

ALVO TOMORROW

## **Introduction**

Within any planning jurisdiction, whether a large growing urban area or a small declining rural county, there will be changes in land uses throughout the planning period. The purpose of the Alvo Tomorrow Chapter is to provide a general guide to direct changes in land use and transportation over time. The resulting changes in land uses and transportation networks should be capable of coexisting with a minimum number of conflicts. This Chapter must reflect the existing conditions and be flexible in order to meet the needs of its citizens as well as their vision for the community's future.

The Alvo Tomorrow Chapter provides the basis for the formulation of land use and the zoning regulations. For this reason, it is imperative to formulate a plan tailored to the needs, desires and environmental limitations of the planning area. The Chapter should promote improvements in all the components of the local economy.

## **Elements of Alvo Tomorrow**

The elements of the Alvo Tomorrow Chapter include:

- **Existing Land Use**
- **Existing Transportation System and Facilities**
- **Future Land Use Plan, and**
- **Transportation Plan**

All of these elements are integrated in some manner. Effective evaluations and decisions regarding development decisions require a substantial amount of information to be utilized.

## **EXISTING LAND USE**

The term "Land Use" refers to the developed uses in place within a building or on a specific parcel of land. The number and type of uses are constantly changing within a community, and produce a number of impacts that either benefit or detract from the community. Because of this, the short and long-term success and sustainability of the community is directly contingent upon available resources utilized in the best manner given the constraints the Village faces during the course of the planning period. Existing patterns of land use are often fixed in older communities or at least in established sections, while development in newer areas is often reflective of current development practices.

### **Existing Land Use Categories**

The utilization of land is best described in specific categories that provide broad descriptions where numerous businesses, institutions, and structures can be grouped. For the purposes of the Comprehensive Plan, the following land use classifications are used:

- Single Family Residential
- Multi-Family Residential (includes Duplexes and Apartments)
- Manufactured Housing (including Trailers and Mobile Homes)
- Commercial
- Industrial
- Quasi-Public (includes churches and hospitals)

- Public (including Village facilities and schools)
- Parks & Recreation (including Open Space)
- Vacant/Agricultural

These land use classifications are used throughout both the existing land use analysis as well as the future land use plan to ensure continuity and methodology.

#### **Existing Land Use Analysis within Corporate Limits**

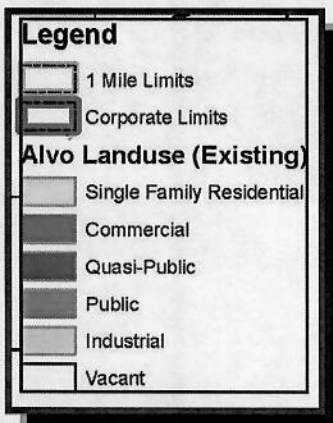
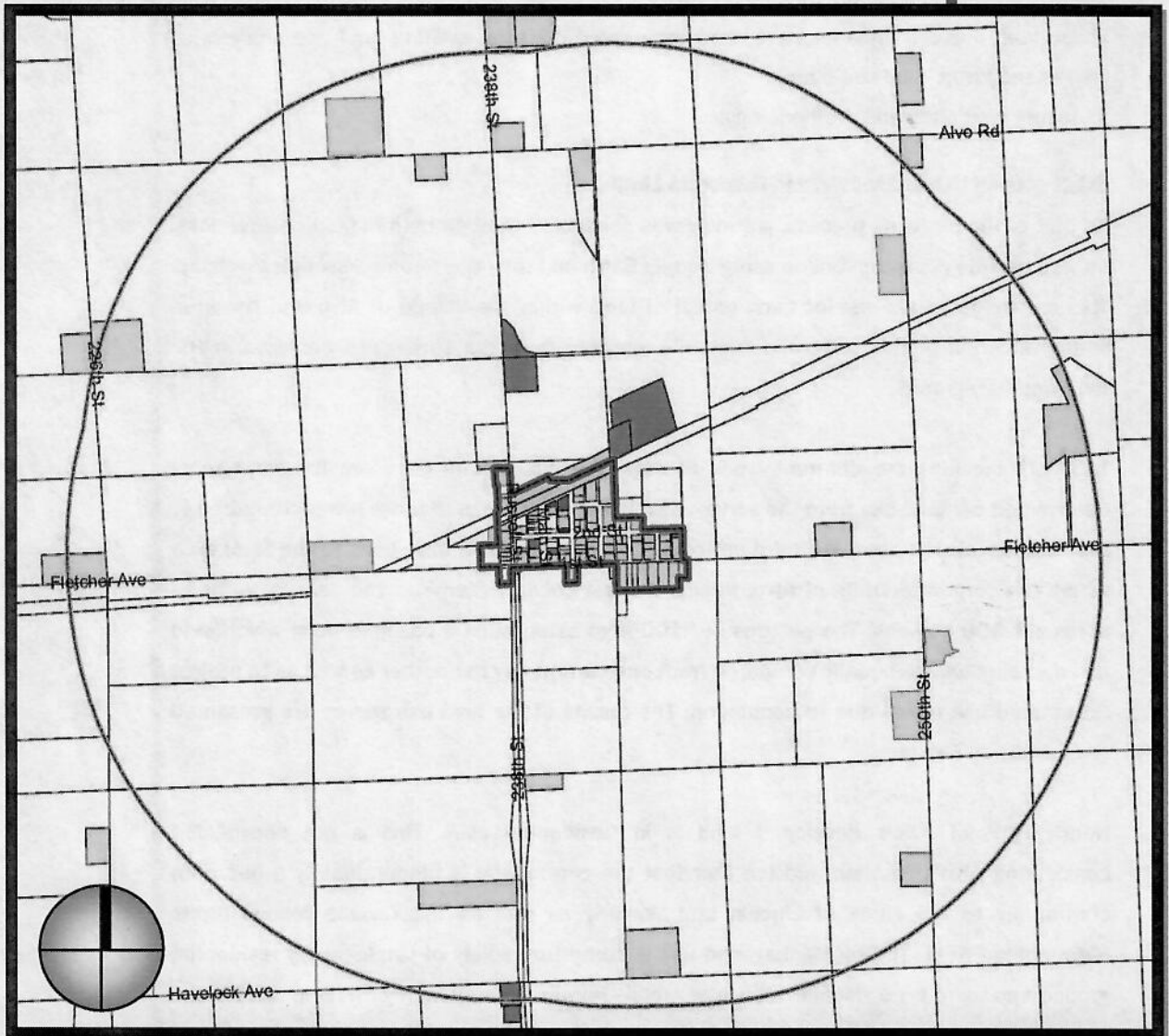
As part of the planning process, a survey was conducted through both in-field observations, as well as data collection online using Google Earth and the Cass County Assessors website. This survey noted the use of each parcel of land within the Village of Alvo and the area within one-mile of the corporate limits. These data from the survey are analyzed in the following paragraphs.

