

City Council Introduction: **Monday**, August 12, 2002
Public Hearing: **Monday**, August 19, 2002, at **1:30 p.m.**

Bill No. 02-129

FACTSHEET

TITLE: CHANGE OF ZONE NO. 3369, from AG Agricultural to R-4 Residential, requested by Olsson Associates on behalf of Ridge Development Company and Southview, Inc., on property generally located northwest of the intersection of South 27th Street and Yankee Hill Road.

STAFF RECOMMENDATION: Approval

ASSOCIATED REQUESTS: Special Permit No. 1978, Stone Ridge Apartments Community Unit Plan (02R-169).

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 06/26/02 and 07/10/02
Administrative Action: 07/10/02

RECOMMENDATION: Approval (7-0: Carlson, Taylor, Larson, Bills-Strand, Newman, Steward and Schwinn voting 'yes'; Duvall and Krieser absent).

FINDINGS OF FACT:

1. This change of zone and the associated Stone Ridge Apartments Community Unit Plan (Special Permit No. 1978) were heard at the same time before the Planning Commission.
2. The staff recommendation to approve this change of zone request is based upon the "Analysis" as set forth on p.4-6, concluding that this change of zone and the associated community unit plan generally conform to the Comprehensive Plan and adopted regulations.
3. The applicant's testimony is found on p.7-9.
4. There was no testimony in opposition.
5. The Planning Commission agreed with the staff recommendation and voted 7-0 to recommend approval.

FACTSHEET PREPARED BY: Jean L. Walker

DATE: August 6, 2002

REVIEWED BY: _____

DATE: August 6, 2002

REFERENCE NUMBER: FS\CC\2002\CZ.3369

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

Revised Staff Report

This staff report revises and replaces the previous staff report dated June 11, 2002. It is still a combined staff report for related items, and contains a single background and analysis section for all items. However, there are separate conditions provided for the special permit application.

P.A.S.: **Change of Zone #3369**
Special Permit #1978

DATE: June 26, 2002

****As Revised by Planning Commission: 7/10/02****

PROPOSAL: A change of zone from AG Agriculture to R-4 Residential with a one-lot Community Unit Plan (CUP) for 120 multi-family units and clubhouse.

WAIVER REQUEST: Waiver to design standards for storm water detention facilities.

LAND AREA: Approximately 19.81 acres.

CONCLUSION: This change of zone and CUP generally conform to the Comprehensive Plan and adopted regulations.

<u>RECOMMENDATION:</u>	<u>Change of Zone #3369</u>	<u>Approval</u>
	Special Permit #1978	Approval with Conditions
	Waiver to Design Standards	Deny

GENERAL INFORMATION:

LEGAL DESCRIPTION: A portion of Lot 81 I.T. located in the southeast quarter of Section 24, T9N, R6E, of the 6th P.M., Lancaster County, Nebraska (see attached for complete metes and bounds description).

LOCATION: Northwest of the intersection of South 27th Street and Yankee Hill Road.

APPLICANT/ Ridge Development Company and Southview, Inc.
OWNER: 2001 Pine Lake Road Suite 100
Lincoln, NE 68542
(402) 421-1627

CONTACT: Stephen Clymer
Olsson Associates
1111 Lincoln Mall
Lincoln, NE 68508
(402) 474-6311

EXISTING ZONING: AG Agricultural

EXISTING LAND USE: Agriculture

SURROUNDING LAND USE AND ZONING:

North:	Vacant Agricultural Land	AG
South:	Single-family Residential	R-3
East:	Vacant (site of approved Use Permit for office/retail center)	B-2
West:	Vacant (final plat for single-family res. has been approved)	R-3

HISTORY: FP#01037 - The final plat of Stone Ridge Estates Addition creating 73 lots and five outlots was approved **March 20, 2002**.

CZ#3330 - A change of zone from AG to R-3 Stone Ridge Estates Addition was approved by the Planning Commission on **November 28, 2001** and by the City Council on **January 14, 2002**.

PP#3330 - The preliminary plat of Stone Ridge Estates Addition was approved by the Planning Commission on **November 28, 2001**, and by the City Council on **January 14, 2002**.

SP#1946 - A special permit to allow a Community Unit Plan for ten duplex units on Lots 1-10, Block 7, Stone Ridge Estates Addition, was approved by the Planning Commission on **November 28, 2001**, and by the City Council on **January 14, 2002**.

