

City Council Introduction: **Monday**, November 4, 2002

City Council Public Hearing: **Monday**, November 18, 2002, at **1:30 p.m.**

Bill No. 02R-258

County Board Public Hearing: **Tuesday**, November 26, 2002, at **1:30 p.m.**

FACTSHEET

TITLE: COMPREHENSIVE PLAN AMENDMENT NO. 02001, requested by the Director of Planning, to amend the 2025 Lincoln-Lancaster County Comprehensive Plan sections regarding land use, transportation, parks and recreation and utilities, to reflect the needed improvements to serve the E-3 subarea generally located between 84th and 120th Streets, from south of Pioneers Boulevard to "O" Street, as inside the Future Service Limit.

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 10/16/02
Administrative Action: 10/16/02

RECOMMENDATION: Approval (8-1: Bills-Strand, Krieser, Larson, Carlson, Newman, Taylor, Duvall and Schwinn voting 'yes'; Steward voting 'no').

STAFF RECOMMENDATION: Approval.

ASSOCIATED REQUESTS: Comprehensive Plan Amendment No. 02001.A (02R-259) and Comprehensive Plan Amendment No. 02001.B (02R-261).

FINDINGS OF FACT:

1. This Comprehensive Plan Amendment regarding the E-3 Subarea was heard before the Planning Commission at the same time as Proposal A at 84th & Van Dorn Street and Proposal B at 84th and South Street.
2. The staff recommendation of approval is based upon the "Status/Description" as set forth in the staff report on p.2-5, concluding that these amendments to the Comprehensive Plan will bring the land use, functional class, streets and roadway improvements, right-of-way standards, water and wastewater services and future parks maps up-to-date with past actions of the City Council, County Board and Mayor. The specific amendments are found on p.5-7.
3. The minutes of the Planning Commission are found on p.8.
4. There was no testimony in opposition.
5. On October 16, 2002, the Planning Commission agreed with the staff recommendation and voted 8-1 to recommend approval (Steward dissenting). See Minutes, p.8.

FACTSHEET PREPARED BY: Jean L. Walker

DATE: October 29, 2002

REVIEWED BY: _____

DATE: October 29, 2002

REFERENCE NUMBER: FS\CC\2002\CPA.02001

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

P.A.S.: Comprehensive Plan Amendment #02001

DATE: October 3, 2002

Updated October 16, 2002

Applicant	Location	Proposal
Director of Planning	Land generally between 84 th and 120 th Street, from below Pioneers Boulevard to ‘O’ Street as inside the Future Service Limit of the City of Lincoln	Amend the 2025 Lincoln/Lancaster County Comprehensive Plan sections regarding land use, transportation, parks and recreation and utilities
<p>Recommendation for Overall Amendment: Approval This amendment updates the plan to reflect the needed improvements to serve the subarea included by the City Council and County Board in May 2002.</p> <p>Recommendation - Proposal A at 84th & Van Dorn: Denial (See: 02001.A, 02R-259) Based on the information presented to date, this site can not be provided with sanitary sewer service and is inappropriate for commercial designation.</p> <p>Recommendation - Proposal B at 84th & South Street: Denial (See: 02001.B, 02R-261) Based on the information presented to date, this site can not be provided with sanitary sewer service and is inappropriate for commercial designation.</p>		

Status/Description

The E-3 subarea lies along both sides of an unnamed tributary on the western bank of Stevens Creek to the east of the City of Lincoln. The subarea extends generally from 84th Street on the west to near 120th Street on the east, and from below Pioneers Boulevard on the south to just above ‘O’ Street on the north. The subarea is the largest sub-basin along the western bank of Stevens Creek, totaling nearly 7 square miles in area. The previous Comprehensive Plan designated this general area, the “E-3 Urban Planning Zone.”

This seven (7) square mile area was added to the City of Lincoln’s “Future Service Limit” by City Council and County Board action on May 28th, 2002. At the time of adoption, the land use, utility, road, trail or public facilities for the E-3 subarea were not defined. This amendment updates the land use and transportation elements of the *2025 City-County Comprehensive Plan* to include the E-3 urban growth subarea.

If urbanization were to progress toward the south along the western bank of the Stevens Creek basin, this area would be third in line for development. As represented in the May 28, 2002, Comprehensive Plan, the sub-basin is shown within Tier I (i.e., part of the future urban area) as a Priority B area (i.e., development programmed for later in the planning period).

Existing acreage developments and golf courses dot the present landscape of the sub-basin. When these developments – as well as floodplains and public right-of-way -- are taken into consideration, the sub-basin has a potential developable area of around 4.5 square miles.

Comprehensive Plan Implications

This entire subarea is shown as inside “Future Service Limit” and therefore is planned for development in the planning period. The addition of the E-3 subarea further adds to the overall cost of implementing the Comprehensive Plan. Based upon the provision of road, water, and sanitary sewer services noted above, the initial capital investment for major urban infrastructure improvements in the E-3 urban growth zone would be **approximately \$61.4 million** in year 2002 dollars, distributed as follows:

Arterial Street System	\$36.35 million
Water Services	7.00 million
Sanitary Sewer Services	<u>18.05 million</u>
Total	\$61.40 million*

*Refer to Planning Department memo dated May 22, 2002.

The specific elements are discussed in the following sections.

Land Use

The majority of land use in the E-3 subarea is currently designated Agricultural. However, there are a number of other land use designations through out the E-3 subarea -- including Low Density Residential, Green Space, Commercial, Urban Residential and Industrial. The proposed changes to land use plan continue some of the current land use designations, however, converting some land uses to conform to the principles of the Plan are necessary.

Three general land use changes are included in this amendment. First, the area that is currently designated as Agricultural is proposed to change to Urban Residential. Future growth areas that are within the Future Service Limit are shown as Urban Residential in the Comprehensive Plan. This land use pattern should continue with the addition of the E-3 subarea -- as this area is envisioned as future urban development. This designation ensures that urban style residential development is the guiding policy for this area.

Second, there are a number of areas currently identified as Low Density Residential in the E-3 subarea. Some of these areas are in different stages of build out. The Low Density Residential land use designation for these area is proposed to change to Urban Residential. These developments include, but not limited to the Windhoek subdivisions. It is anticipated that these subdivisions and others would convert over the long term to large lot subdivisions of approximately 1 acre sized lot and the undeveloped areas of the subdivisions building out at urban densities.

Lastly, the floodplain located within the Windhoek Subdivision which is currently designated as Low Density Residential is proposed to change to Green Space. This would bring the land use for this area in conformance with the guiding principles of the Comprehensive Plan.

Arterial Street System

The proposed arterial street network to serve the E-3 growth area will primarily extend along section line roads within the area. These include the east-west streets of ‘O’ Street, ‘A’ Street, Van Dorn Street and Pioneers Blvd. The north-south streets include 98th Street, 112th Street and 120th Street. A section of 98th Street is not currently open and will require the acquisition of the right of way to complete the connection between ‘A’ Street and Holdrege Avenue. The arterial streets added to the transportation plan need to serve the growth needs identified in the proposed land use

plan as well as the future needs of the area as it becomes fully urbanized or built out. The street designs are primarily for 4-lane arterials with multiple turning lanes (TL) at all major intersections. One-half mile segments along both 'A' Street and Van Dorn Street, a one mile segment of 112th Street, and a two mile segment of 120th Street are proposed as a 2 lane + Center Turn Lane (CTL) design.

The roadways in the growth areas generally require 120 ft. of right of way with 130 ft. at intersections. Additional right of way may be needed if wider pedestrian facilities or trail facilities are included. These additional road improvements increase the funding requirements to complete the Long Range Transportation Plan. The additional road improvement costs over the life of the plan are estimated at \$36,350,000 in year 2002 dollars.

Water Services

The supply of water services to the E-3 sub-basin would occur as a logical extension of distribution mains off of the City's water transmission line located along 84th Street. This pattern should support the City's long standing planning and utilities policy of contiguous growth -- i.e., development that is immediately adjacent to the City and reflects the rational extension of urban services.

The specific water system improvements required to support growth within E-3 include the installation of 14 miles of 16 inch mains along the following section line public rights-of-way:

- ! A Street, 84th to 120th Streets
- ! Van Dorn, 84th to 120th Streets
- ! Pioneers Boulevard, 84th to 98th Streets
- ! 98th Street, Old Cheney Road to 'O' Street
- ! 112th Street, Van Dorn to 'O' Streets
- ! 120th Street, Van Dorn to 'O' Streets

The estimated cost for the construction of these mains is \$7.0 million in 2002 dollars.

This does not include the additional water treatment and transmission capacity requirements from the Ashland Water Facility that would be necessary to support the ultimate development of this area.

Wastewater Services

Providing wastewater services to the Stevens Creek basin will require: (1) the installation of a main trunk sewer along the creek bed; (2) basin collector lines; and, (3) improvements to the City's current Northeast Wastewater Treatment Facility (7000 North 70th Street).

Main Trunk Sewer

In calculating wastewater facility requirements for the E-3, capital needs were first determined on the basis of providing services to all of the area within Stevens Creek shown within Lincoln's Future Service Limit -- that is, E-1, E-2, and E-3. Developing this area will require the installation of a trunk sewer from the Northeast Wastewater Treatment Facility to a point near 120th and A Street/Randolph Street -- a distance of approximately 6.5 miles.

Preliminary design shows that this sewer line would range in size from 102" to 66" in diameter and cost around \$21.0 million (2002 dollars). The portion of the trunk sewer assumed for construction between the Treatment Facility and Cornhusker Highway would be sized to ultimately serve both the west and east sides of the basin. The portion of this \$21.0 million for E-3 is \$5.3 million.

Collector Sewers

Smaller collector sewers will also be required for servicing E-1, E-2, and E-3. These sub-basin mains will need mains down to 18 inches in size. The projected cost for these improvements is \$7.5 million. This figure does not include tapable size mains – i.e., 15 inches and smaller. The portion of this \$7.5 million for E-3 is \$6.75 million.

Northeast Wastewater Treatment Plant

The Northeast Wastewater Treatment Plant has a current capacity of approximately 6 to 7 mgd (million gallons per day.) To serve the Sevens Creek land proposed for future growth within the City’s 25-year Future Service Limit (i.e., E-1, E-2, and E-3) will necessitate a 6 mgd expansion of the Treatment Plant. The estimated cost for these plant improvements is \$18 million. This estimate is based on assumptions about effluent discharge permits and other operational considerations. The portion to serve E-3 is \$6.0 million of \$18.0 million.

Cost Calculations for Wastewater

The overall cost for the wastewater system improvements of extending urban sewer services (collection and treatment) to the E-3 area is approximately:

Trunk Sewer	\$ 5.3 million
Basin Collector Sewers	6.75 million
Treatment Improvements	<u>6.0 million</u>
Total	\$18.05 million

Parks, Recreation and Open Space

Neighborhood parks are comprised of sites that are centrally located within areas of residential development. Typical activity areas include playground equipment, open lawn for informal games and activities, play court with a single basketball goal for informal games, seating and walking paths. Four additional Neighborhood parks are identified as a result of the addition of the E-3 subarea to the future service limit.

Conclusion to Overall Amendment

These amendments to the Comprehensive Plan will bring the land use, functional class, streets and roadway improvements, right of way standards, water and wastewater services and future parks maps’ up to date with past actions of the City Council, County Board and Mayor.

Amend the Comprehensive Plan as follows:

Specific Maps, Lists and Tables of the May 28/29, 2002 Plan to be amended are:

- ! Existing County Roads Functional Classification, page E 48 - Adjust Functional Classification map for E-3 Area to: 1) add the functional classification designation of Rural Major Collector for “A” Street, 112th to 120th Street, 2) add the functional classification designation of Rural Major Collector for 120th Street, “O” Street to Pioneers Blvd.; and 3) adjust Urban Area Boundary to include the Future Service Limit.

- ! Existing City Streets Functional Classification, page E 49 - Adjust Functional Classification map for E-3 Area to: 1) add the functional classification designation of Rural Major Collector for “A” Street, 112th to 120th Street, 2) add the functional classification designation of Rural Major Collector for 120th Street, “O” Street to Pioneers Blvd.; and 3) adjust Urban Area Boundary to include the Future Service Limit.

- ! Lincoln/ Lancaster County Land Use Plan, page F 23 - Amend Land Use Plan for E-3 Area to reflect land uses as shown on attached map.

- ! Lincoln Area Detail, page F 25 - Amend Land Use Plan for E-3 Area to reflect land uses as shown on attached map.

- ! Trails & Bicycle Facilities Plan, page F 95 - The Trails and Bicycle Facilities element of the Transportation Plan are under review by the Pedestrian and Bicycle Advisory Committee and will be considered during the Annual Comprehensive Plan Review.

- ! Future Functional Classification: City Streets, page F 103 - Adjust Functional Classification map for E-3 Area to: 1) add the functional classification designation of Urban Minor Arterial for “A” Street, 112th to 120th Street, 2) add the functional classification designation of Urban Minor Arterial for 120th Street, “O” Street to Pioneers Blvd.; and 3) adjust Urban Area Boundary to include the Future Service Limit.