Table 21 includes the different types of data. The first set of data are the total acres determined per land use from the survey; next is the percentage of those areas compared to the total developed land; the third set of data compare the all land uses to the total area within the corporate limits of Alvo; finally, the last column examines the data in terms of acres per 100 persons. The persons per 100 acre establishes a baseline from which land use numbers can be equally compared from one community to another as well as to project future land use needs due to population. The results of the land use survey are presented graphically on Figure 4.

Nearly 50% of Alvo's developed land is in Residential uses. This is not unexpected considering Alvo's location and the fact that the community is predominately a bedroom community to the cities of Lincoln and Waverly as well as the Omaha-Council Bluffs Metropolitan Area. The residential land use is comprised solely of single-family residential ground and there is no visual evidence of mobile homes or multi-family dwelling units in the corporate limits.

The second largest land use category in Alvo is transportation with 34.3% or 20.09 acres of the corporate limits. This category is solely composed of the streets and rights-of-way throughout the corporate limits of Alvo. Based upon the existing land use analysis, only 10% or 5.85 acres of the land within the corporate limits is considered to be vacant.

**Figure 4:**  
**EXISTING LAND USE MAP**



**TABLE 21:  
EXISTING LAND USE, ALVO  
2010**

Type of Use	Acres	Percent of Developed Area	Percent of Total Area	Acres per 100 persons
Residential	27.7	52.5%	47.3%	19.93
Single-family	27.7	52.5%	47.3%	19.93
Multi-family	0	0.0%	0.0%	0.00
Manufactured Housing	0	0.0%	0.0%	0.00
Commercial	0.69	1.3%	1.2%	0.50
Industrial	3.27	6.2%	5.6%	2.35
Quasi-Public/Public	1	1.9%	1.7%	0.72
Parks/Recreation	0	0.0%	0.0%	0.00
Transportation	20.09	38.1%	34.3%	14.45
Total Developed Land	52.75	100.0%	90.0%	37.95
Vacant/Agriculture	5.85	-	10.0%	4.21
<b>Total Area</b>	<b>58.6</b>	<b>-</b>	<b>100.0%</b>	<b>42.16</b>

Source: 2010 Alvo Comprehensive Development Plan, Marvin Planning Consultants

Note: Acres per 100 is based upon the 2008 population estimates.

#### Land Use Comparative Analysis

Table 22 compares the land use make-up of Alvo to three other similar communities. The table shows that there are varying levels of uses in each community. The table is purely for comparison purposes and does not indicate that one community's make-up is better than another.

**TABLE 22:  
LAND USE COMPARISONS (IN ACRES)  
2010**

Type of Use	Alvo (1)	Percent of Total Area	Henderson (2)	Percent of Total Area	Benkelman (3)	Percent of Total Area	Wood River (4)	Percent of Total Area
Residential	27.7	47.3%	162.4	35.7%	119.2	31.1%	150.7	34.1%
Single-family	27.7	47.3%	158.8	34.9%	105.3	27.4%	137.8	31.2%
Multi-family	0	0.0%	3.6	0.8%	5.25	1.4%	6.4	1.4%
Manufactured Housing	0	0.0%	0.0	0.0%	8.68	2.3%	6.5	1.5%
Commercial	0.69	1.2%	9.0	2.0%	21	5.5%	25.8	5.8%
Industrial	3.27	5.6%	12.6	2.8%	29.69	7.7%	0.0	0.0%
Quasi-Public/Public	1	1.7%	6.6	1.4%	66.22	17.3%	8.77	2.0%
Parks/Recreation	0	0.0%	42.0	9.2%	19.02	5.0%	9.1	2.1%
Transportation	20.09	34.3%	116.0	25.5%	128.66	33.5%	168.4	38.1%
Total Developed Land	52.75	90.0%	348.6	76.6%	383.79	80.6%	362.7	82.1%
Vacant/Agriculture	5.85	10.0%	106.6	23.4%	92.27	19.4%	79.3	17.9%
<b>Total Area</b>	<b>58.6</b>	<b>100.0%</b>	<b>455.2</b>	<b>100.0%</b>	<b>476.06</b>	<b>100.0%</b>	<b>442.0</b>	<b>100.0%</b>

Source: (1) 2010 Comprehensive Development Plan - Marvin Planning Consultants Field Survey

(2) 2010 Comprehensive Development Plan - Marvin Planning Consultants Field Survey

(3) 2010 Comprehensive Development Plan - Marvin Planning Consultants Field Survey

(4) 2002 Comprehensive Development Plan - JEO Field Survey

#### Existing Land Use Analysis within the ETJ

During the course of the land use survey, land uses in the one-mile extraterritorial jurisdiction of Alvo were also noted, with the results presented graphically on Figure \*\*. The predominate land uses existing in the one-mile extraterritorial jurisdiction are Agriculture, Single-family residential, and some public uses.

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**Transportation System and Facilities**

Residents within a community, even the size of Alvo, have specific transportation needs. These include rail service, bus service, air transportation, as well as vehicular transportation. All of the transportation facilities present are not available within the community and require residents to travel to the nearest location. This portion of the Comprehensive Development Plan examines those services with regard to the closest proximity for residents of Alvo.

**Railroad Service**

The closest rail freight service to Alvo is in Lincoln. Lincoln is served by both the Union Pacific and Burlington Northern Santa Fe. In addition, Lincoln serves as one of the major switching yards for the Burlington Northern Santa Fe Railroad. The nearest passenger service is located in Lincoln through Amtrak.

**Bus Service**

The nearest commercial bus service with ticketing services is available in Lincoln and Omaha via Greyhound. In addition, Burlington Trailways offers both connections throughout the United States. Finally, Arrow Stages Lines/Black Hills Stage Lines offers connections to communities in Nebraska, Colorado, Wyoming and Montana from Lincoln. Arrow Stages Lines/Black Hills Stage Lines also can make connections to points across the United States.