COMPREHENSIVE PLAN SPECIFICATIONS: In the May, 2002 Comprehensive Plan, this land is designated as Urban Residential in the Land Use Plan (page F27). Other relevant sections include the following:

- Page F20 - Residential Neighborhoods
 - Affordable housing should be distributed throughout the region to be near job opportunities and to provide housing choices within every neighborhood.
 - Encourage different housing types and choices, including affordable housing throughout each neighborhood for an increasingly diverse population.
- Page F75 - Guiding Principles for New Neighborhoods
 - Encourage a mix of housing types, single-family, townhomes, apartments, elderly housing all within one area.
 - Multiple-family and elderly housing closest to commercial area.
- Page F93 - Transportation Planning Principles
 - A Balanced Transportation System - The concept of balance also applies to methods of transportation. While the system must function well for motor vehicles, it should also establish public transportation, bicycling, and walking as realistic alternatives now and into the future.
- Page F99 - Other Areas
 - All areas of the community should have safe, secure and reasonably direct pedestrian connections. Activities of daily living should be available within walking distance. Neighborhoods should include homes, stores, workplaces, schools, and places to recreate. Interconnecting streets, trails, and sidewalks should be designed to encourage walking and bicycling, reduce the number and length of automobile trips, and conserve energy.

UTILITIES: This area is within the Future Service Limit of the Comprehensive Plan. All utilities are available or planned for this area and capable of serving the needs of the proposed development.

TOPOGRAPHY: This site slopes down to the middle where there is a drainage that extends from east to west across the site.

TRAFFIC ANALYSIS: South 27th Street and Yankee Hill Road are both identified as principal arterials in the Comprehensive Plan, and are both paved adjacent to the limits of this project. Paving improvements are planned for Yankee Hill Road in the current six-year Capital Improvements Program (CIP).

PUBLIC SERVICE: This area is served by City of Lincoln public safety services and utilities, and by Lincoln Public Schools.

BACKGROUND:

At the June 26, 2002 Planning Commission meeting, the applicant submitted two requests associated with these applications: The first was a waiver to Design Standards for storm water detention facilities; The second was to allow the public hearing on the change of zone and special permit to be delayed for two weeks to allow the waiver request to be advertised. The request to delay was approved by the Planning Commission.

This is a revised staff report that includes the request for a waiver to Design Standards, and with the exceptions of the recommendation on the waiver to design standards, a brief discussion of the waiver in the following analysis section (item #9), and a comment concerning off-street parking (item #14), the remainder of the report is unchanged from the original report distributed to the Planning Commission for the June 26, 2002 hearing.

ANALYSIS:

1. The May, 2002 Comprehensive Plan designates this area as Urban Residential. The proposed change of zone from AG to R-4 is consistent with the Plan.

2. In addition to the review for compliance with the Comprehensive Plan, those relevant portions of Nebraska Revised Statutes Section 15-902 are also considered:

- A. **Safety from fire, flood and other dangers;**
There is no FEMA flood plain on the parcel.
- B. **Promotion of the public health, safety, and general welfare;**
There appears to be no major conflicts. The Plan has called for and has anticipated urban residential development in this area.
- C. **Consideration of the character of the various parts of the area, and their particular suitability for particular uses, and types of development;**
R-4 zoning is consistent with existing and planned development in this area.

D. Conservation of property values; and

A change from AG to R-4 is consistent with what has been planned and anticipated for this area and should not be detrimental to property values.

E. Encouraging the most appropriate use of land throughout the area zoned, in accordance with a comprehensive plan.

A change of zoning to R-4 is consistent with the development pattern in this area and is an appropriate use of land that complies with the Comprehensive Plan.

3. The proposed CUP with 120 units and a clubhouse is an allowable density, well under the maximum permitted density of 275 units.

4. The apartment buildings are accessed by an internal private driveway. That portion of the driveway serving the apartments along the north boundary shows a connection to the future street north of the complex. The south portion is a dead-end drive approximately 1,100 in length. While this project is not subject to the requirements of LMC Section 26.23.080 that limits dead-end streets to 1,000' in length and serving no more than 40 dwelling units, the standard was developed with public health and safety in mind. In this case, the concern is the potential number of people and amount of property at risk if the drive becomes blocked for some reason. With only one means of ingress/egress to the buildings on the south, there is no alternate way for both emergency responders to get in or for residents to get out in the case of an emergency. An acceptable solution to the access problem (that would also enhance pedestrian circulation within the complex) is to connect the north and south drives by an extension across the dam between the two detention ponds. This provides internal circulation throughout the site and accommodates emergency access.

