (2)
- Farmer's/Flea/Antique Market. (3)
- Truck Stop.
- Household Cleaning.
- Storage Facility.
- Campground.
- Bakery. (2)
- Florist. (3)
- Medical Services (Clinic, Hospital, etc.). (3)
- Legal Services.
- Arcade. (2)

**10) What three services would you like to see offered in the City of Waverly that are currently not available?**

- Public Meeting Space/Community Center. (3)
- Educational/Outreach/Outdoor Activities.
- Recycling Program. (2)
- Community-organized Activities.
- Community Garden/Park Improvements. (4)
- Full-time Police. (6)
- Better Cable TV/Internet Provider. (9)
- Orthodontist/Doctor Services. (4)
- Full-Service Library. (5)
- Senior Center/Senior Activities. (8)
- Events Program.

- Transportation Services to Lincoln & Omaha. (6)
- Improved elderly assistance (snow removal, lawn care, etc.). (3)
- Reliable Emergency, Fire & EMS Services. (3)
- Accounting/Tax Services.
- Church. (3)
- Mid-sized manufacturing or call center. (3)
- After-School Programs for Teens.
- Improved system of street cleaning.
- Underground Sewer Improvements.
- Improved snow removal services.

**13) Which transportation items need to be addressed in Waverly?**

- Quiet Zone for Trains. (14)
- Highway 6 Pedestrian Overpass. (5)
- Improve Walkability/Fix Sidewalks. (2)
- Congestion reduction on Highway 6 & Amberly Road. (2)
- Need sidewalks to the High School.
- Improved Community beautification.
- Improve sidewalks along Amberly Road.
- Four full lanes needed through town.
- Need to identify pedestrian & trail routes.
- Lots of speeding traffic. (5)
- City Traffic/Railroad Conflicts need to be improved.
- Wider left turning lane at 141<sup>st</sup> Street.
- Repaint Highway Lanes.
- Do not let trains park in the middle of Waverly. (2)
- Improve vehicle access to public schools.
- Floodplain/Storm Water Drainage Issues. (4)
- Reduce truck traffic/speed issues. (11)
- Stop lights near Middle/High Schools. (2)



#### **14) The Appearance of the City of Waverly can be improved with...**

- Highway 6 Corridor Improvements (Trees, Landscaping, etc.) (3)
- Pedestrian crossing at railroad intersections.
- Get rid of the pink “Shakers” building. (3)
- Reduce over-building on residential lots.
- The Corridor is very “industrial” and not conducive to attracting people to stop here. Business centers are hidden.

#### **15) The sustainability of the City of Waverly can be improved with...**

- Storm Water Management via Green Infrastructure. (2)
- Better, more sustainable management of our public spaces.
- Take advantage of interstate and Highway 6 traffic with signage.
- Upkeep of streets (paving, patching, repaving, etc.).
- Improve water service.
- Get homes out of the floodplain to increase housing values.
- Additional links between North and South Waverly.

#### **17) Where should future commercial and entertainment facilities be developed?**

- Highway 6 traffic is already dangerous. Exit access to businesses would only make it worse.
- Waverly needs slow, thought-out growth, rather than the desire to fill a vacant lot.
- North of Railroad Tracks.
- Commercial expansion should take place around the Tractor Supply Facility.

**21) Are you satisfied with your current housing situation? If No, why not?**

- Noise of trains from 10pm to 6am is a problem.
- Too small.
- Too expensive
- Poor drainage.
- Property is located in a floodplain. (5)
- Trains parking in the middle of town pollute the air and create a hazard. (2)
- Will be looking for a ranch style home in a few years.
- Junk vehicles in neighboring yards. (2)
- Empty, unclean neighborhood homes, unlicensed vehicles, campers. (2)
- Bad floor plan.
- Poor construction.
- Poor HOA Maintenance.
- Prefer to live in the rural County.

**22) If minor or major repair is needed to your home, please describe the type of repair needed.**

- Highway 6 drainage problem.
- Siding is slipping, minor plumbing & electrical problems.
- My house is not worth putting money into, due to the trains parking nearby.
- I would like a garage/I would like a bigger garage. (2)
- Interior Remodeling (Kitchen, Bathroom, etc.). (3)
- Exterior Remodeling (Paint, Siding, Landscaping, etc.). (6)
- Foundation Work. (2)
- Window Replacement.
- Basement work. (2)
- New Shingles.
- Wiring repairs.