**Commercial Airport Service**

Lincoln Municipal Airport is the nearest point for commercial service. However, airlines and flight schedules are limited. The airport is served by Northwest AirlinK with direct service to Bismarck, ND; Minneapolis, MN; Wausau, WI; Cleveland, OH and Knoxville, TN. Besides Northwest AirlinK, sister airline Delta provides direct flights to Bismarck, ND; Minneapolis, MN; Wausau, WI; Cleveland, OH; Knoxville, TN; Traverse City, MI; Madison, WI; Duluth, MN; Cedar Rapids, IA; and Moline, IA. In addition, United Express provides service to Denver and Chicago.

Eppley Airport located in Omaha is a regional airport serving eastern Nebraska including Alvo. In 2008 the airport served a total of 4.4 million passengers, 52 million pounds of mail, and 123 million pounds of cargo. The airport itself is located four miles northwest of downtown Omaha on a site encompassing approximately 2,650 acres. The terminal area includes 368,000 square feet with 20 boarding gates. The airport includes three runways, 9,502 feet x 150 feet, 8,153 feet x 150 feet, 8,500 feet x 150 feet. Adjacent to the airport is long and short term parking in the garage, surface parking as well economy parking located a short distance from the airport. Airlines serving Eppley include the following:

- American Airlines
- Continental Airlines
- Delta Air Lines
- Frontier Airlines
- Midwest Express Airlines
- Southwest Airlines

- United Airlines
- US Airways Express

### **Small craft Public Airports**

The closest small craft public airport facilities include:

- Lincoln Municipal Airport
- Millard Airport
- Plattsmouth Municipal Airport
- Browns Airport in Weeping Water
- Wahoo Municipal Airport

### **Surface Transportation**

The surface transportation system for Alvo is based primarily upon the system of local streets that are connected to the state highway network and county road system, which allows the community access to the surrounding region. These roadways are an essential aspect of community development for the residents of Alvo as they provide for movement of goods and services into and through the city.

### **State and Federal Highways**

The Village of Alvo is located along Nebraska Highway 63 which connects Alvo to Interstate 80 (7 miles north) and US Highway 34, 4 miles south of Alvo.

### **Street and Road Classification System**

All of the public highways, roads, and streets in Nebraska are divided into two broad categories, and each category is divided into multiple functional classifications. The two broad categories are Rural Highways and Municipal Streets. State statute defines Rural Highways as "all public highways and roads outside the limits of any incorporated municipality," and Municipal Streets as "all public streets within the limits of any incorporated municipality." Neb. Rev. Stat. § 39-2102 (RRS 1998)

Nebraska Highway Law (Chapter 39, Article 21, Revised Reissue Statutes of Nebraska 1943) proposes the functional classification of both rural and municipal roads and streets and public highways. Chapter 39, Article 21.03 lists rural highway classifications as:

1. Interstate: federally-designed National System of Interstate and defense highways;
2. Expressway: second in importance to Interstate. Consists of a group of highways following major traffic desires in Nebraska and ultimately should be developed to multiple divided highway standards;
3. Major Arterial: consists of the balance of routes that serve major statewide interests for highway transportation in Nebraska. Characterized by high speed, relatively long distances, travel patterns;
4. Other Arterial: consists of a group of highways of less importance as through-travel routes.

5. **Collector:** consists of a group of highways that pick up traffic from the local or land-service roads and transport community centers or to the arterial systems. Main school bus routes, mail routes, and farm-to-market routes;
6. **Local:** consists of all remaining rural roads, generally described as land-access roads providing service to adjacent land and dwellings; and
7. **Bridges:** structures crossing a stream three hundred feet or more in width or channels of such a stream having a combined width of three hundred feet or more.

It is noted in article 39-2103, that the combined rural highways classified under subdivisions (1) and (3) should serve every incorporated municipality having a minimum population of at least one hundred inhabitants or sufficient commerce, a part of that will be served by stubs or spurs, and the major recreational areas of the state. Street and road classifications for the circulation system within the Village of Alvo are outlined below:

1. **Arterial streets** - public ways where large volumes of high-speed, through traffic are carried, and may serve as primary circulation routes for local traffic. These streets also provide access to abutting property.
2. **Collector streets** - are connecting links between Arterials and various sectors of the City, over which local residential traffic moves in routine daily trips to centers of activity.
3. **Local streets** - function primarily to provide access to properties. They are characterized by short trip length and low traffic volumes.
4. **Marginal access streets** - parallel and adjacent to arterial streets. Providing access to abutting property. They increase the safety and efficiency of thoroughfares by separating the property access function from the traffic flow function.
5. **Alleys** - provide secondary access to properties. They provide service access in the case of commercial and industrial properties. Alleys should be provided for residential properties only when necessary for safe access, due to the fronting of the property on a major thoroughfare.



**FUTURE LAND USE PLAN**

The Future Land Use Plan provides the basis for the formulation of land use and zoning regulations and the application of zoning districts. For this reason, it is imperative to formulate a plan tailored to the needs, desires and environmental limitations of the planning area. The Future Land Use Plan should promote improvements in all components of the local economy. The following common principles and land use concepts have been formed to guide the development within the Alvo Future Land Use Plan.

The Land Use Plan, along with the Transportation Plan, provides the tools to guide future development in Alvo. The plan is based upon existing conditions and projected future conditions for the community. The Land Use Plan also assists the community in determining the type, direction and timing of future community growth and development. The criteria used in this Plan reflect several elements, including:

- the current use of land within and around the community
- the desired types of growth, including location of growth
- physical characteristics, opportunities and constraints of future growth areas
- current population and economic trends affecting the community

Alvo should review and understand the above criteria when making decisions about the future use of land within the planning jurisdiction of the community.

This Comprehensive Development Plan identifies more land for development than forecasted for the planning period. Identifying more land allows for several development opportunities without giving one or two property owners an unfair advantage in the real estate market. Typically, the value of land can increase merely as a result of Plan designation. However, value should be added to land by the real and substantial investments in roads, water, sewer or parks, not by the designation of land in the Plan.

Efficient allocation of land recognizes the forces of the private market and the limitations of the capital improvement budget. This Plan acknowledges that these factors play an important role in the growth and development of a community. A Land Use Plan is intended to be a general guide to future land use that will balance private sector development, the critical growth element in any community, with the concerns, interests, and demands of the overall local economy.

**FUTURE LAND USE GOALS****Land Use Goal 1**

Guiding future growth and development in Alvo towards a compact pattern of land uses based upon the efficient and economical expansion of public infrastructure will continue to maintain and improve the quality of life for everyone in the community.