5. Sidewalks are not required by the Zoning Ordinance or Design Standards in the interior of this development, and none are shown. As a result, the development does not have pedestrian connections to surrounding areas, and there is no attempt to accommodate pedestrian circulation within the development. This type of design is contrary to the Comprehensive Plan which encourages connectivity among neighborhoods, and encourages the accommodation of pedestrian facilities to help increase mobility, decrease dependence upon automobiles and reduce traffic congestion.

Sidewalks should be installed along at least one side of the drive throughout the complex, and sidewalk connections should also be made that allow direct access to South 27th Street, Yankee Hill Road, Hollynn Lane, and to the unlabeled building in the southwest corner of the site. Sidewalks should also be installed along both sides of the drive connecting to the 'Future Drive Access' noted north of the site.

6. The two sign envelopes shown between the unlabeled building and Hollynn Lane are not allowed by the zoning ordinance and must be removed. Additionally, all sign envelopes must be indicated on the landscape plan as required by the Zoning Ordinance.

7. The unlabeled building at the southwest corner of the site is presumed to be a clubhouse. Clubhouses are allowed as an accessory use to the apartment complex, and are for the use of the residents living there - not the general public. To enhance the accessibility for the residents of the complex, the unlabeled clubhouse and parking area should be designed with access to the internal road system, and not from the adjacent public street (Hollynn Lane) as shown. A sidewalk connection from the internal sidewalk system to the building should also be provided.

8. There are several items relating to drainage and storm water detention noted in the review from the Public Works and Utilities Department. These items must be corrected and accompanied by a storm water detention plan approved by Public Works prior to this request being forwarded to City Council. Comment #1 of the review relates specifically to the request for a waiver to Design Standards and is addressed in the next paragraph.

9. As designed, the outlet pipes do not allow the detention facilities to drain completely in order to create permanent pools of water. These pools are intended to be large enough to allow for blue water conditions so they may serve as an amenity for the development. However, the City of Lincoln Design Standards require the outlet pipe for such ponds to be at a level that will allow the facility to drain completely. This standard exists to facilitate the removal of the sediment that will accumulate at the bottom over time.

At the time this revised report was written, the recommendation from the Public Works and Utilities Department was to deny the requested waiver to Design Standards. However, based upon discussions between the developer's representatives and City staff, Public Works indicated they would consider any additional information provided prior to the July 10, 2002 Planning Commission public hearing and could modify the recommendation if justified.

10. Design Standards require apartment complexes to provide outdoor recreation facilities. Based upon the design proposed, a ½ basketball court, playground (including swing and spring toys), ground surface, with a shaded seating area must be provided consistent with the review from the Parks and Recreation Department.

11. LES requests a blanket easement (except for building footprints) over the site to accommodate providing utility service to the complex.

12. Note #5 relating to lot dimensions and reductions in lots under General Site Notes is not applicable and should be deleted. Also, note #10 relating to sidewalks not being required should be deleted.

13. Comments from the Health Department remind the applicant of specific requirements prior to and during construction. It should also be noted that plans for swimming pools must be approved by the Health Department prior to construction.

14. The plan shows required parking being provided by tandem parking for all units at each building throughout the development. That is, one parking space is provided in the garage, and the second is in the driveway. This is an exception to the parking standards, but the Zoning Ordinance allows it to be waived through approval of the plan as part of the C.U.P. Using tandem parking, the amount of off-street parking shown complies with the requirements of the Zoning Ordinance.

Prepared by:

Brian Will, AICP
Planner

**CHANGE OF ZONE NO. 3369
and
SPECIAL PERMIT NO. 1978,
STONE RIDGE COMMUNITY UNIT PLAN,**

PUBLIC HEARING BEFORE PLANNING COMMISSION:

June 26, 2002

Members present: Larson, Taylor, Bills-Strand, Duvall, Newman, Krieser, Carlson and Schwinn; Steward absent.

Staff recommendation: Approval of the change of zone and conditional approval of the community unit plan.

Brian Will of Planning staff submitted additional information including a request by the applicant for a waiver of design standards to the stormwater detention facilities on the community unit plan. This waiver will require an additional two week deferral for publication.

Bills moved to defer, with continued public hearing and administrative action on July 10, 2002, seconded by Taylor and carried 8-0: Larson, Taylor, Bills-Strand, Duvall, Newman, Krieser, Carlson and Schwinn voting 'yes'; Steward absent.

The applicant did not make a presentation.

There was no other public testimony.

CONT'D PUBLIC HEARING BEFORE PLANNING COMMISSION:

July 10, 2002

Members present: Taylor, Bills-Strand, Larson, Newman, Carlson, Steward and Schwinn; Duvall and Krieser absent.