- ! Future Functional Classification: County Roads, page F 104 - Adjust Functional Classification map for E-3 Area to: 1) add the functional classification designation of Urban Minor Arterial for “A” Street, 112th to 120th Street, 2) add the functional classification designation of Urban Minor Arterial for 120th Street, “O” Street to Pioneers Blvd.; and 3) adjust Urban Area Boundary to include the Future Service Limit.

- ! Projects & Studies: Lincoln Area Street & Roadway Improvements 2025, page F 105 - Add roadway improvements for E-3 Area to include: 1) 98th Street, “A” Street to Old Cheney Road, as 4-Lanes + TL, 2) 112th Street, Holdrege Street to Van Dorn Street, as 4-Lanes + TL, 3) “A” Street, 98th Street to 112th Street, as 4-Lanes + TL, 4) “A” Street, 112th Street to 120th Street, as 2-Lanes + CTL, 5) Van Dorn Street, 84th Street to 112th Street, as 4-Lanes + TL, 6) Pioneers Blvd., 84th Street to 112th Street, as 4-Lanes + TL, 7) 112th Street, Van Dorn Street to Pioneers Blvd., as 2-Lanes + CTL, 8) 120th Street, “O” Street to Van Dorn Street, as 2-Lanes + CTL.

- ! Urban Area System Improvements (Listing), page F 109 - Add roadway improvements for E-3 Area to include: 1) 98th Street, “A” Street to Old Cheney Road, as 4-Lanes + TL, 2) 112th Street, Holdrege Street to Van Dorn Street, as 4-Lanes + TL, 3) “A” Street, 98th Street to 112th Street, as 4-Lanes + TL, 4) “A” Street, 112th Street to 120th Street, as 2-Lanes + CTL, 5) Van Dorn Street, 84th Street to 112th Street, as 4-Lanes + TL, 6) Pioneers Blvd., 84th Street to 112th Street, as 4-Lanes + TL, 7) 112th Street, Van Dorn Street to Pioneers Blvd., as 2-Lanes + CTL, 8) 120th Street, “O” Street to Van Dorn Street, as 2-Lanes + CTL.

- ! Right of Way Standards, page F 112 - Add Right of Way designation for 120 feet within the E-3 Area to include: 1) 112th Street, Holdrege Street to Old Cheney Road, 2) “A” Street, 98th Street to 120th Street, 3) Van Dorn Street, 98th Street to 120th Street, 4) 120th Street, “O” Street to Van Dorn Street.

- ! Tiers I & II Right of Way, page F 113 - Remove “Acquisition Potential of 120 feet of ROW for the street segments listed above.

- ! City of Lincoln Streets Plan, Project Funding Through Year 2025 (Table), page F 116 - Add the cost for the additional road improvements to the “Projected Expenditures” within (7) City/Fed/State Share of Major Projects. The additional road improvement costs over the life of the plan are estimated at \$36,350,000 in year 2002 dollars.

- ! Future Parks, page F 134 - Amend Future parks map for the E-3 Area to add four Neighborhood Parks in the general vicinity as shown on attached map.

Prepared by

Duncan L. Ross, AICP
Planning Department

COMPREHENSIVE PLAN AMENDMENT NO. 02001 E-3 SUBAREA

PUBLIC HEARING BEFORE PLANNING COMMISSION:

October 16, 2002

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

Staff recommendation: Approval.

Steve Henrichsen of Planning staff explained that these changes were part of the E-3 area--Stevens Creek--consisting of seven square miles which was the area added by the Planning Commission and adopted by the City Council and County Board in May. That adoption only changed the Future Service Limit. It did not make any changes in the land use, transportation or any of the other sections. The purpose of this amendment is to update the Comprehensive Plan to include those items. At the present time, we do not have the resources identified for the additional area as to how to provide for these additional improvements nor the overall improvements for the water and street systems, but those issues continue to be addressed as part of the Infrastructure Financing Strategy.

COMPREHENSIVE PLAN AMENDMENT NO. 02001, E-3 ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

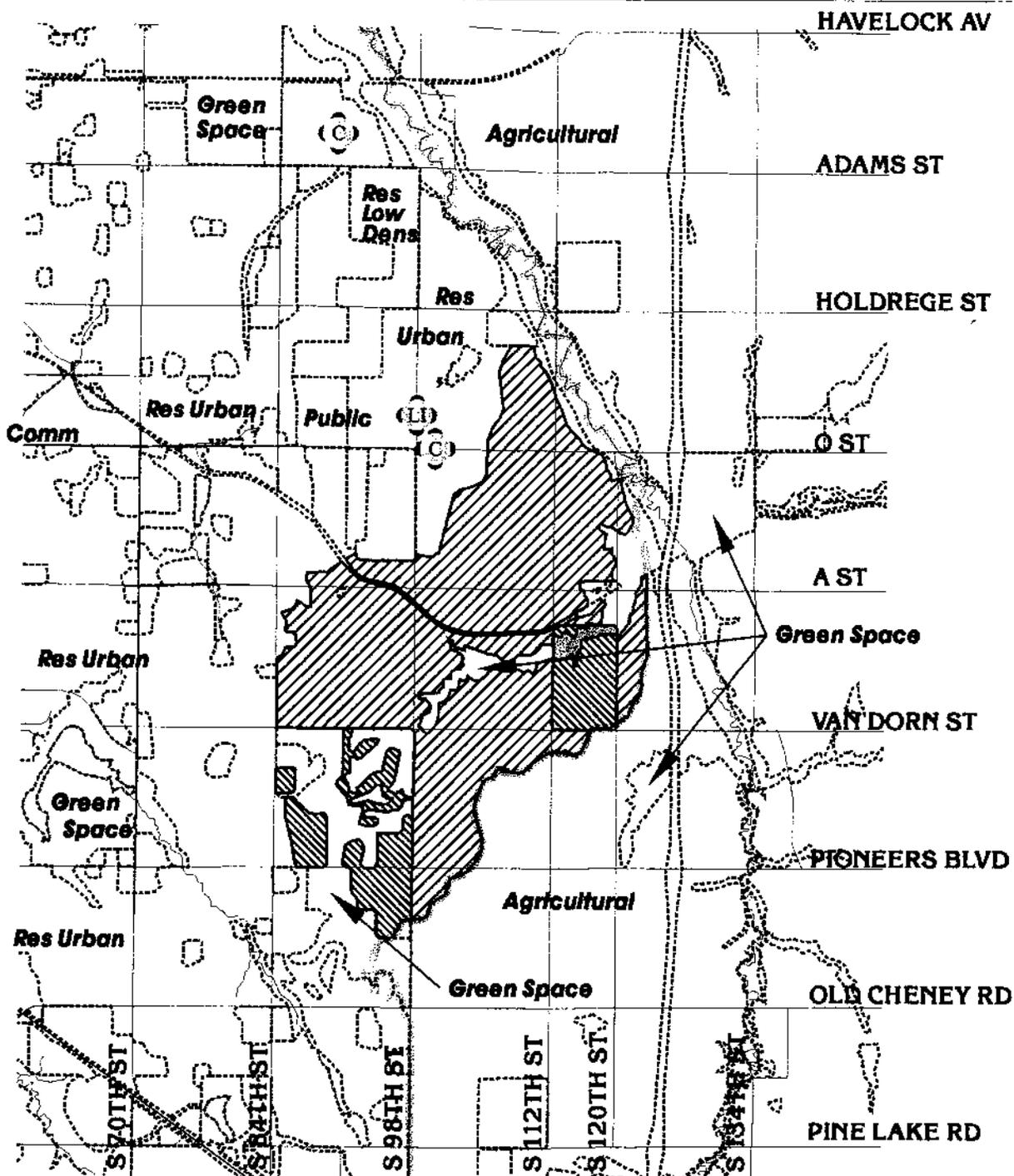
October 16, 2002

Duvall moved approval, seconded by Larson.

Duvall commented that this area was part of that basin that the Planning Commission approved as part of the Comprehensive Plan. Now we're putting everything into order as part of that big package to be our guide.

Steward does not believe that is how it happened. He believes this land was added after the Planning Commission acted and it was recommended by the City Council and County Board.

Motion for approval carried 8-1: Bills-Strand, Krieser, Larson, Carlson, Newman, Taylor, Duvall and Schwinn voting 'yes'; Steward voting 'no'.



E-3 Subarea

Comprehensive Plan Amendment

----- Lincoln Future Service Limit

----- Land Use Boundary

Res Land Use Category

 From Agricultural to Residential, Urban

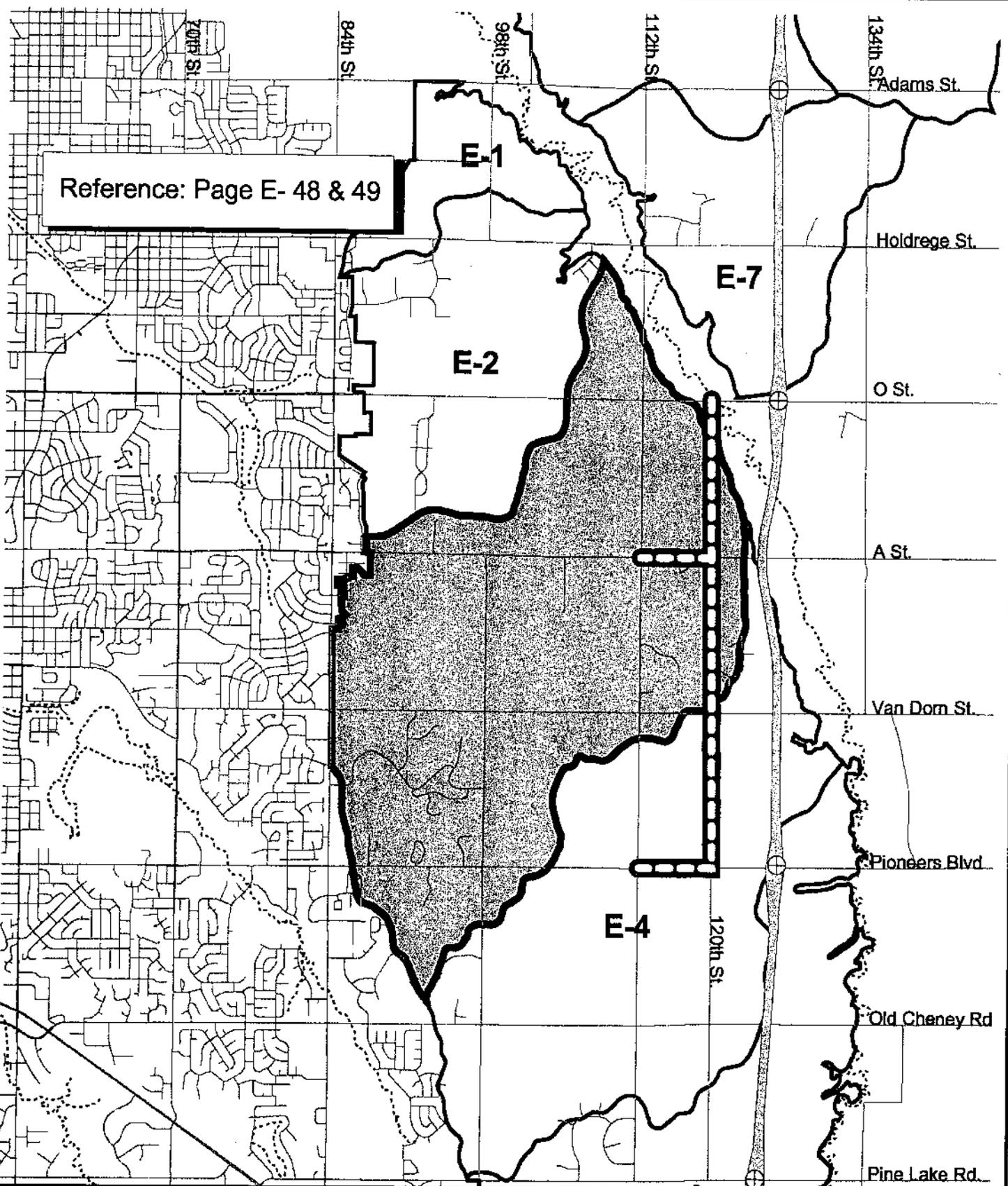
 From Residential, Low Density to Residential, Urban

 From Residential, Low Density to Green Space

 New Proposed Comm or Indus Center (Not Site Specific)