**Objectives**

- GENLU-1.1 The cost of required improvements, both on-site and off-site, to a subdivision that are to exclusively serve the property owners of the subdivision shall be borne by the developer or those property owners within said subdivision.
- GENLU-1.2 Designate areas in the Land Use Plan that address the anticipated future growth needs of Alvo.
- GENLU-1.3 Develop zoning and subdivision regulations that promote efficient land usage and long-term adequacy, while avoiding land use conflicts and inefficient provision of public infrastructure.
- GENLU-1.4 Discourage and minimize leapfrog development outside of the corporate limits.
- GENLU-1.5 The Village needs to identify specific locations, internally, for future public facilities including recreation and fire.

**Commercial Land Use Objectives**

- COMLU-2.1 Encourage the location of commercial land uses at the intersections of major transportation networks that already have or can be efficiently supplied with public infrastructure.
- COMLU-2.2 Appropriate transitional methods should be considered at all locations where the development or expansion of commercial land use abuts residential property (either built or zoned).

**Industrial Land Use Objectives**

- INDLU-3.1 Provide guidelines that will minimize pollutants near Alvo.
- INDLU-3.2 Provide guidelines and incentives that will promote clean industrial uses.
- INDLU-3.3 Establish specific criteria that properly screens industrial uses from other uses, especially residential use.

**Residential Land Use Objectives**

- RESLU-4.1 Residential development should be separated from more intensive uses, such as agriculture, commercial, and industrial development, by the use of setbacks, buffer zones, or impact easements.
- RESLU-4.2 Work with community officials and developers on a continual basis to monitor and evaluate the effectiveness of existing regulations and to identify proper areas to locate new development.
- RESLU-4.3 Promote the development of housing that varies in size, density, and location.

- RESLU-4.4 Develop subdivision regulations that provide for a quality living environment while avoiding inefficient and expensive public infrastructure expansions.
- RESLU-4.5 Support housing options for all incomes and physical capabilities of Alvo's residents.
- RESLU-4.6 New residential developments should be accompanied by covenants, when appropriate, which provide for the maintenance of common areas, easements and drainage.
- RESLU-4.7 Encourage the establishment of a rehabilitation program to maintain and improve the existing housing stock.
- RESLU-4.8 Develop relationships and partnerships with housing professions in the public and private sector to establish a range of affordable housing options, ranging from a First Time Homebuyer program to rental assistance.
- RESLU-4.9 Promote low to zero non-farm densities in agricultural districts by providing proper distances between residential and agricultural uses.
- RESLU-4.10 Establish zoning and subdivision design standards that require buffers and screening standards for new developments.
- RESLU-4.11 The Village of Alvo will review and accommodate, wherever possible, any new or alternative development concepts or proposals, provided such concepts or proposals are consistent with and do not compromise in any way the established disposition of land uses on the Land Use Map or the goals and policies of the Plan.

#### LAND USE PLAN OBJECTIVES

- Identify past trends in demand for various land use categories (residential, commercial, industrial, public).
- Determine which are working and which may need modification.
- Combine community goals with estimated future demands to project future land use needs.
- Establish policies and land use suitability standards to
  - a. Protect and enhance current and future building/land use
  - b. Provide reasonable alternatives and locations for various land uses
  - c. Promote efficient use of public facilities and utilities

Future land uses are generally segregated into six primary categories. However, each category will be further delineated to provide greater detail for future development. The following list shows the general land uses within each Land Use Category:

- **Transitional Agriculture**
- **Residential**
- **Public**
- **Parks / Recreation**
- **General Commercial**
- **Highway Commercial**
- **Industrial**

**Transitional Agricultural:** This land use designation intends for the continued use of cropland, farmsteads, livestock areas, animal services, crop services, horticulture, community supported agriculture and tree farms. In specific cases, where the design

criteria can be and will be met, mobile home residential development may be allowed in any of the residential areas. At some point in the future this designation may transition into a more urbanized area.

**Residential:** Residential development is the backbone of a community. These areas are where the residents live and spend the quality time in their lives. The next three land use designations are intended for single-family dwellings, townhouses, duplexes, multifamily dwellings, apartments, group homes and elderly homes. Other secondary uses which may be compatible to the residential uses of each area are churches and similar uses.

In specific cases, where the design criteria can be and will be met, mobile home residential development may be allowed in any of the residential areas. The difference among the various groups is the density of development in each land use category.

**Low Density/Estate Development:** The first among the residential land uses. The recommended density for this land use designation is a minimum of two acres per unit.

This type of land use would not be recommended in prime developable areas near Alvo due to the amount of land consumed. However, this type of use should be located near existing acreages and in areas where the land is not suitable for agricultural use or traditional suburban development. An example of a typical estate land use area would be a cluster development that works to incorporate natural amenities of the area. A portion of the development site would allow single family residential and the remaining area of the site would be left undeveloped. Village services could either be or not be provided within this land use designation.