Staff recommendation: Conditional approval; however, denial of the waiver of design standards for stormwater detention facilities.

Proponents

1. DaNay Kalkowski presented the applications on behalf of Ridge Development and Southview, Inc., the owners of this property. The owners are requesting a change of zone to R-4 and a community unit plan for 120 multi-family units and a clubhouse. Kalkowski submitted proposed amendments to the conditions of approval.

The 10-plexes will be located around two detention ponds with permanent pools of water. These owners are also the owners of the Wilderness Golf Course to the south and will use detention ponds to create attractive amenities and green space similar to those in the development to the south. The sidewalk has been taken off of the roadways and placed on the interior of the site to create a loop around the west lake and to create a very pedestrian friendly environment on the interior. The two ponds will be connected by a rocky waterfall. The west pond is lower than the east so the water will flow

from one pond to the other over the rocks. The owners are proposing to construct a pedestrian crossing over this area to complete the interior sidewalk loop. Condition #1.1.1 requires the construction of a vehicular crossing through this area between the ponds. The owners are opposed to a vehicular crossing through this area because 1) they don't feel it is necessary, and 2) a vehicular crossing brings with it vehicular conflicts with pedestrians. The intent is to orient to pedestrians and pedestrian enjoyment. The proposed amendment to Condition #1.1.1 is a compromise to address health and safety issues, while maintaining the integrity of the pedestrian orientation.

- 1.1.1 Provide a ~~drive~~ pedestrian crossing across the dam connecting the north and south access drives that will accommodate ambulance traffic in the event an emergency occurs and the primary access to the south is blocked.

Kalkowski explained that this would require the pedestrian crossing to be constructed sufficiently to accommodate ambulance traffic if there was an emergency and the access to the units on the south were totally blocked. She believes this is acceptable to Public Works.

Kalkowski acknowledged that sidewalk plans were not included with the original submittal, but they have now been submitted and she believes that all amendments proposed are acceptable to the staff.

With regard to the request for waiver, Kalkowski informed the Commission that the waiver being requested is the design standard that requires that an outlet be provided that would allow a retention facility to be completely drained. The waiver is necessary because the owners intend to maintain the retention ponds as permanent pools of water of sufficient depth to keep the blue water conditions. The owners have provided additional information to Public Works and the proposed amendments add Condition #1.1.9 to address the concerns of Public Works:

- 1.1.9 Add a note that states, "Applicant, as owner of the property, recognizes the design of the detention facilities could potentially result in additional maintenance issues and costs that are the lot owner's responsibility."

Kalkowski believes the waiver is now acceptable to Public Works.

The other amendments proposed are:

- 1.1.2 Provide a sidewalk ~~along one side of the drive~~ loop throughout the interior of the complex, with sidewalk connections made to allow direct access to South 27th Street, Yankee Hill Road, Hollynn Lane, to the unlabeled building, and installed along both sides of the drive connecting to the 'Future Drive Access' noted north of the site.
- 1.1.4 Provide outdoor recreation facilities consisting of a ~~½ basketball court~~, playground (including swing and spring toys), ground surface, with a shaded seating area consistent with the review from the Parks and Recreation Department.
- 1.1.5 Provide a ~~blanket~~ an identified utility easement over the site ~~except for building footprints~~ acceptable to LES.

1.1.8 Show the unlabeled clubhouse with vehicular and pedestrian access from the internal road system, ~~with the access drive off Hollynn Lane deleted.~~

3. The City Council approves associated requests:

3.1 Change of Zone No. 3369.

3.2 Waiver of the design standard that requires an outlet to be provided that will allow a retention facility to be completely drained when required for silt removal, maintenance or inspection.

Kalkowski concluded, stating that this project has nice amenities with the internal sidewalk network, water space and green space around the water features.

Steward inquired as to the mechanism for assuring maintenance of the two pond areas. Kalkowski stated that all of the property is under the same ownership. If the owners were doing a subdivision, they would be required to sign a subdivision agreement regarding maintenance. As the owners, these applicants maintain ownership of the entire complex without a subdivision and, as such, it is the owner's responsibility to do the maintenance. If they were to subdivide in the future, there would be a subdivision agreement covering the maintenance issue.

Steward inquired how the owners will control pedestrian use and safety where the vehicular and pedestrian entrance merge. Todd Lorenz of Olsson Associates explained that they are proposing to keep the raised curb on the paved area to not encourage people to use it.