009

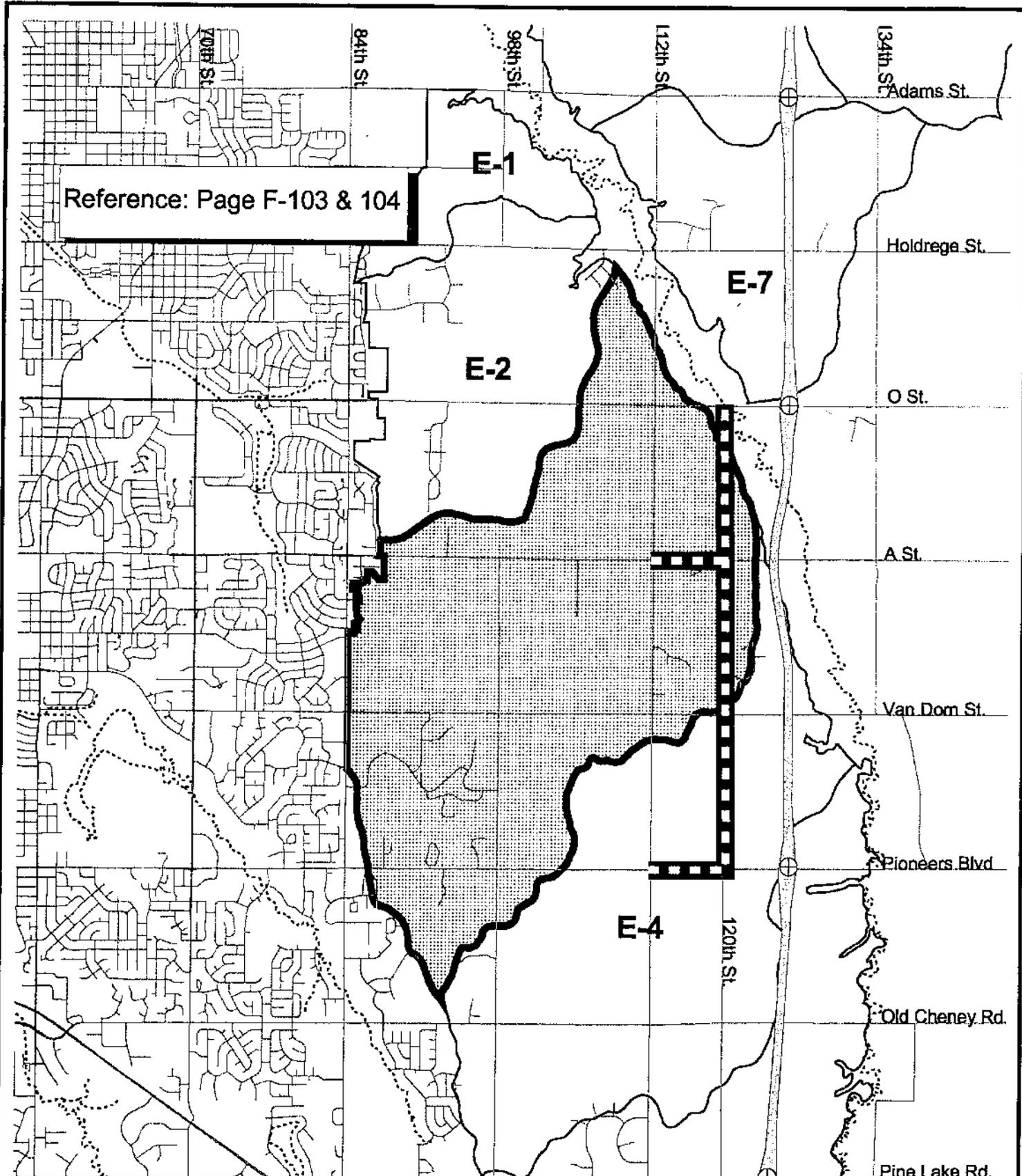


Reference: Page E- 48 & 49

E-3 Subarea - Comprehensive Plan Amendment Existing Functional Classification

-  Streams
-  Sub-basins
-  E-3 Basin
-  Rural Major Collector (County)
-  Future Beltway
-  Prop. Interchange

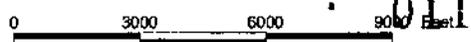
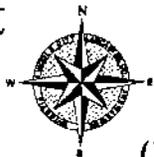




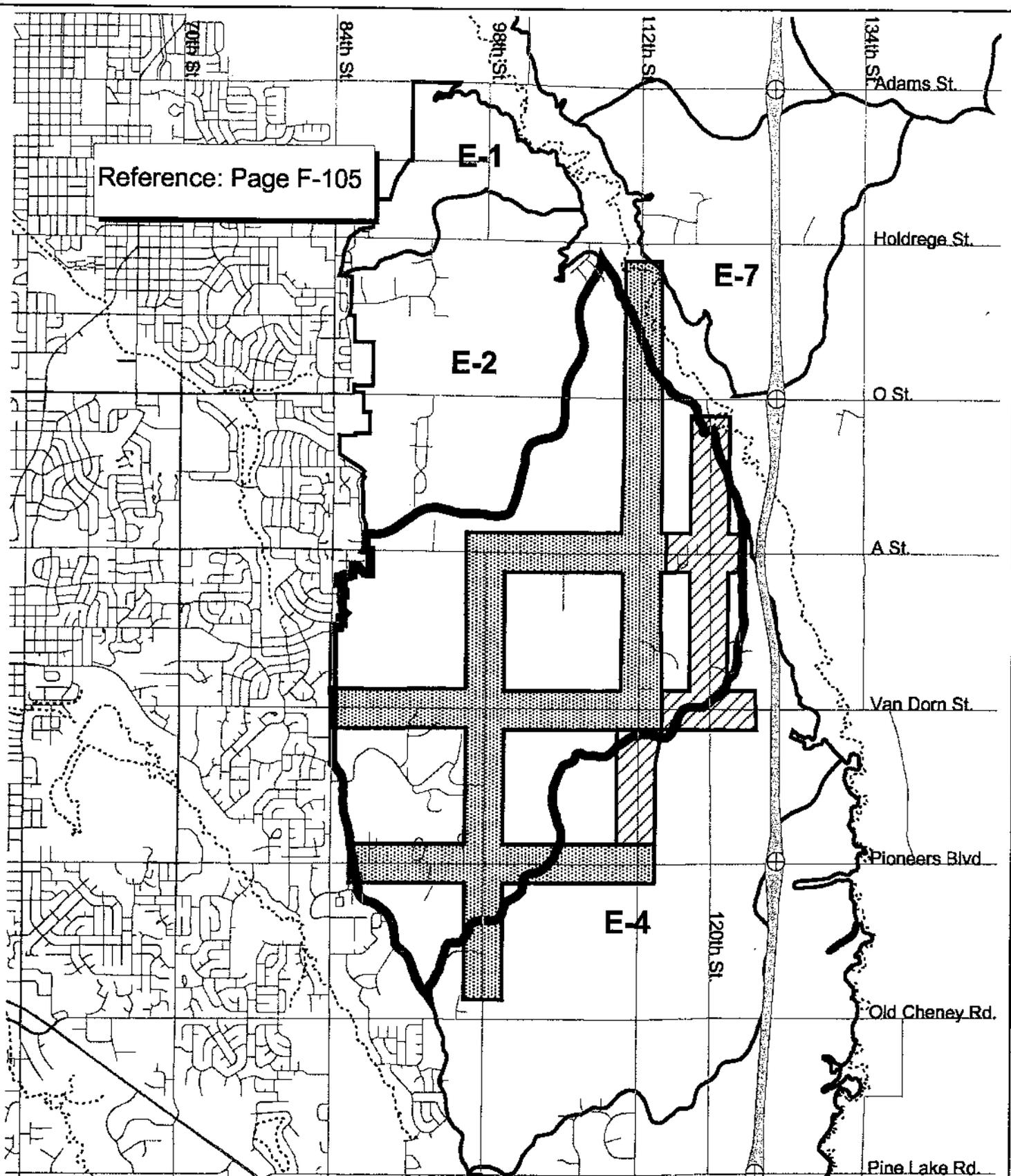
Reference: Page F-103 & 104

E-3 Subarea - Comprehensive Plan Amendment Future Functional Classification

-  Streams
-  Sub-basins
-  E-3 Basin
-  Urban / Rural Minor Arterial
-  Future Beltway
-  Prop. Interchange



Reference: Page F-105



E-3 Subarea - Comprehensive Plan Amendment

Projects & Studies: Lincoln Area Streets & Roadway Improvements 2025

-  Sub-basins
-  E-3 Basin
-  Interchange
-  2 Lanes + CTL
-  4 Lanes + TL
-  6 Lanes + TL

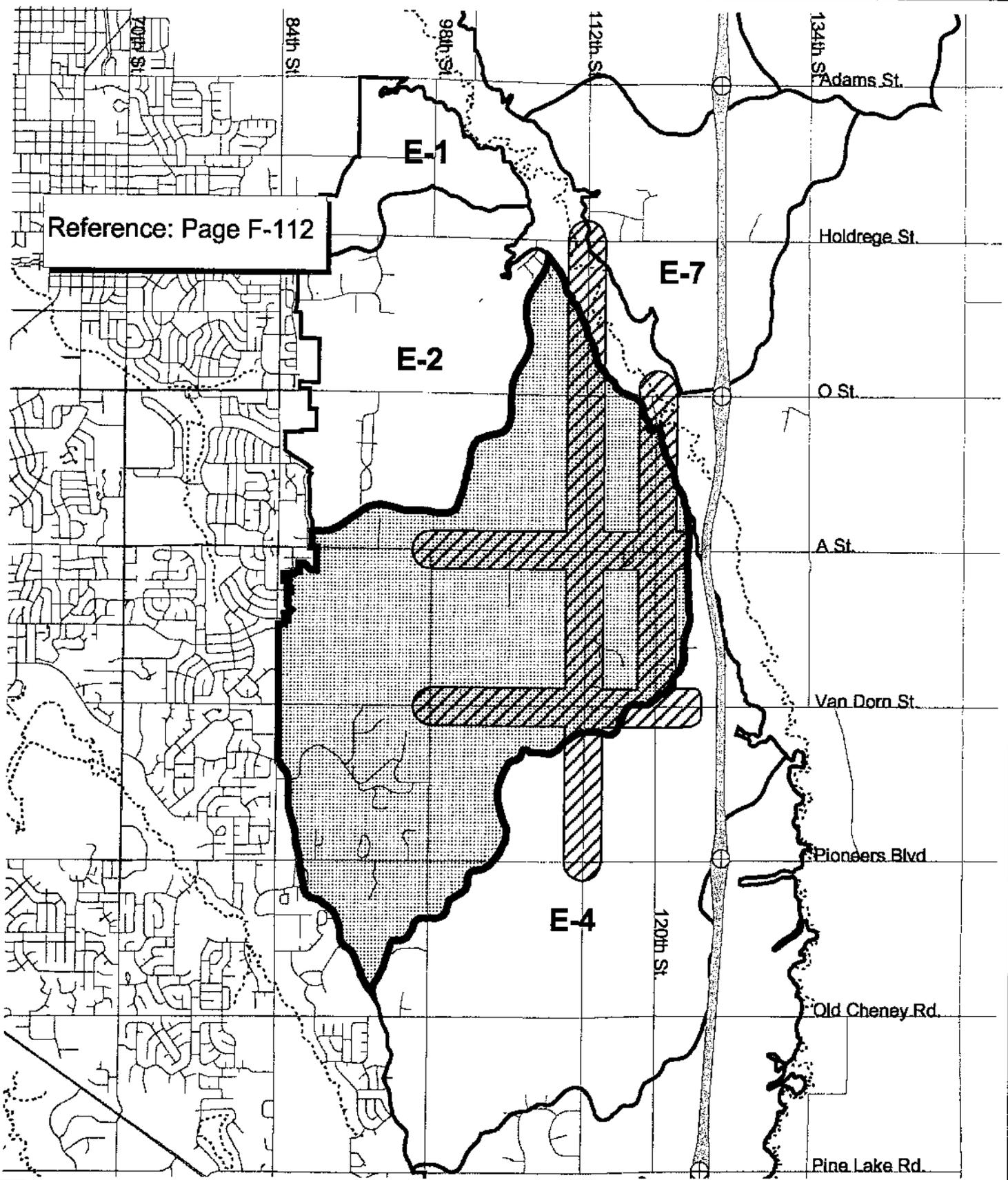
-  Future Beltway
-  Prop. Interchange
-  Streams

012



0 3000 6000 9000 Feet

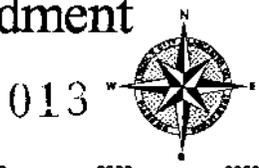
(/plan/gis/revenue/e3_9_02.apr) (9-02)