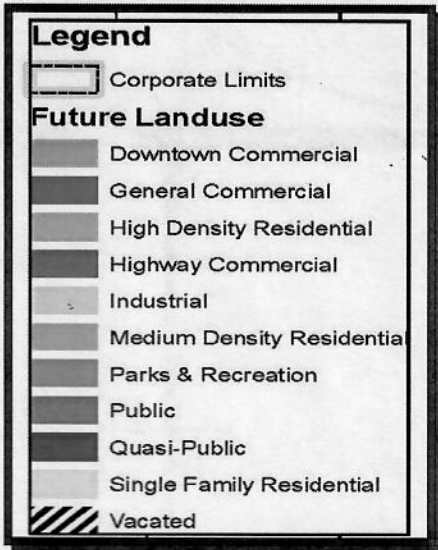
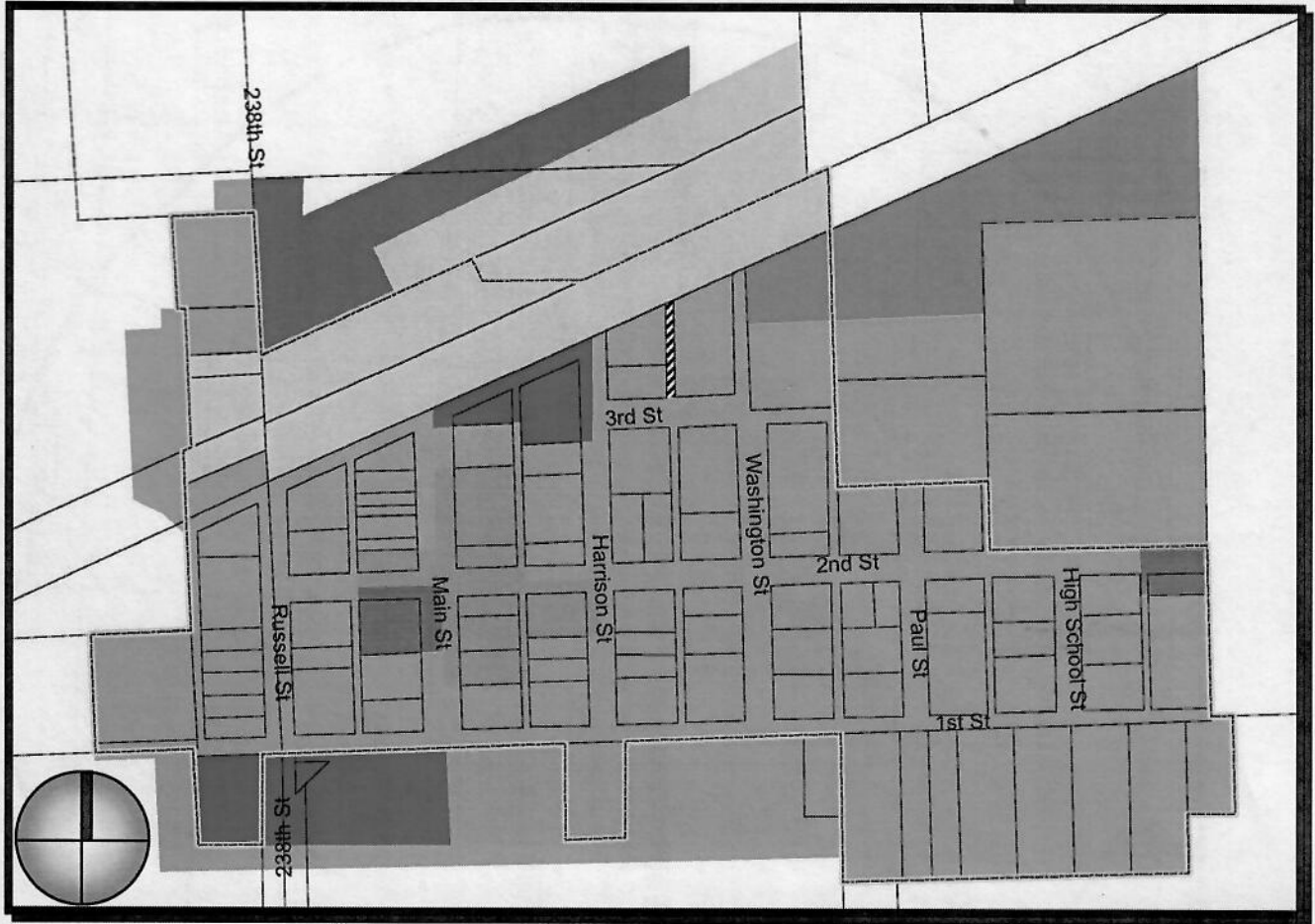
**Medlum Density Residential:** This designation is the next highest residential density. The proposed density for this area ranges from three to 10 units per acre. This would be a common density found throughout the existing portions of Alvo. This density would allow lots for single family dwellings ranging from 15,000 square feet to 7,000 square feet. Village services such as water and sewer would be provided.

This district is intended to provide character through allowing a number of alternative housing opportunities within a neighborhood setting. Because of the higher concentration of residents in some of these areas, open space and linear parks and should be used in conjunction with the area to provide visual interest and contrast with more densely developed residential form.