With regard to Condition #1.1.2, Carlson was concerned about the access, particularly with the apartments on the south to the east being close to Yankee Hill and those close to 27th Street. Kalkowski stated that they are showing access out to Yankee Hill and a second access. She presented an exhibit showing the internal sidewalk network. The conditions still require direct access to Hollynn Lane and over to 27th Street; also down to Yankee Hill. When the site plan is resubmitted, those connections will have to be shown to the satisfaction of Public Works and Planning.

There was no testimony in opposition.

Assuming we will have sidewalks along 27th Street and Yankee Hill Road, Carlson was interested to know where the connections are likely to be required. Brian Will of Planning staff showed the connections on South 27th and Yankee Hill which are envisioned by staff. There is no hard and fast standard. Staff is looking for some connection that makes sense and provides a level of service. Carlson asked staff to respond to the applicant's proposed amendments. Will agreed with the proposed amendments, with the exception of Condition #1.1.1. The staff would like to see "fire trucks" included in this amendment. Steward suggested "emergency vehicles". Will indicated that would be acceptable as long as it included fire trucks. The staff wants to make sure it accommodates both. The Fire Department did review this application but they did not provide any comments. Schwinn believes the engineering to design a bridge for a fire truck vs. an ambulance vs. a car is entirely different.

Response by the Applicant

Kalkowski indicated that adding “fire trucks” to the amendment to Condition #1.1.1 is not acceptable to the applicant because it changes the scope of what they are trying to accomplish. There is no standard. We have one ownership so all of the internal roads are drives—not public access easements or public roadways. There is no standard that talks about how long a drive must be. There is a standard for dead-end streets. Even if you use that standard, this project still meets the standard with the drive because if you measured from the point where you can’t have two separate accesses, it is under 1,000 ft. The street is 25' wide. There are areas along the way for pull-off. There are drives behind the garage. There is green space. The Fire Department’s only comment was to make a connection either to the north or to Yankee Hill Road. A connection has been made to the north. Kalkowski believes that the language being proposed is acceptable to Public Works. We don’t want to take the next step because it is not necessary and it hurts the integrity of what we are trying to do in that center area.

Steward observed that the applicant would have to re-engineer all of the radii on the pedestrian condition for the fire trucks. What are the side yard conditions? Are the side yards sloped? Do you have walkout conditions? Lorenz explained that the area around the paved area and the buildings is relatively flat. On the lake side of the apartments it does slope down with a 20' wide flat space. On the outside of the complex it does slope a bit up to Yankee Hill Road. The first building adjacent to the clubhouse is flat so that if the access was blocked it could jump the curb and find a path. The chance of the obstruction of a 25' wide roadway would be a very unique situation. There will be fire hydrants according to code.