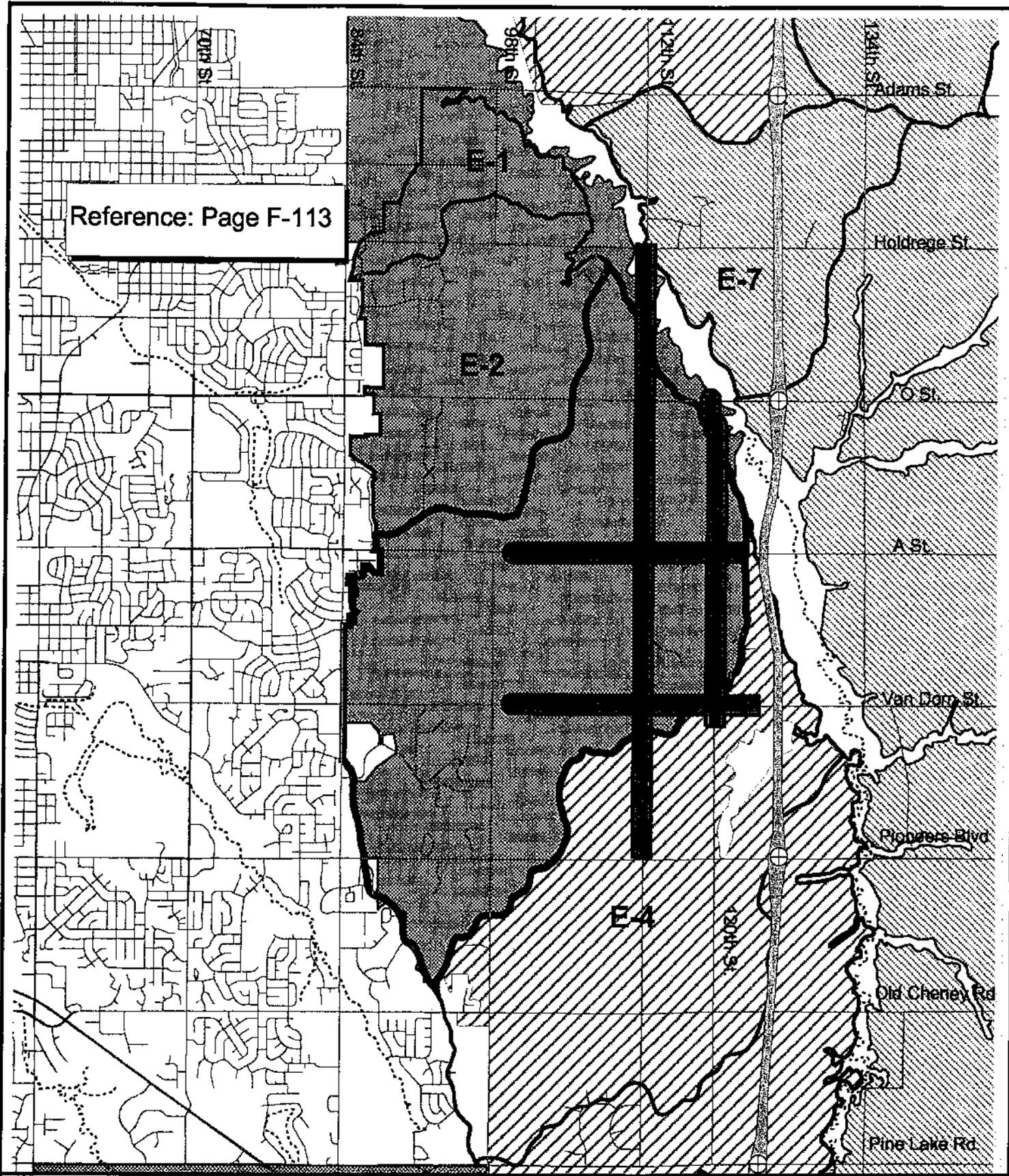
Reference: Page F-112

E-3 Subarea - Comprehensive Plan Amendment Right of Way Standards

-  Streams
-  Sub-basins
-  E-3 Basin
-  Future Beltway
-  120' ROW
-  Prop. Interchange



Reference: Page F-113



E-3 Subarea - Comprehensive Plan Amendment
Tier I & II ROW

	Streams		E-3 Basin
	Tier1		Future Beltway
	Tier2		Prop. Interchange
	Tier3		
	120' ROW moved to ROW Standards (F112)		

014

0 3000 6000 9000 Feet

(plav/gia/stoveca/c3_9_02.apr) (9-02)

City of Lincoln Streets Plan
Project Funding Through Year 2025
Expressed in Millions of Dollars

<u>Projected Revenues</u>	<u>Millions of Dollars</u>	
1. City Road Funds # (1.5 percent annual increase assumed)	\$685.0	
2. Federal Highway Funds ## (no growth increase assumed)	100.0	
3. Other State / Federal Aid ### (no growth increase assumed)	265.0	
4. Other Funds ### (RTSD, Assessments) (no growth increase assumed)	<u>50.0</u>	
<i>Projected Total for All Funds</i>	<i>\$1,100.0</i>	
<u>Projected Expenditures</u>		
5. Maintenance Activity *	\$190.0	
6. Resurfacing / Rehabilitation ** (seven percent increase every 5 th year)	210.0	
7. City/Fed/State Share of Major Projects ***	1,046.0	<u>1,082.4</u>
<i>Projected Total Expenditures</i>	<i>\$1,446.0</i>	<i>\$1,482.4</i>

Includes city wheel tax and city share of State Highway Allocation Funds. Does not include general funds.

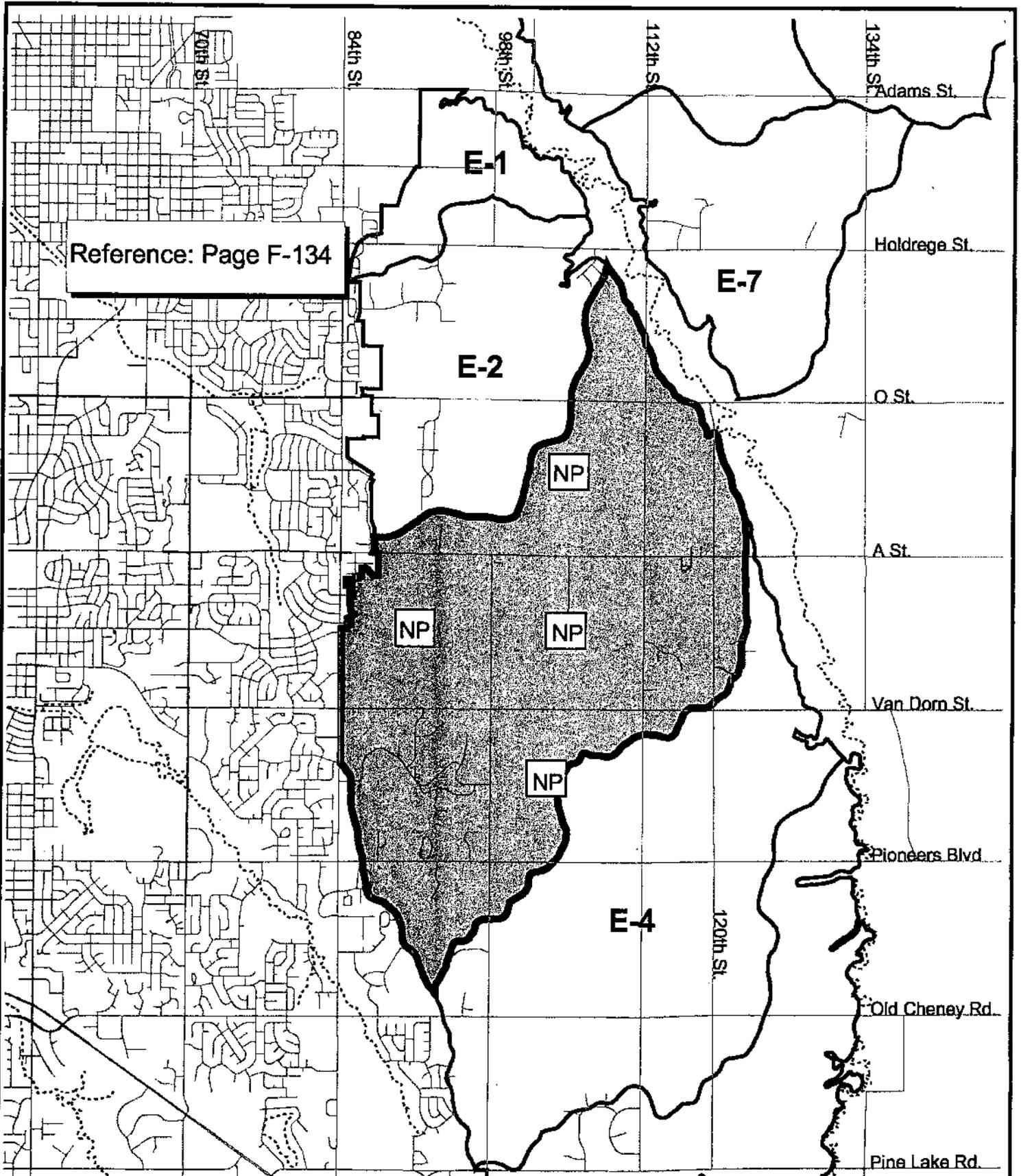
City's share of Transportation Act.

Applied for funds.

* Includes street sweeping, snow removal, patching and other maintenance.

** Includes resurfacing, minor widening, and signals.

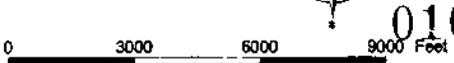
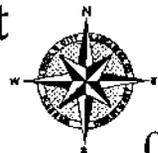
*** Includes construction, primary engineering, minor right of way acquisition, emergency, and safety activities. Involves use of City Wheel Tax, City Share of State Highway Allocation Funds, Federal Highway Funds, Railroad Transportation Safety District (RTSD) funds, and Other State/Federal Aid Funds. No project Cost inflation is assumed. Funding for state projects is not included. Assumes 100 percent local funding for Antelope Valley Project. A 20 percent local funding and 80 percent Federal/State funding split would be anticipated for the South and East Beltways, Capital Parkway West and Highway 77, and Sun Valley Boulevard from West "O" to Cornhusker Highway.



Reference: Page F-134

E-3 Subarea - Comprehensive Plan Amendment Future Parks

-  Streams
-  Sub-basins
-  E-3 Basin
-  Future Neighborhood Parks



016

Lincoln MPO
Public Works and Utilities Department



MEMORANDUM

Date: September 26, 2002

To: Planning Commissioners

From: Allan Abbott, Public Works & Utilities Department

Allan Abbott

Subject: *Lincoln MPO Technical Committee Action*

Copies To: Marvin Krout, Mayor Wesley, MPO Officials Committee

The Lincoln Metropolitan Planning Organization (MPO) Technical Committee reviewed Comprehensive Plan Amendment #02001 addressing the transportation network amendments supporting the future year land uses for Tier 1 growth in the E-3 Growth Area of the Stevens Creek basin. This package of network amendments is to provide basic roadway improvements for the Long Range Transportation Plan in the E-3 Growth Area as it becomes urbanized.

According to the MPO public participation process, the Technical Committee reviews all amendments to the Transportation Element of the *Lincoln-Lancaster Comprehensive Plan* and forwards their recommendation to the Planning Commission prior to the close of the public hearing. The MPO Technical Committee recommendation from action was taken at their September 26, 2002 meeting is attached.

Attachment (1)

F:\FILES\SIEMDB\LRTP Amendments\TC memo.wpd

Comprehensive Plan Amendment #02001

Transportation Amendments for the E-3 Growth Area

September 26, 2002

This is an amendment to address the action by the City Council and County Board which added the Stevens Creek E-3 Growth Area to the Comprehensive Plan on May 28, 2002. The growth area added expands the Lincoln Future Service Limit in the plan without identifying specific land uses or identifying utility, road, trail or public facilities being added to the Comprehensive Plan. This amendment is to add the missing transportation elements for the Long Range Transportation Plan.

The expansion of the E-3 growth area adds 7 square miles of planned Tier 1 growth in the Stevens Creek basin. To serve this expanded growth area, 14.5 miles of additional arterial road improvement projects are required (9 miles of new and 5.5 miles of arterial upgrades to 4 lanes) and are proposed to be amended to the 1-25 Year element of the Transportation Plan.

Arterial Street System: The proposed arterial street network to serve the E-3 growth area will primarily extend along section line roads within the area. These include the east-west streets of 'O' Street, 'A' Street, Van Dorn Street and Pioneers Blvd. The north-south streets include 98th Street, 112th Street and 120th Street. A section of 98th Street is not currently open and will require the acquisition of the right of way to complete the connection between 'A' Street and Holdrege Avenue. The arterial streets added to the transportation plan need to serve the growth needs identified in the proposed land use plan as well as the future needs of the area as it becomes fully urbanized or built out. The street designs are primarily for 4-lane arterials with multiple turning lanes (TL) at all major intersections. One-half mile segments along both 'A' Street and Van Dorn Street, a one mile segment of 112th Street, and a two mile segment of 120th Street are proposed as a 2 lane + Center Turn Lane (CTL) design.

Arterial Street Improvements

Street	4 Plus Turn Lanes	2 Plus Turn Lanes
'A' Street	One quarter mile east of 98th Street to one quarter mile east of 112th Street	One quarter mile east of 112th Street to one quarter mile east of 120th Street
Van Dorn Street	One quarter mile east of 84th Street to one quarter mile east of 112th Street	One quarter mile east of 112th Street to one quarter mile east of 120th Street
Pioneers Blvd.	One quarter mile east of 84th Street to 112th Street	---
98th Street	'A' Street to Old Cheney Road	---
112th Street	Holdrege Avenue to Van Dorn Street	Van Dorn Street to Pioneers Blvd.
120th Street	---	'O' Street to Van Dorn Street

The roadways in the growth areas generally require 120 ft. of right of way with 130 ft. at intersections. Additional right of way may be needed if wider pedestrian facilities or trail facilities are included. These additional road improvements increase the funding requirements to complete the Long Range Transportation Plan. The additional road improvement costs over the life of the plan are estimated at \$36,350,000 in year 2002 dollars.

East 'O' Street. The principal highway running through the Stevens Creek basin is East 'O' Street (US-34) which is currently a 2 lane facility. This facility is in the State program to be upgraded to four lanes within the planing period.