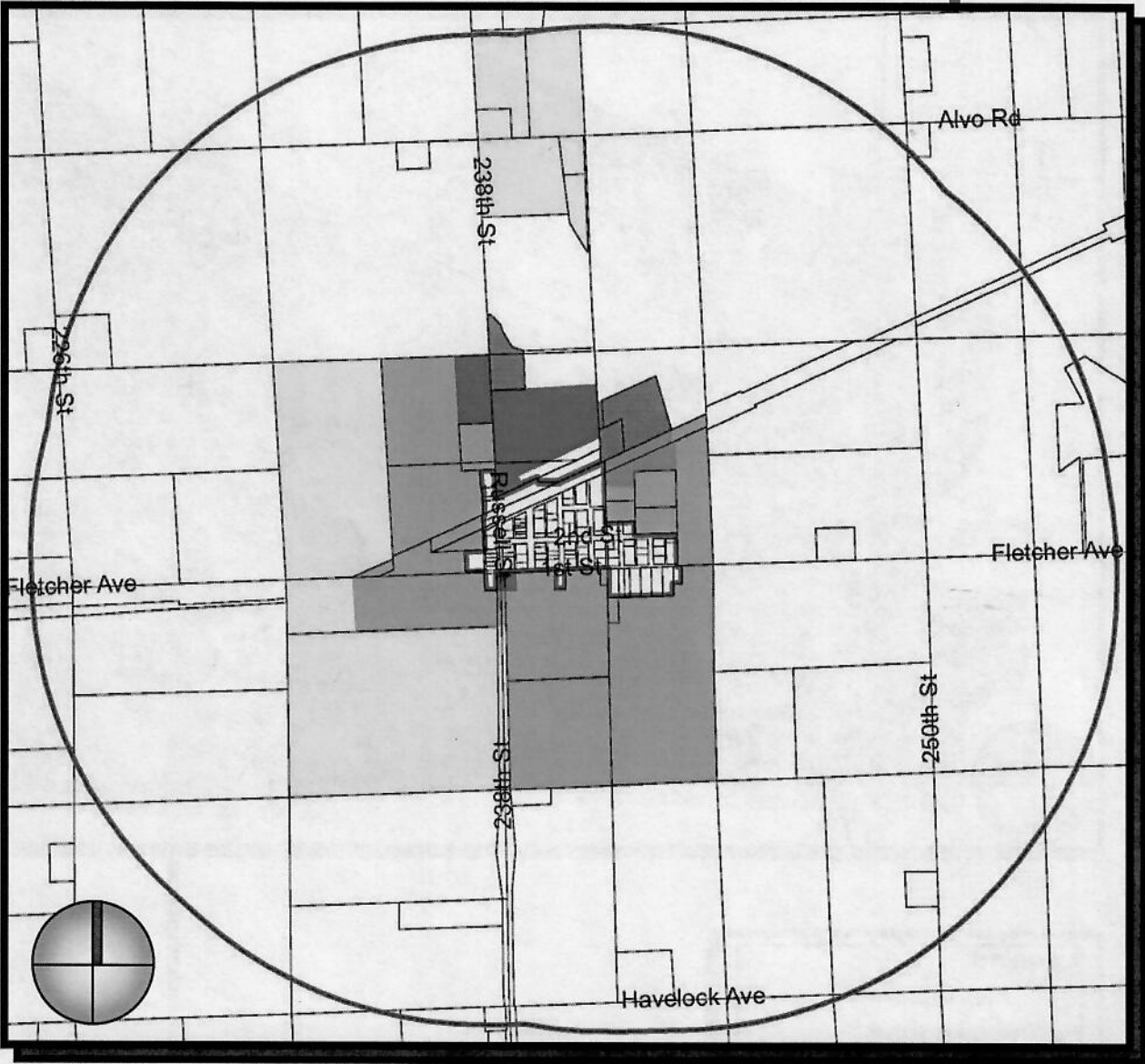


**Example of Estate Residential**

**FIGURE 5:  
FUTURE LAND USE MAP**



**FIGURE 5A:  
FUTURE LAND USE MAP - ONE-MILE EXTRATERRITORIAL**



Another beneficial affect that accompanies cluster development is an overall increase in open space without having to increase the park system. Density bonuses can be used to encourage developers to preserve natural space within their developments, while still developing approximately the same number of lots.

**High Density Residential:** This land use category is intended to accommodate denser residential development. The locations of these areas are such that they occasionally act as a buffer between more intensive uses (i.e. commercial and industrial) and the Low to Medium Density Residential areas. The developed density of these areas should be between 10 to 20 dwelling units per acre.



**High Density Residential development**

**Park/Open Space:** These land use types in Alvo should be incorporated into the existing and future residential developments. This category is intended for parks, green space, trails, recreational areas, and areas for environmental protection.



**An example of Open Space**

Open space areas are typically a buffer area between different developments and uses. In addition, these areas can be used to preserve natural features. To encourage the appropriate use of open space in this manner, the Village should work with developers to identify areas worthy of protection rather than allow individual developers identifying these areas.

**Commercial:** The Commercial land use category is divided into two different sub-categories. Commercial areas in general are located where existing uses meet this definition as well as areas throughout Alvo's extraterritorial jurisdiction along major roadways and the highway. The two sub-categories are General Commercial and Highway Commercial.

**General Commercial:** This land use category is intended to provide a location for less intense commercial uses within more confined areas of the jurisdiction including the corporate limits. Commercial uses within these areas will be required to meet established setbacks as well as other basic design criteria.

**Highway Commercial:** This land use area is intended to provide a location where more intensive commercial use can locate, typically along Nebraska Highway

63. These include uses that provide goods and services to the motoring public. These uses are typically too intensive and large to fit onto a typical lot within the community. They might include truck stops, motels, larger convenience stores, and others. Typically these areas will need to have direct access from a highway or a major arterial. In some cases, multiple operations in a row may require that a service road be constructed as opposed to individual driveways off the highway.

**Industrial Uses:** Industrial land uses can be important in order to accommodate a potential manufacturing base within the community. Considering Alvo's distance to the Interstate and its proximity to Lincoln and Waverly future manufacturing may be limited to smaller plants and typically those established by a local resident/entrepreneur. Any future new or expanded manufacturing/industrial use needs to be sensitive to other uses which are not compatible such as residential uses.

The major industrial use in the community currently is the junk yard on the north edge of the community. Any future modifications and/or expansions of this facility will require that it become more compatible with the residential uses of the community.

## **Transportation System Plan**

### **Introduction**

Transportation networks tie communities together as well as providing a link to the outside world. Adequate circulation systems are essential for the safe and efficient flow of vehicles and pedestrians, and accessibility to all parts of the community. The Transportation Plan will identify future improvements planned and those necessary to provide safe and efficient circulation of vehicles within Alvo, including major projects that ensure implementation of the Land Use Plan.

### **Transportation Goals**

#### **Transportation Goal 1**

Alvo is to develop and support an efficient road system to serve current and future circulation and access needs. Provide and encourage an efficient, safe, convenient transportation and communication system.

### **Policies**

- TRAN-1.1 The Village needs to work with Cass County, as well as find funding sources to improve the interior street system of the community. .
- TRAN-1.2 Improve, develop, and maintain well-traveled roads with hard surfacing when possible.
- TRAN-1.3 The Village needs to work with Cass County in order to improve the condition of Fletcher Avenue.



- TRAN-1.4 When new or reconstructed streets are built, there should provisions made in the design documents that provide for additional space along a wider shoulder or path within the R.O.W. for pedestrian/bicycle access.
- TRAN-1.5 Right-of-way and pavements shall be sufficiently wide and of sufficient strength to accommodate anticipated future traffic loads.
- TRAN-1.6 Alvo will work with the Nebraska Department of Roads and Cass County Sheriff's office to better control speeding traffic along the adjacent highway and county roads
- TRAN-1.7 Extend and connect Railroad Avenue with Nebraska Highway 63.

### **Transportation Planning and Land Use**

Land use and transportation create the pattern for future development. An improved or new transportation route generates a greater level of accessibility and determines how adjacent land may be utilized in the future. In the short term, land use shapes the demand for transportation and vice versa; one key to good land use planning is to balance land use and transportation. However, new or improved roads, as well as, county and state highways may change land values, thus altering the intensity of which land is utilized.

In general, the greater the transportation needs of a particular land use, the greater its preference for a site near major transportation facilities. Commercial activities are most sensitive to accessibility since their survival often depends upon how easy a consumer can get to the use. Thus, commercial land uses are generally located near the center of their market area along highways or at the intersection of arterial streets.

Industrial uses are also highly dependent on transportation access, but in a different way. For example, visibility is not as critical for an industry as it is for a retail store. Industrial uses often need access to more specialized transportation facilities, which is why industrial sites tend to be located near railroad lines or highways to suit individual industrial uses.

### **Transportation Financing Issues**

The primary sources of information utilized in the maintenance and development of the transportation and circulation system are (1) Village "One and Six Year Road Plan" and (2) the State of Nebraska "One and Five Year Highway Program." These state and local improvement plans should only be viewed as a planning tool, which are subject to change depending on financing capabilities of the governmental unit.

The Village's "One and Six Year Road Plan" is reviewed and adopted by the local unit of government to address the issues of proposed road and street system improvements and development. Upon approval of these plans by the Board of Public Road Classifications and Standards, the governmental units are eligible to receive revenue from the Nebraska Department of Roads and the State Treasurer's Office, which must be allocated to community road improvement projects.