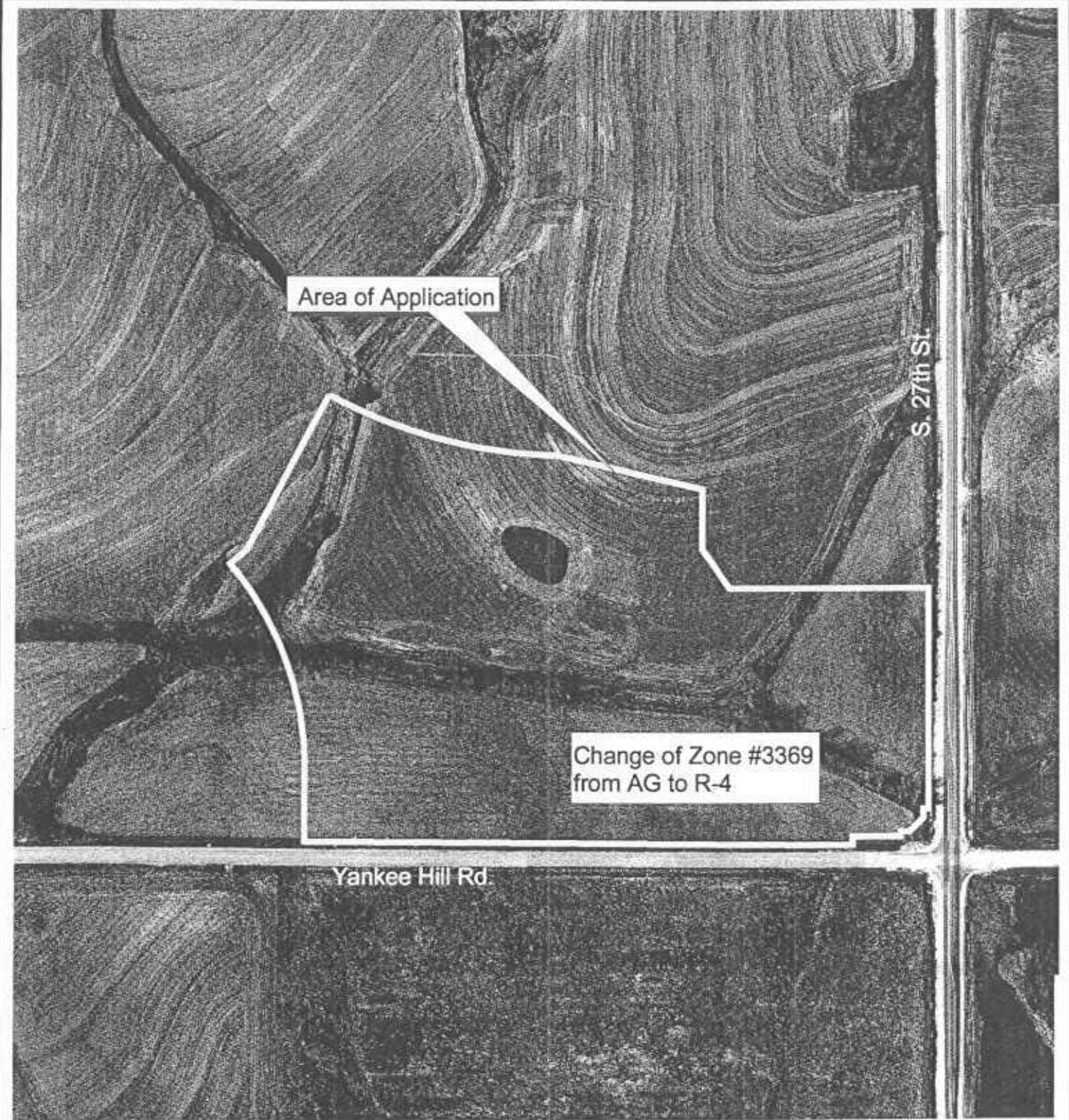
Public hearing was closed.

CHANGE OF ZONE NO. 3369

ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

July 10, 2002

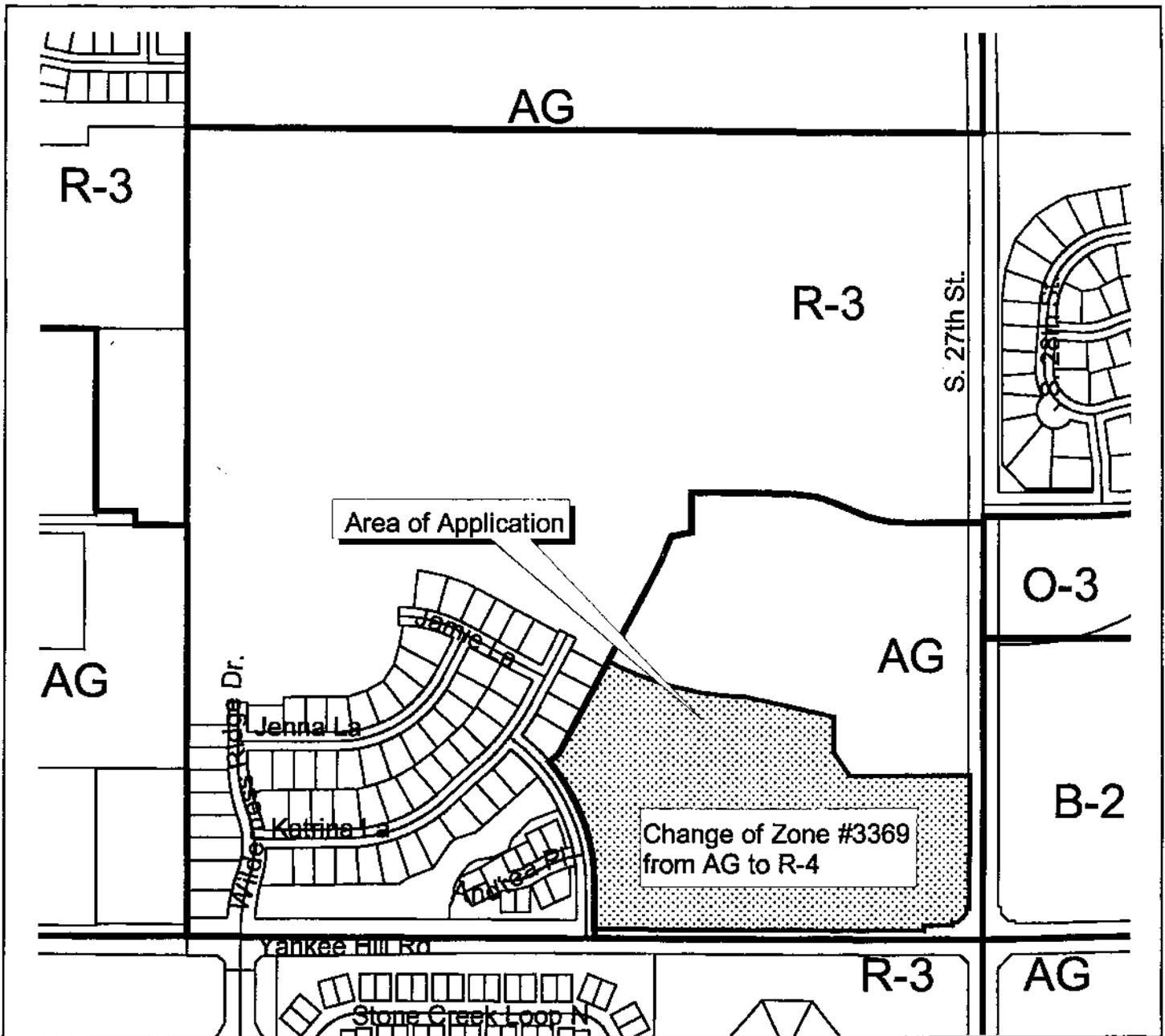
Bills-Strand made a motion for approval, seconded by Newman and carried 7-0: Taylor, Bills-Strand, Larson, Newman, Carlson, Steward and Schwinn voting ‘yes’; Duvall and Krieser absent.