East Beltway. The planning and environmental elements for the East Beltway are complete and this facility in the early stages of roadway design. Construction of the East Beltway is not likely to take place until late in the planning period and could carry over beyond the life of the Comprehensive Plan. None of the planned beltway interchanges are within the E-3 growth area.

Additional transportation elements to be amended. The Existing and Future Functional Classifications needs to be updated for the E-3 growth area and the Urban Area Boundary will need to be expanded to include the Future Service Limit.

Maps and Tables to be Amended

- Existing County Roads Functional Classification,** page E48 - Adjust Functional Classification map for E-3 Area to: 1) add the functional classification designation of Rural Major Collector for "A" Street, 112th to 120th Street, 2) add the functional classification designation of Rural Major Collector for 120th Street, "O" Street to Pioneers Blvd.; and 3) adjust Urban Area Boundary to include the Future Service Limit.
- Existing City Streets Functional Classification,** page E49 - Adjust Functional Classification map for E-3 Area to: 1) add the functional classification designation of Rural Major Collector for "A" Street, 112th to 120th Street, 2) add the functional classification designation of Rural Major Collector for 120th Street, "O" Street to Pioneers Blvd.; and 3) adjust Urban Area Boundary to include the Future Service Limit.
- Trails & Bicycle Facilities Plan,** page F95 - The Trails and Bicycle Facilities element of the Transportation Plan are under review by the Pedestrian and Bicycle Advisory Committee and will be considered during the Annual Comprehensive Plan Review.
- Future Functional Classification: City Streets,** page F103 - Adjust Functional Classification map for E-3 Area to: 1) add the functional classification designation of Urban Minor Arterial for "A" Street, 112th to 120th Street, 2) add the functional classification designation of Urban Minor Arterial for 120th Street, "O" Street to Pioneers Blvd.; and 3) adjust Urban Area Boundary to include the Future Service Limit.

- Future Functional Classification: County Roads, page F104 - Adjust Functional Classification map for E-3 Area to: 1) add the functional classification designation of Urban Minor Arterial for "A" Street, 112th to 120th Street, 2) add the functional classification designation of Urban Minor Arterial for 120th Street, "O" Street to Pioneers Blvd.; and 3) adjust Urban Area Boundary to include the Future Service Limit.
- Projects & Studies: Lincoln Area Street & Roadway Improvements 2025, page F105 - Add roadway improvements for E-3 Area to include: 1) 98th Street, "A" Street to Old Cheney Road, as 4-Lanes + TL, 2) 112th Street, Holdrege Street to Van Dorn Street, as 4-Lanes + TL, 3) "A" Street, 98th Street to 112th Street, as 4-Lanes + TL, 4) "A" Street, 112th Street to 120th Street, as 2-Lanes + CTL, 5) Van Dorn Street, 84th Street to 112th Street, as 4-Lanes + TL, 6) Pioneers Blvd., 84th Street to 112th Street, as 4-Lanes + TL, 7) 112th Street, Van Dorn Street to Pioneers Blvd., as 2-Lanes + CTL, 8) 120th Street, "O" Street to Van Dorn Street, as 2-Lanes + CTL.
- Urban Area System Improvements (Listing), page F109 - Add roadway improvements for E-3 Area to include: 1) 98th Street, "A" Street to Old Cheney Road, as 4-Lanes + TL, 2) 112th Street, Holdrege Street to Van Dorn Street, as 4-Lanes + TL, 3) "A" Street, 98th Street to 112th Street, as 4-Lanes + TL, 4) "A" Street, 112th Street to 120th Street, as 2-Lanes + CTL, 5) Van Dorn Street, 84th Street to 112th Street, as 4-Lanes + TL, 6) Pioneers Blvd., 84th Street to 112th Street, as 4-Lanes + TL, 7) 112th Street, Van Dorn Street to Pioneers Blvd., as 2-Lanes + CTL, 8) 120th Street, "O" Street to Van Dorn Street, as 2-Lanes + CTL.
- Right of Way Standards, page F112 - Add Right of Way designation for 120 feet within the E-3 Area to include: 1) 112th Street, Holdrege Street to Old Cheney Road, 2) "A" Street, 98th Street to 120th Street, 3) Van Dorn Street, 98th Street to 120th Street, 4) 120th Street, "O" Street to Van Dorn Street.
- Tiers I & II Right of Way, page F113 - Remove "Acquisition Potential of 120 feet of ROW for the street segments listed above.
- City of Lincoln Streets Plan, Project Funding Through Year 2025 (Table), page F116 - Add the cost for the additional road improvements to the "Projected Expenditures" within (7) City/Fed/State Share of Major Projects. The additional road improvement costs over the life of the plan are estimated at \$36,350,000 in year 2002 dollars.

Prepared by:



Michael D. Brienzo, Transportation Planner
Lincoln MPO / Public Works & Utilities Department

Attachments (7)

City of Lincoln Streets Plan
Project Funding Through Year 2025
Expressed in Millions of Dollars

<u>Projected Revenues</u>	<u>Millions of Dollars</u>	
1. City Road Funds # (1.5 percent annual increase assumed)	\$685.0	
2. Federal Highway Funds ## (no growth increase assumed)	100.0	
3. Other State / Federal Aid ### (no growth increase assumed)	265.0	
4. Other Funds ### (RTSD, Assessments) (no growth increase assumed)	<u>50.0</u>	
<i>Projected Total for All Funds</i>	<i>\$1,100.0</i>	
<u>Projected Expenditures</u>		
5. Maintenance Activity *	\$190.0	
6. Resurfacing / Rehabilitation ** (seven percent increase every 5 th year)	210.0	
7. City/Fed/State Share of Major Projects ***	1,046.0	<u>1,082.4</u>
<i>Projected Total Expenditures</i>	<i>\$1,446.0</i>	<i>\$1,482.4</i>

Includes city wheel tax and city share of State Highway Allocation Funds. Does not include general funds.

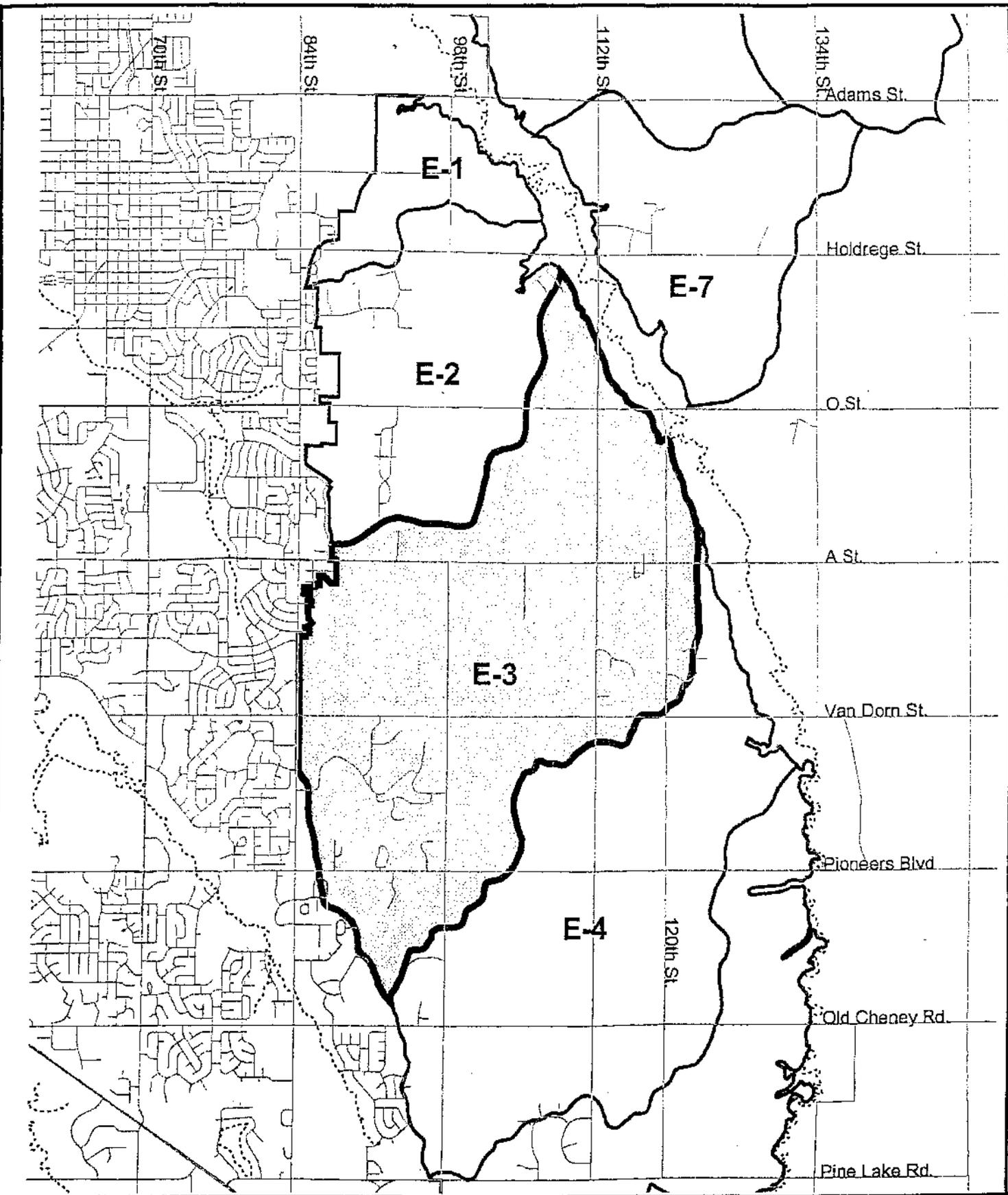
City's share of Transportation Act.

Applied for funds.

* Includes street sweeping, snow removal, patching and other maintenance.

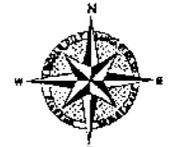
** Includes resurfacing, minor widening, and signals.

*** Includes construction, primary engineering, minor right of way acquisition, emergency, and safety activities. Involves use of City Wheel Tax, City Share of State Highway Allocation Funds, Federal Highway Funds, Railroad Transportation Safety District (RTSD) funds, and Other State/Federal Aid Funds. No project Cost inflation is assumed. Funding for state projects is not included. Assumes 100 percent local funding for Antelope Valley Project. A 20 percent local funding and 80 percent Federal/State funding split would be anticipated for the South and East Beltways, Capital Parkway West and Highway 77, and Sun Valley Boulevard from West "O" to Cornhusker Highway.



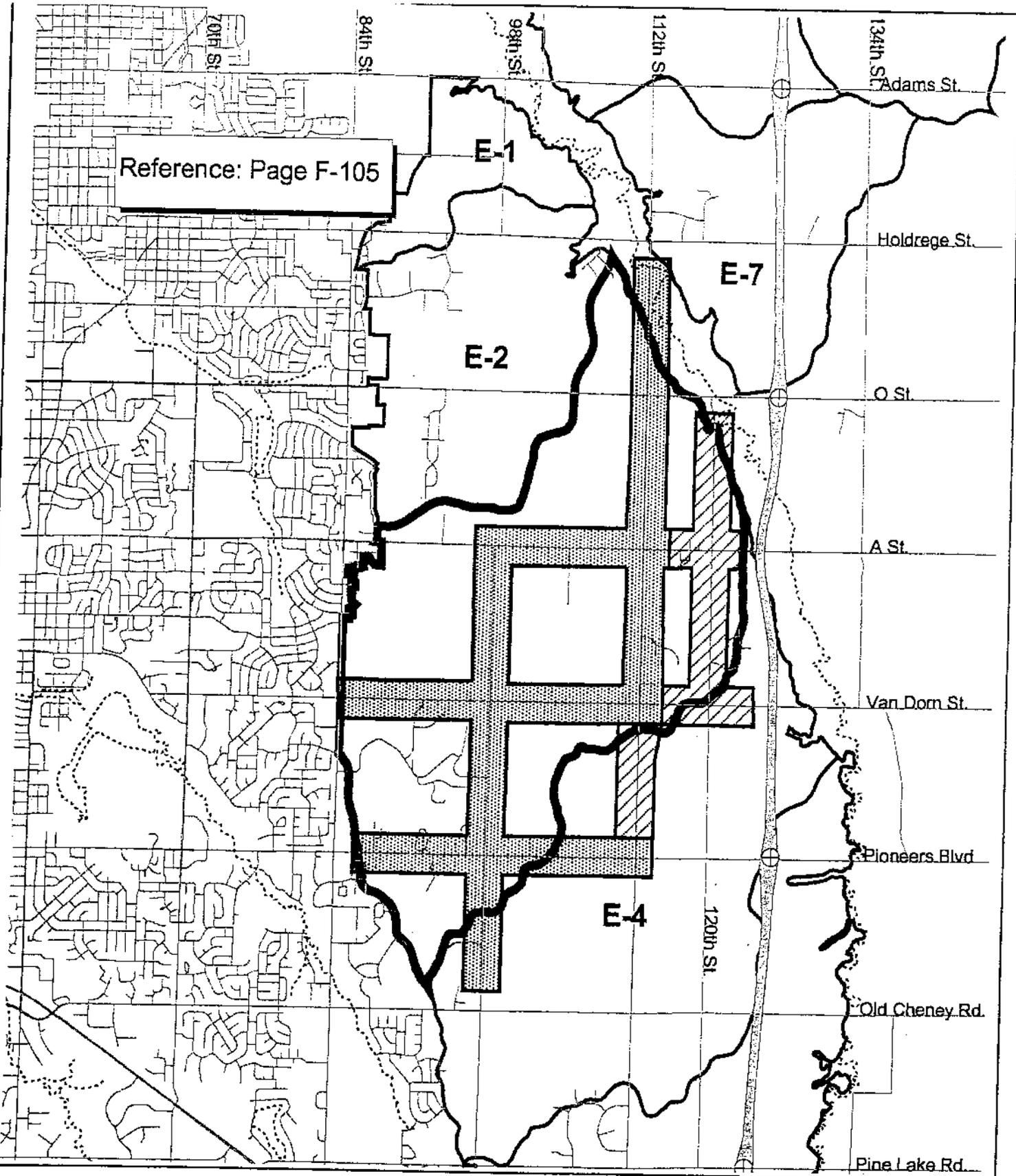
Stevens Creek: E-3 Basin

-  Streams
-  Sub-basins
-  E-3 Basin



0 3000 6000 9000 Feet

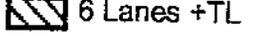
022

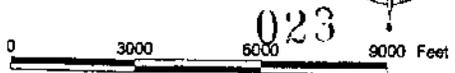
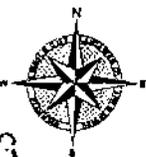