The "One and Five Year Highway Program", developed by the Nebraska Department of Roads, establishes present and future programs for the development and improvement of state and federal highways. The One-Year Program includes highway projects scheduled for immediate implementation, while the Five-Year Program identifies highway projects to be implemented within five years or sooner if scheduled bids and work for one-year projects cannot be awarded and constructed.

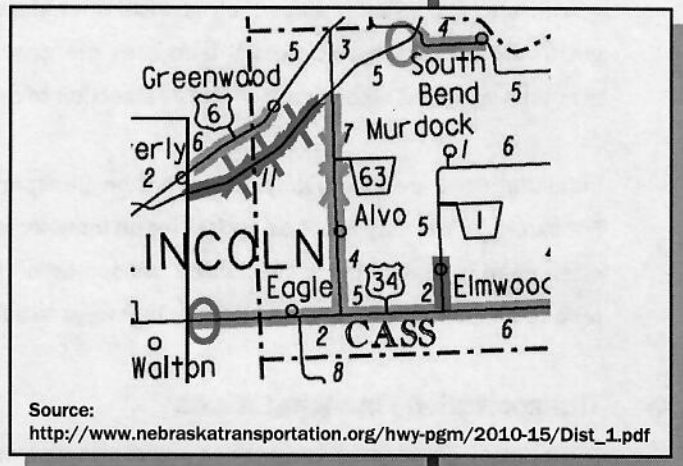
### Alvo's One- and Six-Year Plan

Alvo's One- and Six-Year Plan is a vital tool that must be used concurrently with the comprehensive development plan. Every year Alvo is required by state law to complete and pass this document in order to distribute funds to various projects throughout the city. For specific details on these projects listed refer the One- and Six-Year Plan filed with the Village Clerk. It is recommended that this element of the Comprehensive Plan is revisited every year as the One- and Six-Year Plan is revised. Changes to either document should occur concurrently.

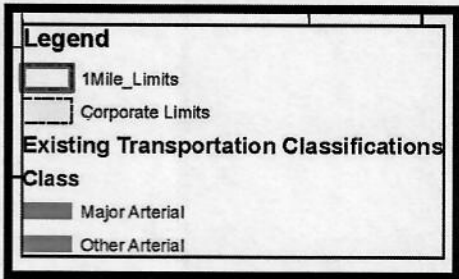
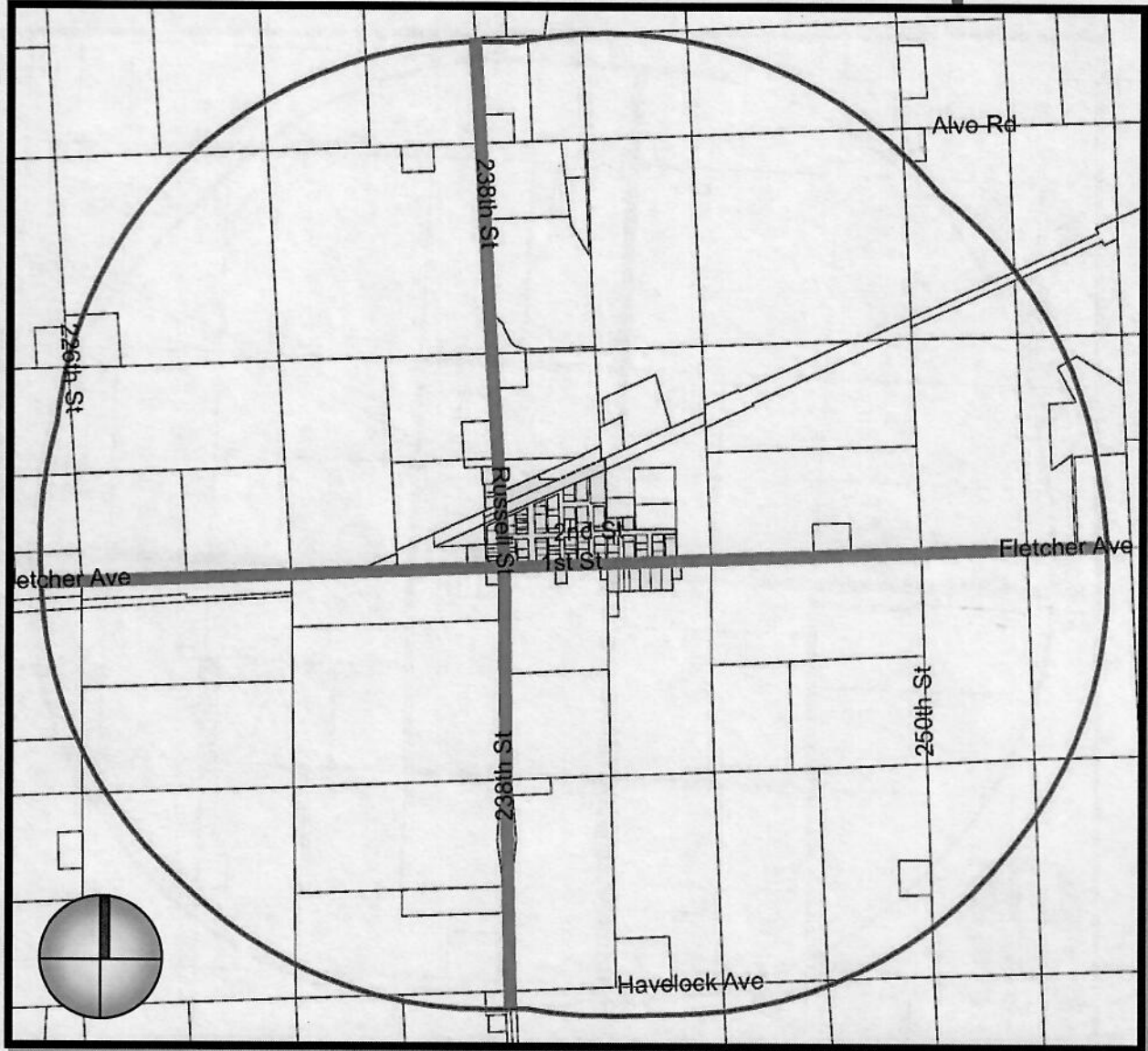
Alvo's current One- and Six-Year Plan calls strictly for continued maintenance of the street system in the community.