**Change of Zone # 3369
Special Permit #1978
S. 27th & Yankee Hill Rd.**



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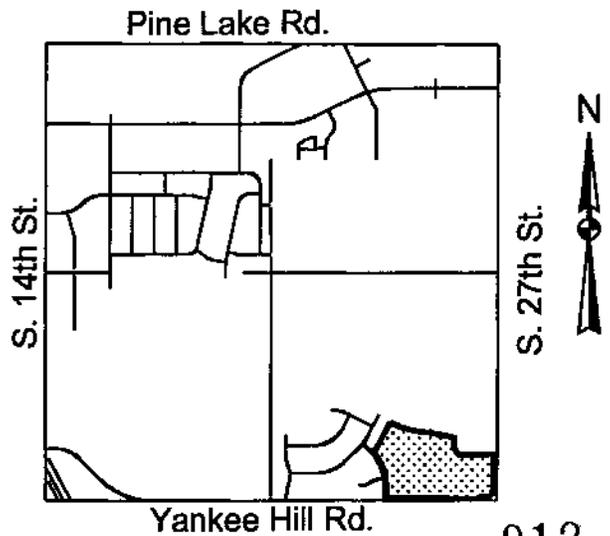
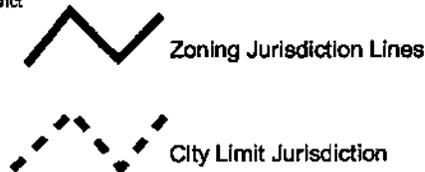


**Change of Zone # 3369
Special Permit #1978
S. 27th & Yankee Hill Rd.**

Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conservation District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