Reference: Page F-105

E-3 Subarea - Comprehensive Plan Amendment

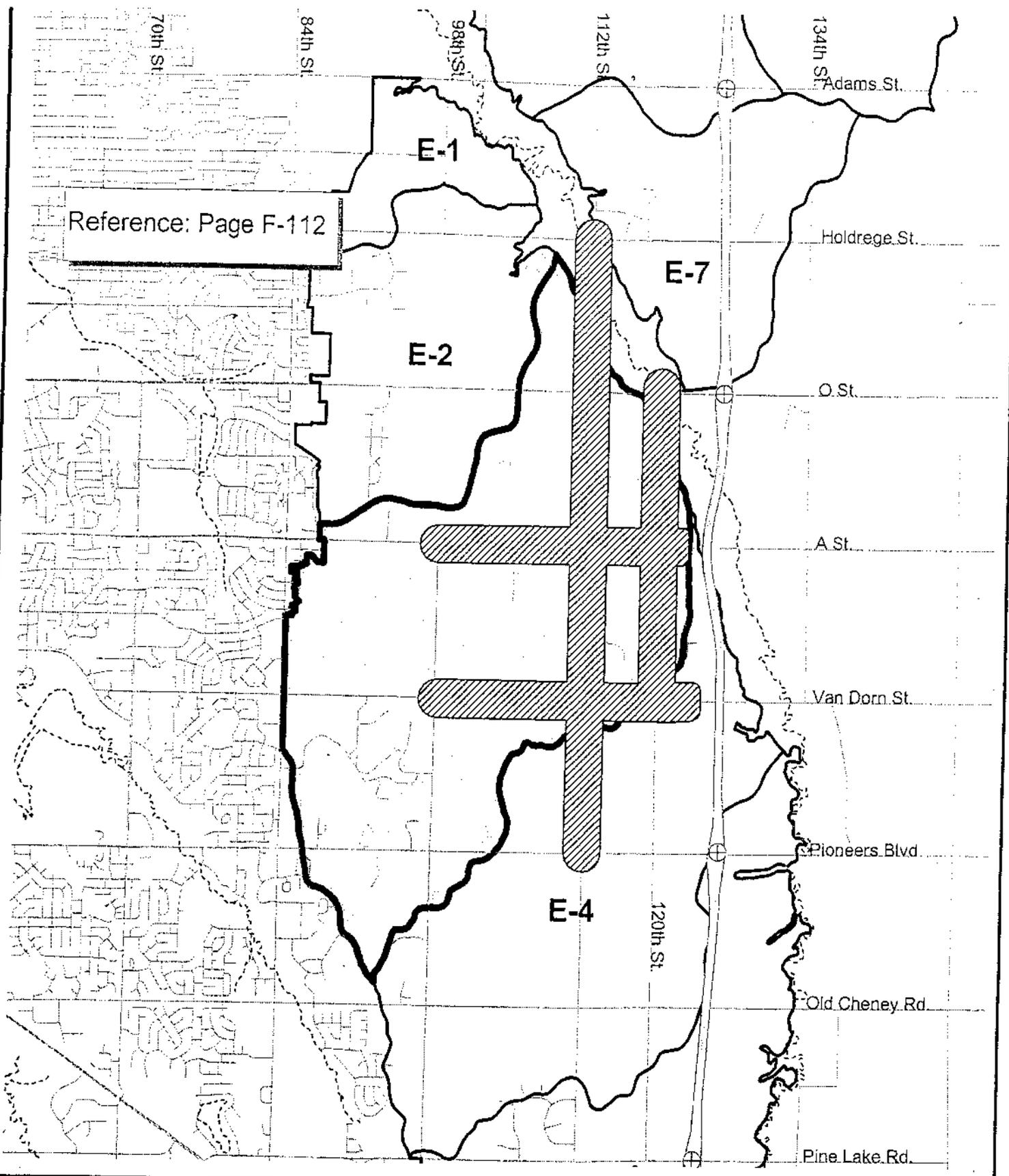
Projects & Studies: Lincoln Area Streets & Roadway Improvements 2025

-  Sub-basins
-  E-3 Basin
-  Interchange
-  2 Lanes + CTL
-  4 Lanes + TL
-  6 Lanes + TL
-  Future Beltway
-  Prop. Interchange
-  Streams



023

(/plan/gis/stevens/c3_9_02.apr) (9-02)



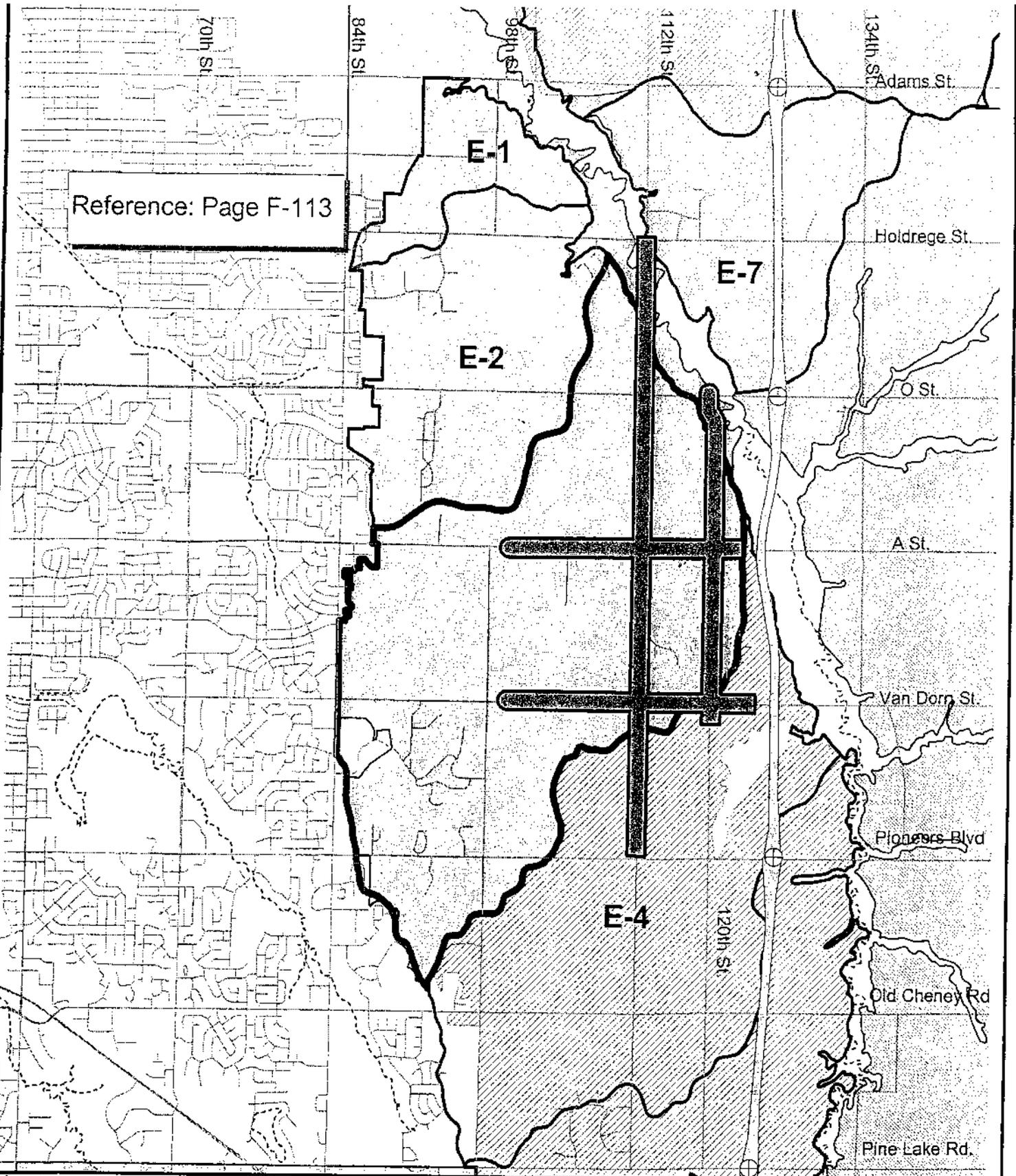
Stevens Creek: E-3 Basin Right of Way Standards

-  Streams
-  Sub-basins
-  E-3 Basin
-  120' ROW
-  Future Beltway
-  Prop. Interchange

024



0 3000 6000 9000 Feet

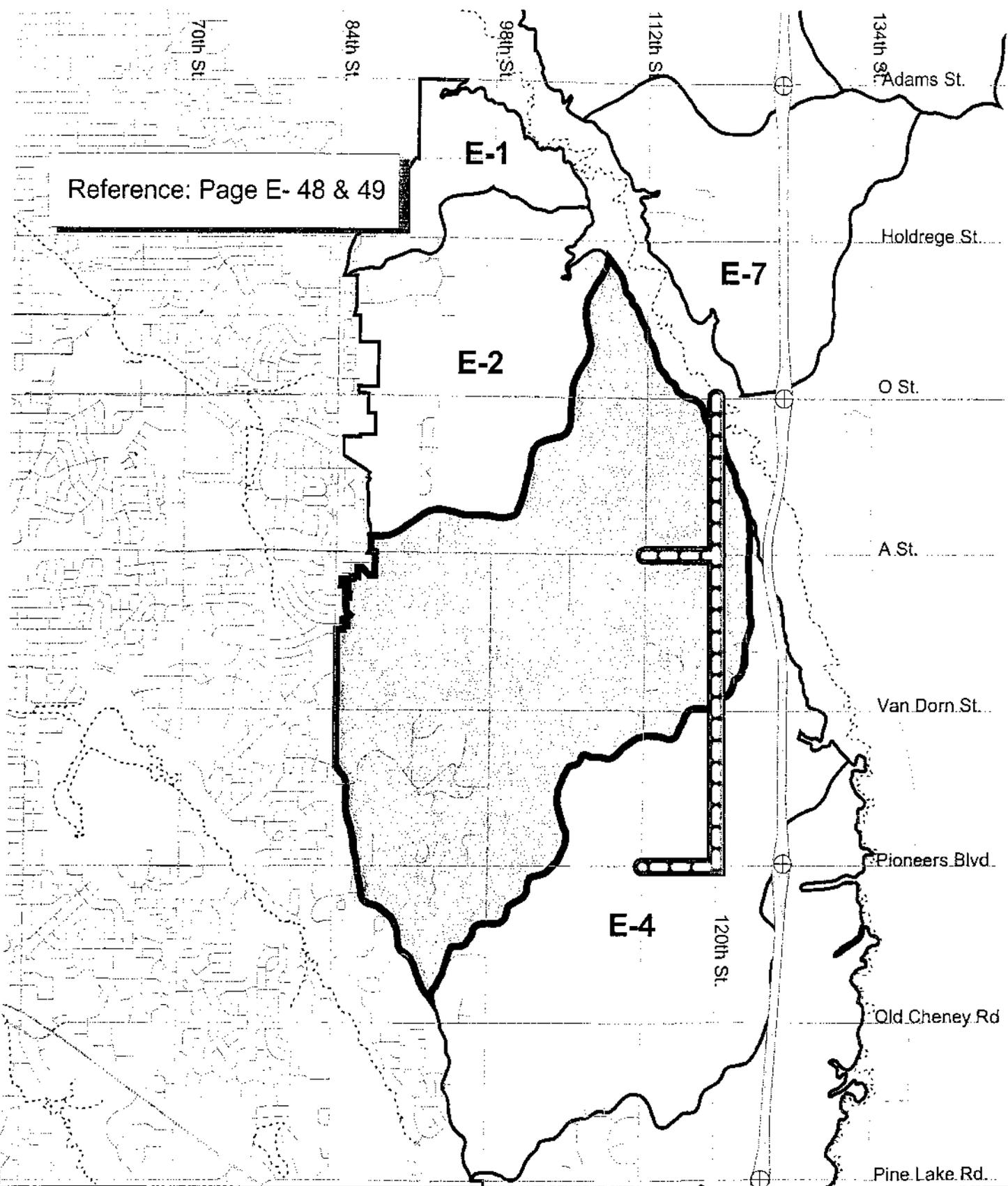


Reference: Page F-113

Stevens Creek: E-3 Basin Tier I & II ROW

-  Streams
-  Sub-basins
-  Tier1
-  Tier2
-  Tier3
-  120' ROW moved to ROW Standards (F112)
-  E-3 Basin
-  Future Beltway
-  Prop. Interchange