### Nebraska Department of Roads' Improvements

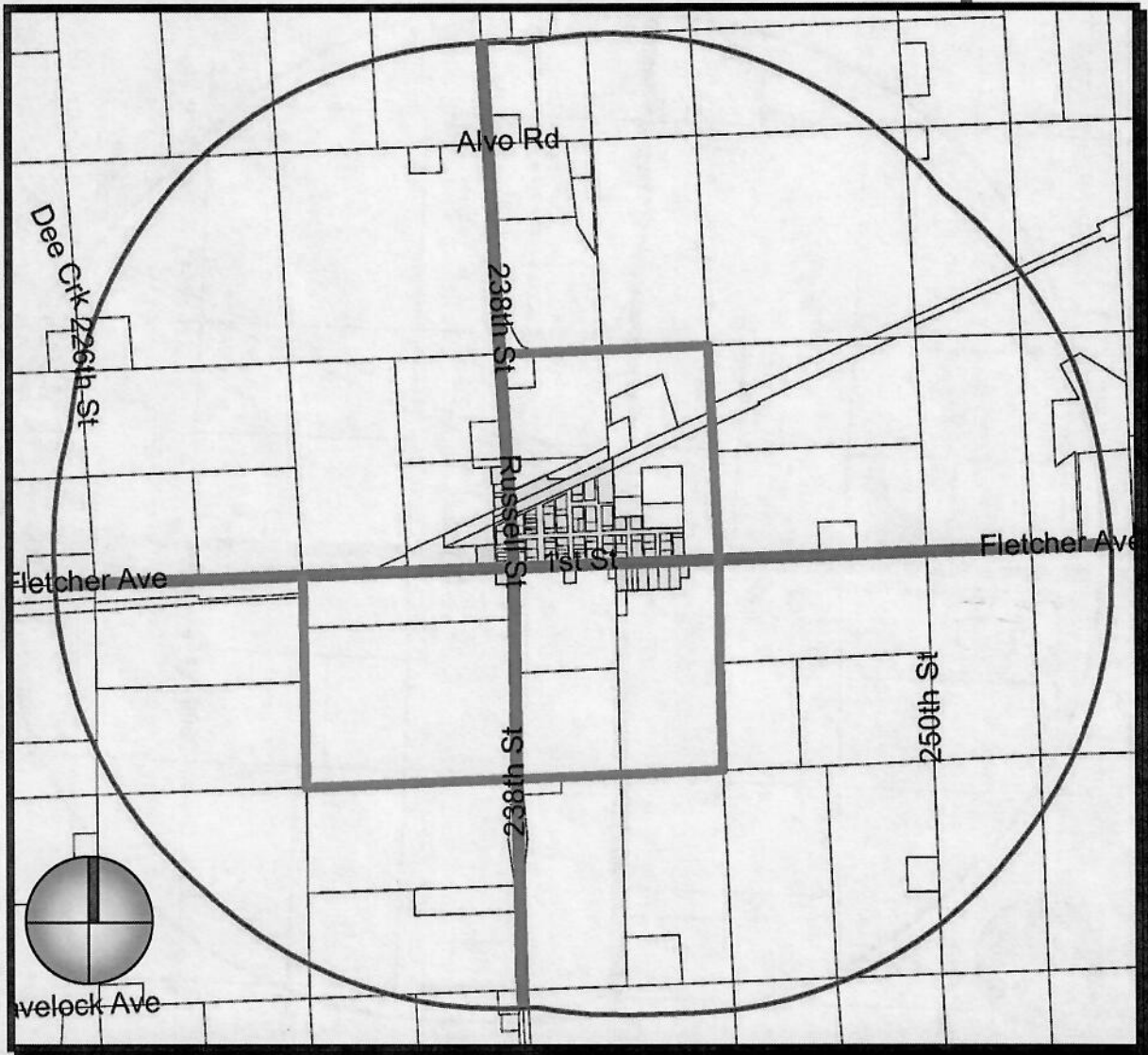
The Nebraska Department of Roads publishes an annual list of proposed projects for the current fiscal year, for fiscal years one to five years from the present, and six years and beyond. Alvo is in the Department of Road's District 1. Within the next five-years, there are three projects that will impact Alvo as well as the overall vicinity. In the Five-year Plan Nebraska Highway 63 will be resurfaced from US Highway 34 north for four miles. Nebraska Highway 63 from Alvo north is also scheduled for resurfacing for approximately 6.8 miles north. Finally, the bridge at reference post 6.40 is scheduled for work.






**FIGURE 6:  
EXISTING TRANSPORTATION CLASSIFICATIONS**



**FIGURE 7:  
FUTURE TRANSPORTATION PLAN**





**Legend**

-  Future Collector
-  1 Mile Limits
-  Corporate Limits

**Existing Transportation Classifications**

**Class**

-  Major Arterial
-  Other Arterial

## **EXTRATERRITORIAL JURISDICTION**

The one-mile area beyond the Village limits will play a major factor in Alvo's future growth. The land uses in the extraterritorial area are typically agricultural at the present time. These areas will be a key to future residential developments around the community.

It will be critical that the Village take a solid stand on future growth being contiguous and adjacent to the current corporate limits. Growth adjacent to the existing corporate limits will allow the Village to cost-effectively serve these new developments with all services including water, sewer, snow removal, etc.

## **ANNEXATION POLICY**

As communities grow in size the borders must be extended in order to provide a higher quality of life for its residents. The State of Nebraska has established a process for communities to extend their corporate limits into urban or suburban areas situated contiguous to an existing community, provided the criteria for such action is justified. This power should be used, as development becomes urban in nature rather than rural. An important restriction must be followed before contiguous lands are considered for annexation, that is, the land may not be further than 500 feet from the corporate limits of the municipality. There are two means for annexing land into the corporate limits:

- Land that has been requested to be annexed by the property owner(s), or
- Any contiguous or adjacent lands, lots, tracts, streets, or highways which are urban or suburban in character.

Landowners that desire annexation of land must submit a plat, by a licensed surveyor. This plat must be approved by the Village Engineer and filed with the Clerk along a written request signed by all owner(s) of record within the proposed annexed area.

Following three separate readings of the ordinance (waiver of the three readings is not allowed by State Law under this process), a majority of affirmative votes by the Village Board of Trustees in favor of an annexation is required at each reading, to pass the annexation. The certified map is then filed with the Register of Deeds, County Clerk and County Assessor, together with a certified copy of the annexation ordinance. The Village has one year to develop a plan that addresses the providing of services to residents of the annexed area.

With regard to annexation, the Village should establish subdivision improvement agreements and non-contested annexation agreements with future Sanitary Improvement Districts (SID's). This agreement gives the SID a possible financing vehicle, the Village gets an agreement that states that the SID can be annexed, at the discretion of the Village, and the SID will not contest the annexation action.

**FIGURE 8:  
POTENTIAL ANNEXATIONS**