One Square Mile
Sec. 24 T9N R6E

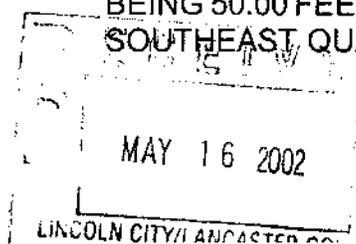


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LEGAL DESCRIPTION

A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF A PORTION OF LOT 81 I.T., LOCATED IN THE SOUTHEAST QUARTER OF SECTION 24, TOWNSHIP 9 NORTH, RANGE 6 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID SOUTHEAST QUARTER, THENCE ON AN ASSUMED BEARING OF NORTH 89 DEGREES 38 MINUTES 45 SECONDS WEST ALONG THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 200.34 FEET TO A POINT, THENCE NORTH 00 DEGREES 21 MINUTES 15 SECONDS EAST, A DISTANCE OF 33.00 FEET TO A SOUTHEAST CORNER OF SAID LOT 81 I.T., SAID POINT BEING **THE TRUE POINT OF BEGINNING**, THENCE NORTH 89 DEGREES 38 MINUTES 45 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 81 I.T., SAID LINE BEING 33.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 1,085.04 FEET TO A SOUTHWEST CORNER OF SAID LOT 81 I.T., THENCE NORTH 00 DEGREES 21 MINUTES 15 SECONDS EAST ALONG A WEST LINE OF SAID LOT 81 I.T., A DISTANCE OF 131.55 FEET TO A POINT OF CURVATURE, THENCE ALONG A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 630.00 FEET, ARC LENGTH OF 446.81 FEET, DELTA ANGLE OF 40 DEGREES 38 MINUTES 08 SECONDS, A CHORD BEARING OF NORTH 19 DEGREES 57 MINUTES 49 SECONDS WEST ALONG A WEST LINE OF SAID LOT 81 I.T., AND A CHORD LENGTH OF 437.50 FEET TO A WEST CORNER OF SAID LOT 81 I.T., THENCE NORTH 49 DEGREES 44 MINUTES 40 SECONDS EAST ALONG A NORTHWEST LINE OF SAID LOT 81 I.T., A DISTANCE OF 41.90 FEET TO A WEST CORNER OF SAID LOT 81 I.T., THENCE NORTH 28 DEGREES 01 MINUTES 29 SECONDS EAST ALONG A WEST LINE OF SAID LOT 81 I.T., A DISTANCE OF 341.21 FEET TO A POINT, THENCE ALONG A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A RADIUS OF 1,007.00 FEET, ARC LENGTH OF 474.92 FEET, DELTA ANGLE OF 27 DEGREES 01 MINUTES 18 SECONDS, A CHORD BEARING OF SOUTH 75 DEGREES 23 MINUTES 47 SECONDS EAST, AND A CHORD LENGTH OF 470.53 FEET TO A POINT, THENCE SOUTH 77 DEGREES 07 MINUTES 34 SECONDS EAST, A DISTANCE OF 293.13 FEET TO A POINT, THENCE SOUTH 00 DEGREES 02 MINUTES 09 SECONDS EAST, A DISTANCE OF 115.27 FEET TO A POINT, THENCE SOUTH 35 DEGREES 06 MINUTES 51 SECONDS EAST, A DISTANCE OF 97.06 FEET TO A POINT, THENCE NORTH 89 DEGREES 57 MINUTES 51 SECONDS EAST, A DISTANCE OF 394.09 FEET TO A POINT OF INTERSECTION WITH THE EAST LINE OF SAID LOT 81 I.T., THENCE SOUTH 00 DEGREES 02 MINUTES 09 SECONDS EAST ALONG THE EAST LINE OF SAID LOT 81 I.T., SAID LINE BEING 50.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 428.22 FEET TO A SOUTHEAST



CORNER OF SAID LOT 81 I.T., THENCE SOUTH 89 DEGREES 57 MINUTES 51 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 81 I.T., A DISTANCE OF 10.00 FEET TO A EAST CORNER OF SAID LOT 81 I.T., THENCE SOUTH 00 DEGREES 02 MINUTES 09 SECONDS EAST ALONG A EAST LINE OF SAID LOT 81 I.T., SAID LINE BEING 60.00 FEET WEST OF AND PARALLEL WITH THE EAST LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 20.00 FEET TO A SOUTHEAST CORNER OF SAID LOT 81 I.T., THENCE SOUTH 45 DEGREES 09 MINUTES 33 SECONDS WEST ALONG A SOUTHEAST LINE OF SAID LOT 81 I.T., A DISTANCE OF 35.23 FEET TO A SOUTHEAST CORNER OF SAID LOT 81 I.T., THENCE NORTH 89 DEGREES 38 MINUTES 45 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 81 I.T., A DISTANCE OF 20.00 FEET TO A SOUTH CORNER OF SAID LOT 81 I.T., THENCE SOUTH 00 DEGREES 21 MINUTES 15 SECONDS WEST ALONG A EAST LINE OF SAID LOT 81 I.T., A DISTANCE OF 10.00 FEET TO A SOUTHEAST CORNER OF SAID LOT 81 I.T., THENCE NORTH 89 DEGREES 38 MINUTES 45 SECONDS WEST ALONG A SOUTH LINE OF SAID LOT 81 I.T., A DISTANCE OF 94.93 FEET TO A SOUTH CORNER OF SAID LOT 81 I.T., THENCE SOUTH 00 DEGREES 21 MINUTES 15 SECONDS WEST ALONG A EAST LINE OF SAID LOT 81 I.T., A DISTANCE OF 17.00 FEET TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 862,759.27 SQUARE FEET OR 19.81 ACRES, MORE OR LESS.

MAY 8, 2002 (9:33AM)
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