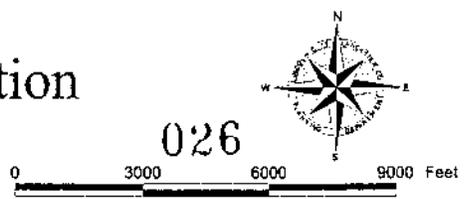


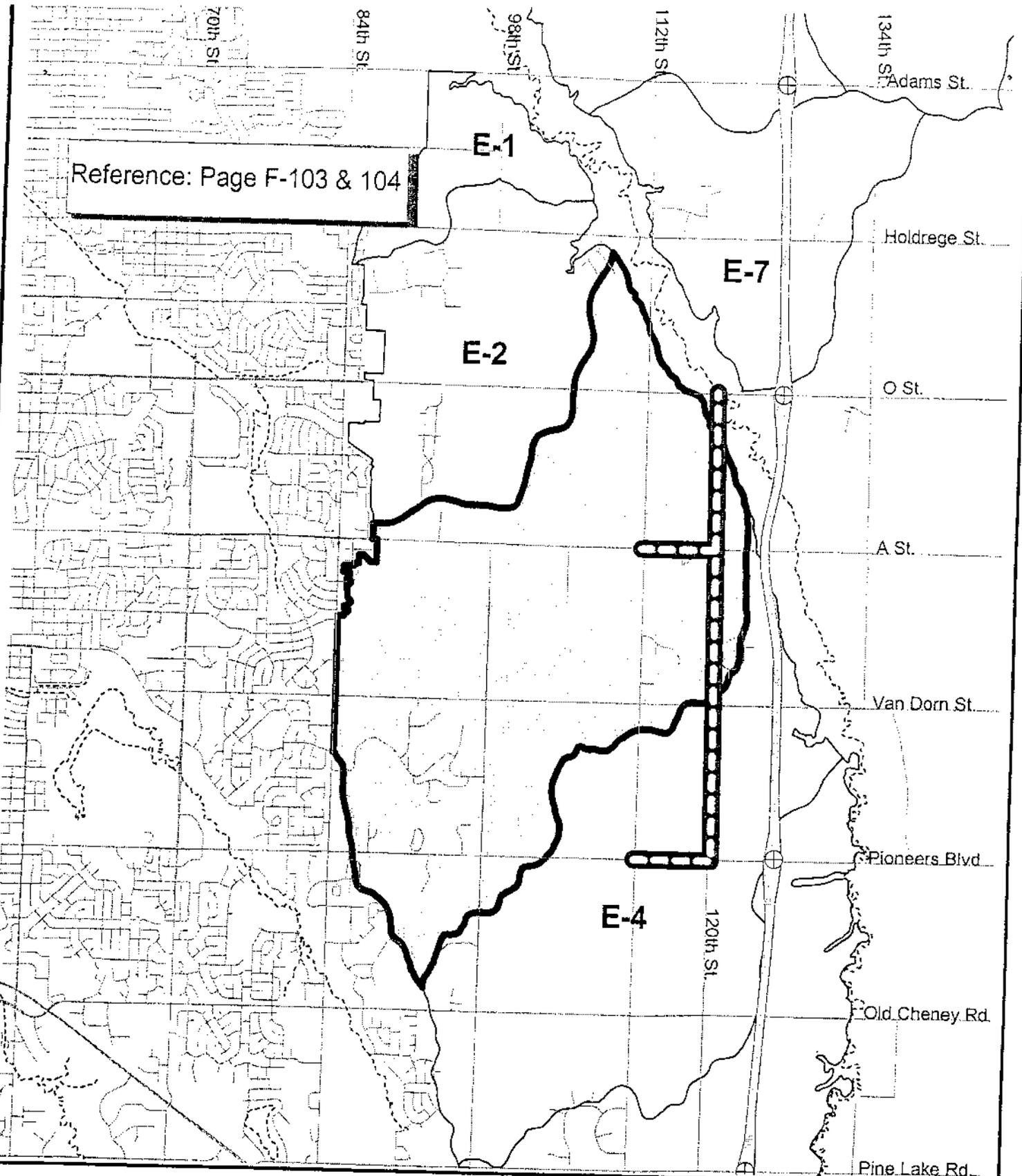


Reference: Page E- 48 & 49

Stevens Creek: E-3 Basin Existing Functional Classification

-  Streams
-  Sub-basins
-  E-3 Basin
-  Rural Major Collector (County)
-  Future Beltway
-  Prop. Interchange



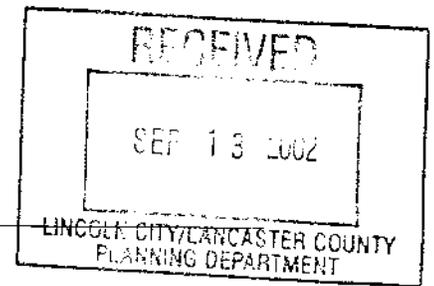


Stevens Creek: E-3 Basin Future Functional Classification

-  Streams
-  Sub-basins
-  E-3 Basin
-  Urban / Rural Minor Arterial
-  Future Beltway
-  Prop. Interchange



M e m o r a n d u m



To: Duncan Ross, Planning
From: *D* Dennis Bartels, Public Works and Utilities
Subject: Comprehensive Plan Amendments
Date: September 12, 2002R
cc: Randy Hoskins
Nicole Fleck-Tooze

The Short Term Planning Section of Engineering Services has the following comments concerning the 2002 Comprehensive Plan Amendments:

1. Proposal #1 to extend water to 4100 Southwest 56th is recommended for denial because of the anticipated expense to extend water and provide adequate pressure to provide service to this limited area. The area also cannot be served with public sanitary sewer for an indeterminate amount of time.
2. The proposed commercial for 84th and Havelock in Proposal #9 is located at least partially in the flood plain. At least portions of this area were not anticipated to be served by the Regent Heights trunk sewer although as constructed, it appears at least portions of the area can be served by gravity sewer service subject to how the area is graded and filled.
3. The proposed commercial/residential proposals for east of 84th between South Street and Van Dorn Street are both located in Stevens Creek. The sewerability of these areas is questionable in regard to downstream capacity of existing sewers and the grading and fill that would be required to provide gravity sewer service. Any service to these areas would not meet design standards.



MEMORANDUM

Date: August 15, 2002

To: Mike DeKalb

From: Nicole Fleck-Tooze

Subject: *Comprehensive Plan Amendment Nos. 02001 & 02002*
2025 Comprehensive Plan Land Use Proposals
E-3 Addition to 2025 Comprehensive Plan

cc: Allan Abbott, Ben Higgins, Devin Biesecker
Duncan Ross

 **Amendment No. 02001**

The E-3 Urban Growth Zone will be part of our next Watershed Master Plan for the Stevens Creek basin. Proposals A and B are in the uppermost part of the basin outside of the floodplain, but will need to be considered for future stormwater runoff relative to both quantity and quality of water. Stevens Creek in general will be challenging for watershed planning both from the perspective of completing a master plan in advance of development as well as projecting effects on the watershed from future urban growth beyond the 25 year planning period. We will take into consideration any existing land use designations and will also need to project beyond the planning period to accommodate future urban growth in our model.

Amendment No. 02002

Proposals 1-3, 7, 10-11, 13.
No Comment.

Proposal 4.

There is a pond proposed in this area based upon the Stevens Creek Watershed Plan. We understand that the Lower Platte South NRD is providing comments related to this issue.

Proposal 5.

There are some wetlands in this area identified on the National Wetlands Inventory. There may also be some unmapped floodplain associated with the tributaries. While the existing Green Space designation is most compatible with these elements, without a layout it is difficult to determine whether the area could accommodate residential development without impacts.

INTER-DEPARTMENT MEMORANDUM

DATE: August 14, 2002

TO: Mike DeKalb, Planning Department

FROM: Mark Bauer, Public Works & Utilities - Wastewater

SUBJECT: Comp. Plan Amendment # 02001

COPIES: Allan Abbott, Steve Masters, Gary Brandt

The proposed amendment includes 2 areas on the east side of South 84th St., between South St. and Van Dorn St. The north area (Proposal A) appears to include about 20 acres, and the south area (Proposal B) appears to include about 40 acres. Both of these areas are within the E-3 sub-basin of Stevens Creek. The north parcel generally slopes to the north/northeast, and the south parcel generally slopes to the south/southeast. The estimated cost of construction of trunk sewer improvements and treatment capacity improvements to serve the E-1 through E-3 sub-basins was calculated at \$ 46.5 million. All of these projects are beyond the scope of the proposed 2002-2008 CIP.

I assume that the property owners and developers will inquire about pumping wastewater to the west side of 84th St., similar to the situation that was addressed for Lincoln Benefit Life on the south side of Van Dorn St. There are some important differences between these proposals and that project, including:

1. These 2 proposals include residential development, where LBL did not. Transferring flows across ridge lines by a pump station are always discouraged, but this is especially important for residential areas, due to potential liabilities and future maintenance issues, whether the pump station is private or public.
2. The LBL project was required to pump to a location further south in order to minimize impacts on downstream residential areas. Even with this consideration, they were required to rebuild several sections of existing sewer mains in order to increase capacity, and they were required to contribute funds toward a CIP project to provide additional capacity in the Antelope Creek trunk sewer.

Both of these proposals would require wastewater to be pumped into existing sewers that have capacity concerns in the immediate downstream area, as well as further downstream in the receiving trunk sewers. Each of the downstream areas are in established residential areas, and would require extensive capacity improvements in the immediate area, not including the need to address trunk sewer capacity.

From a wastewater service standpoint, there are too many unresolved issues to consider pumping to existing drainage basins. The preferred option is to serve these areas when the Stevens Creek improvements are completed in the future, even though that may be towards the end of the Tier 1 (25-year) time period.

Memo

To: Mike DeKalb - Planning
From: Nick McElvain - LWS
Date: August 14, 2002
Subject: Comprehensive Plan Ammendment 02001

LWS can serve the entire area proposed. Because of the facilities that have been built in the 84th Street corridor, adequate reserve capacity is available to serve the entire area. The following is a summary of the improvements necessary and the associated costs. The adjacent developmenst should be responsible for the cost of extending these mains.

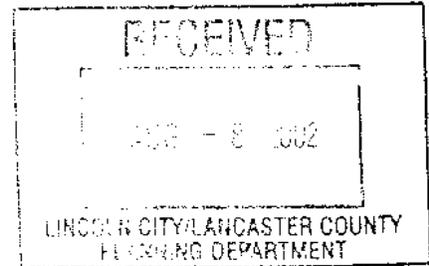
Note: These are the same figures that were provided when this area was being discussed in the approval process. If you have questions, please call.

To add E-3

A, 84 th to 120 th	16"	\$1,250
Van Dorn, 84 th to 120 th	16"	\$1,250
Pioneers, 84 th to 98 th	16"	\$ 500
98 th , Old Cheney to "O"	16"	\$2,000
112 th , Van Dorn to "O"	16"	\$1,000
120 th , Van Dorn to "O"	16"	\$1,000
	Total	\$7,000

LFR MEMO

TO: Mike DeKalb
FROM: DC John Huff *JH*
DATE: August 8, 2002
SUBJECT: Comp Plan Amendment 2001
COPIES TO: file



I have reviewed the proposed comprehensive Plan Amendment No 02001 E3 Addition to 2025 Comprehensive Plan on behalf of the department. Currently the department has a fire station located at 84th & South Street, this single unit station is in close proximity to the proposed annexations and will adequately serve for minor incidents and single unit response to this area. Other units will respond from 1345 South Cotner and 901 North Cotner for incidents that warrant additional resources.

Current facilities and resources are adequate to support needs for these proposed annexations, however I wish to point out that as this area continues to grow thru additional annexations, the department will need to add additional facilities, units, and personnel.

COMPREHENSIVE PLAN: E-3 SUB-BASIN

TO: City Council Members
County Board Members

FROM: Kent Morgan, Planning

DATE: May 22, 2002

SUBJECT: Summary Overview for E-3 Growth Area in Stevens Creek

COPIES: Mayor Wesely, Mayor's Office

Attached please find a summary of the infrastructure requirements and associated cost for the urbanization of the "E-3 Sub-Basin" in Stevens Creek. The City-County Planning Commission added this seven square mile area to the City's Future Service Limit during their approval of the April 3, 2002, draft of the City-County Comprehensive Plan. At the time the Commission took action to include this area in the draft Plan, the infrastructure needs for E-3 were not available. This memorandum provides you with an initial perspective on the roads and utility services needs of this sub-basin.