**28) Please provide any additional comments regarding the future of Waverly.**

- We need to push sustainability of physical development and maintenance, energy production and green infrastructure.
- The noise of trains at crossings with lights and arms is uncalled for. Trains blowing horns three to four times after 10pm when lights work and arms are down is unnecessary.
- Close “Shakers.” (3)
- Continue to encourage development along Highway 6 between Amberly and I-80.
- We need a new community fire station.
- Improve aesthetics around the Pavers Inc. facility.
- It would be neat to have a tank or cannon as a veteran’s memorial in a city park for Waverly.
- Need more lots available for new buildings. Get more developers involved.
- Waverly needs more law enforcement coverage.
- I would like to see the combination of a new North School, combined with a Community Wellness Center, Senior Center and Library. (2)
- It’s a nice Community, but I would like to see more community activities such as picnics and fundraisers.
- I feel strongly that we need to do what it takes to make Lawson Park a complete facility. This will generate money for the City.
- Noise ordinance/”Quiet Zone” needs to be enforced. (7)

- Vehicles on streets that haven't moved for an extended time need to be ticketed and/or towed.
- An old-fashion soda shop would be cool.
- Waverly has a great need for retirement and assisted living housing. Waverly has nothing available to help keep elderly, "life-long" Waverly residents in the Community except the nursing home. Help curb the "elderly exodus."
- Get homeowners in Waverly out of the floodplain. It is difficult, if not impossible to sell our homes and make required insurance/mortgage payments.
- There is a need for much better lighting at Highway 6 & 148<sup>th</sup> Street.
- We moved here because the schools offered busing. Please continue.
- Have strict guidelines for tenants of low-income housing.
- We need to establish community-based standards for fire and emergency medical services.
- Make more four-bedroom homes available for growing middle-income families, specifically in the \$175,000 to \$215,000 price ranges.
- Waverly is a great place to live, but could use some improvements.
- Pay off the baseball fields first.
- Pave Bluff Road out to Camp Creek.
- The City needs to take better care of mowing the ditches. There is a mosquito problem in Waverly that needs to be controlled. A lot of this is caused by the pond in Northwest Waverly, which could be cleaned up and mowed.
- Waverly has always been a place where a high percentage of folks who live here do not work here. Either build housing to match current jobs or bring in higher paying jobs by attracting new businesses.



- District 145 Public Schools is a wonderful system. I believe in constantly improving our schools and thank the teachers who make the schools so great.
- We are so blessed to live in the town of Waverly, allowing our kids to grow up in this community.
- Stop lights are needed at Canongate/Amberly Road crossing. This intersection is way too congested during school days.
- Big push for youth sports, recreational activities and community fitness/wellness center.
- Waverly is a great community for families. However, there are no homes for sale in the \$75,000 to \$90,000 price range and have not been for a long time.
- Waverly is a very poor town when it comes to organization activities. More community-related activities need to be organized.
- Having four small children, improvement to the city parks would be my number one request.
- I have concerns over fire protection, water quality and sewer rates.
- As a newcomer to Waverly, I had a little trouble finding things. Events would be easier to find in an address was published.
- Waverly's newly-achieved growth has been built around being a bedroom community. Keep the availability of great schools with semi-attractive entertainment activities and Waverly will continue to prosper.
- I feel very strongly about the children not having anything to do in the City. The recreational program is an embarrassment to years past.
- I prefer Waverly to remain a small town with great neighborhoods and parks. There will be fewer issues with crime, traffic, etc.
- More building options and contractors for homeowners.

- Re-route train tracks so intersections are no longer blocked by trains.
- We need new commercial and retail businesses.
- We need to have high-end neighborhoods for people who succeed at their jobs. Strategically plan these homes so they are not devalued by nearby existing, run-down properties.
- Create more recreation opportunities for young children and families.
- Plant trees in new developments/neighborhoods.
- City parks need to be bigger to better accommodate Waverly's kids.
- I have lived in Waverly for 39 years. My children attended school and still reside in Waverly. This is a safe Community with good schools and good police.
- State and Federal grants should be used towards programs that help the Community, not a small amount of people who wish to be homeowners.
- Beautification should be applied to parks, common green spaces, businesses that create and generate income/tax revenue for the City and school, academic and athletic improvements.