As we have discussed with you in the past, it is our intent to forward a package of Comprehensive Plan amendments to the Commission later this summer to reflect specific land use and public infrastructure improvements for E-3. The attached report has been prepared in the interim in order that you may have a general understanding during your deliberations on the April 3, 2002, draft of the infrastructure requirements for the sub-basin.

I:\CPMR\E3_Trans_Memo_052202.wpd

Road, Water Service, and Wastewater Service Requirements and Cost Estimates for the E-3 Sub-Basin in Stevens Creek

This memorandum examines the major urban infrastructure requirements and associated costs for the E-3 urban growth zone in the Stevens Creek Basin. This seven (7) square mile area was added to the City of Lincoln's "Future Service Limit" by the City-County Planning Commission as part of their review and action on the draft *Year 2025 City-County Comprehensive Plan* in April, 2002. The memorandum includes a description of the E-3 basin and the major infrastructure needs for roads, water and wastewater services in the area.

Description of E-3 Urban Growth Zone

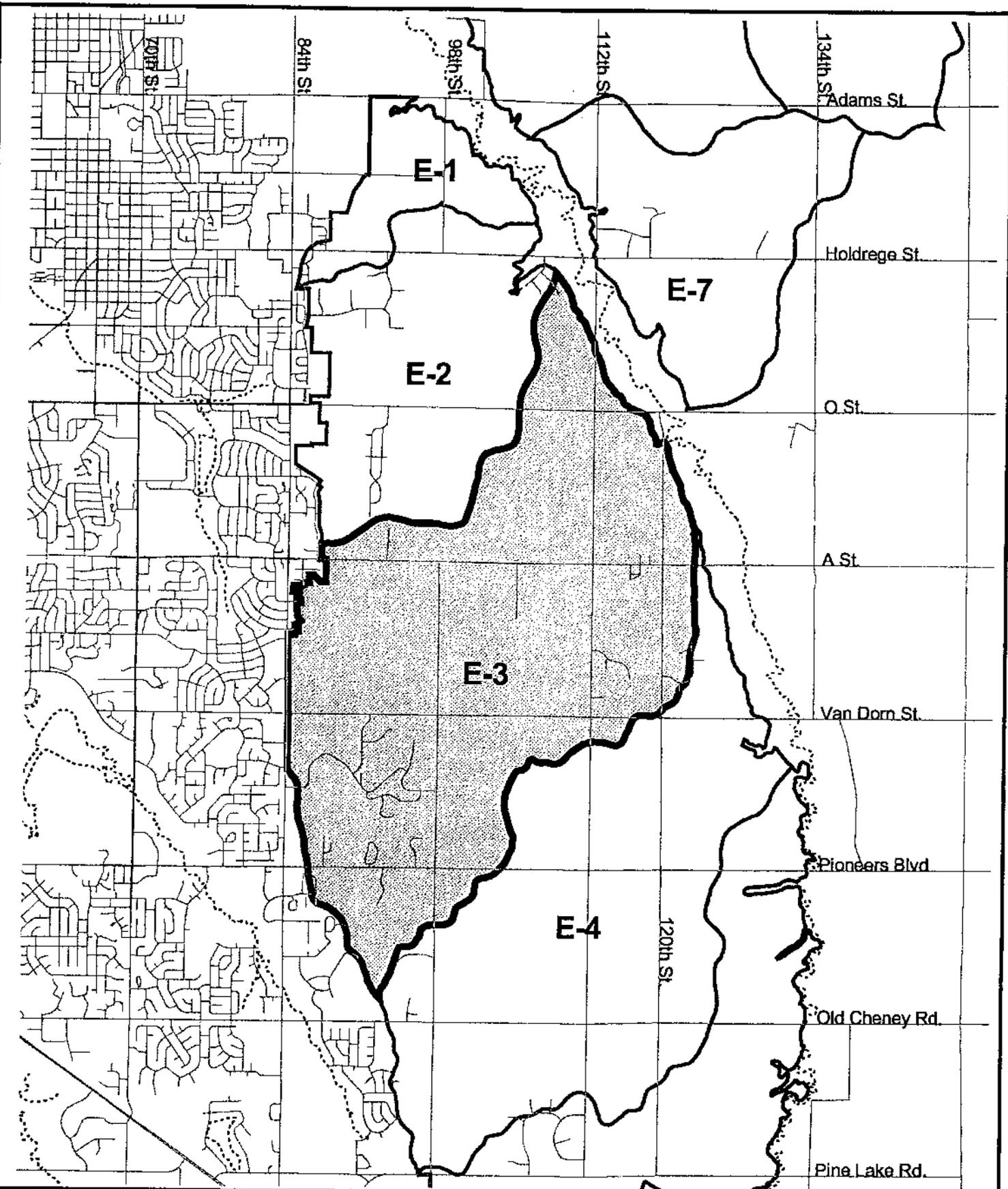
The E-3 urban growth zone lies along both sides of an unnamed tributary on the western bank of Stevens Creek to the east of the City of Lincoln. The growth zone extends generally from 84th Street on the west to near 120th Street on the east, and from below Pioneers Boulevard on the south to just above 'O' Street on the north. The urban growth zone is the largest sub-basin along the western bank of Stevens Creek, totaling nearly 7 square miles in area.

If urbanization were to progress toward the south along the western bank of the Stevens Creek basin, this area would be third in line for development. As represented in the April 3, 2002, draft *Comprehensive Plan*, the sub-basin is shown within Tier I (i.e., part of the future urban area) as a Priority B area (i.e., development programmed for later in the planning period.)

Existing acreage developments and golf courses dot the present landscape of the sub-basin. When these developments – as well as floodplains and public right-of-way -- are taken into consideration, the sub-basin has a potential developable area of around 4.5 square miles.

Road and Street Improvements

The traffic needs of the E-3 urban growth zone would be served primarily by section line roads crisscrossing the area. These include the following east-west streets, 'O' Street, 'A' Street, Van Dorn Street, and Pioneers Boulevard; and the following north-south streets, 84th Street, 98th Street, 112th Street, and 120th Street. A portion of 98th Street is not presently open and would require the acquisition of right-of-way needed to complete the segment between 'A' Street and Holdrege Avenue.



Stevens Creek: E-3 Basin

-  Streams
-  Sub-basins
-  E-3 Basin



The highest capacity roadway segments supporting growth in the sub-basin are East 'O' Street (Nebraska Highway 34) along the north edge, and the proposed East Beltway located near the eastern edge of the sub-basin.

East 'O' Street is currently a two lane State facility. It is programmed to be upgraded to four lanes within the first half of the planning period.

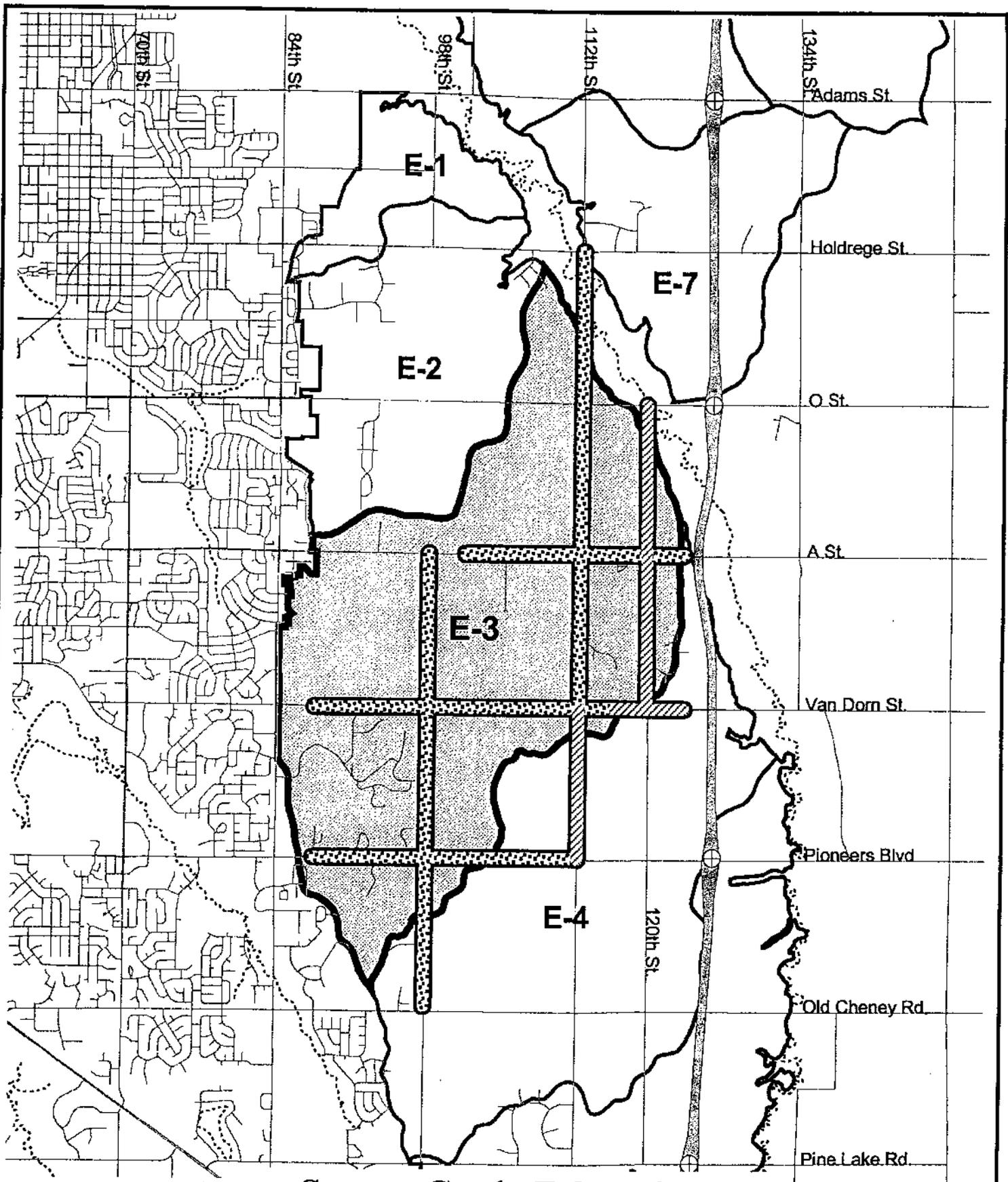
The proposed East Beltway is currently in the final planning and early design stages. Construction of the East Beltway would likely not take place until very late in the planning horizon of the draft Comprehensive Plan – and could occur beyond the 25 years of the Plan depending upon the funding. None of the interchanges planned for the East Beltway would be within the E-3 sub-basin.

Additional roadway improvements will be needed from those shown in the April 3, 2002, draft Plan. On a preliminary basis, it is envisioned that the improvements presented in the table below may be required to support the urbanization of the E-3 Sub-Basin. Further analysis and review is necessary to validate the information shown below.

Street	4 Plus Turn Lanes	2 Plus Turn Lanes
A Street	One quarter mile east of 98 th Street to one quarter mile east of 120 th Street	--
Van Dorn Street	One quarter mile east of 84 th Street to one quarter mile east of 112 th Street	One quarter mile east of 112 th Street to one quarter mile east of 120 th Street
Pioneers Boulevard	One quarter mile east of 84 th Street to 112 th Street	--
98 th Street	'A' Street to Old Cheney Road	--
112 th Street	Holdrege Avenue to Van Dorn Street	Van Dorn Street to Pioneers Boulevard
120 th Street	--	'O' Street to Van Dorn Street

Roadway sections proposed for possible upgrading from a "2+1" configuration to a "4+1" configuration as a result of the addition of E-3 to the future growth area include: (1) 98th Street from approximately 'A' Street to Old Cheney Road; (2) Van Dorn Street from approximately 84th Street to 98th Street; and (3) Pioneers Boulevard from approximately 84th Street to 112th Street.

The estimated cost for all of these improvements is \$36.75 million in year 2002 dollars.



-  2 + turn lane
-  4 + turn lane
-  Streams
-  Sub-basins
-  E-3 Basin

Stevens Creek: E-3 Basin
Road and Street Improvements

-  Future Beltway
-  Prop. Interchange



Water Services

The supply of water services to the E-3 sub-basin would occur as a logical extension of distribution mains off of the City's water transmission line located along 84th Street. This pattern should support the City's long standing planning and utilities policy of contiguous growth -- i.e., development that is immediate adjacent to the City and reflects the rational extension of urban services.

The specific water system improvements required to support growth within E-3 include the installation of 14 miles of 16 inch mains along the following section line public rights-of-way:

- A Street, 84th to 120th Streets
- Van Dorn, 84th to 120th Streets
- Pioneers Boulevard, 84th to 98th Streets
- 98th Street, Old Cheney Road to 'O' Street
- 112th Street, Van Dorn to 'O' Streets
- 120th Street, Van Dorn to 'O' Streets

The estimated cost for the construction of these mains range is \$7.0 million in 2002 dollars.

No future costs were calculated nor assumed as part of this analysis for additional water treatment and transmission capacity requirements from the Ashland Water Facility that would be necessary to support the ultimate development of this area.

Wastewater Services

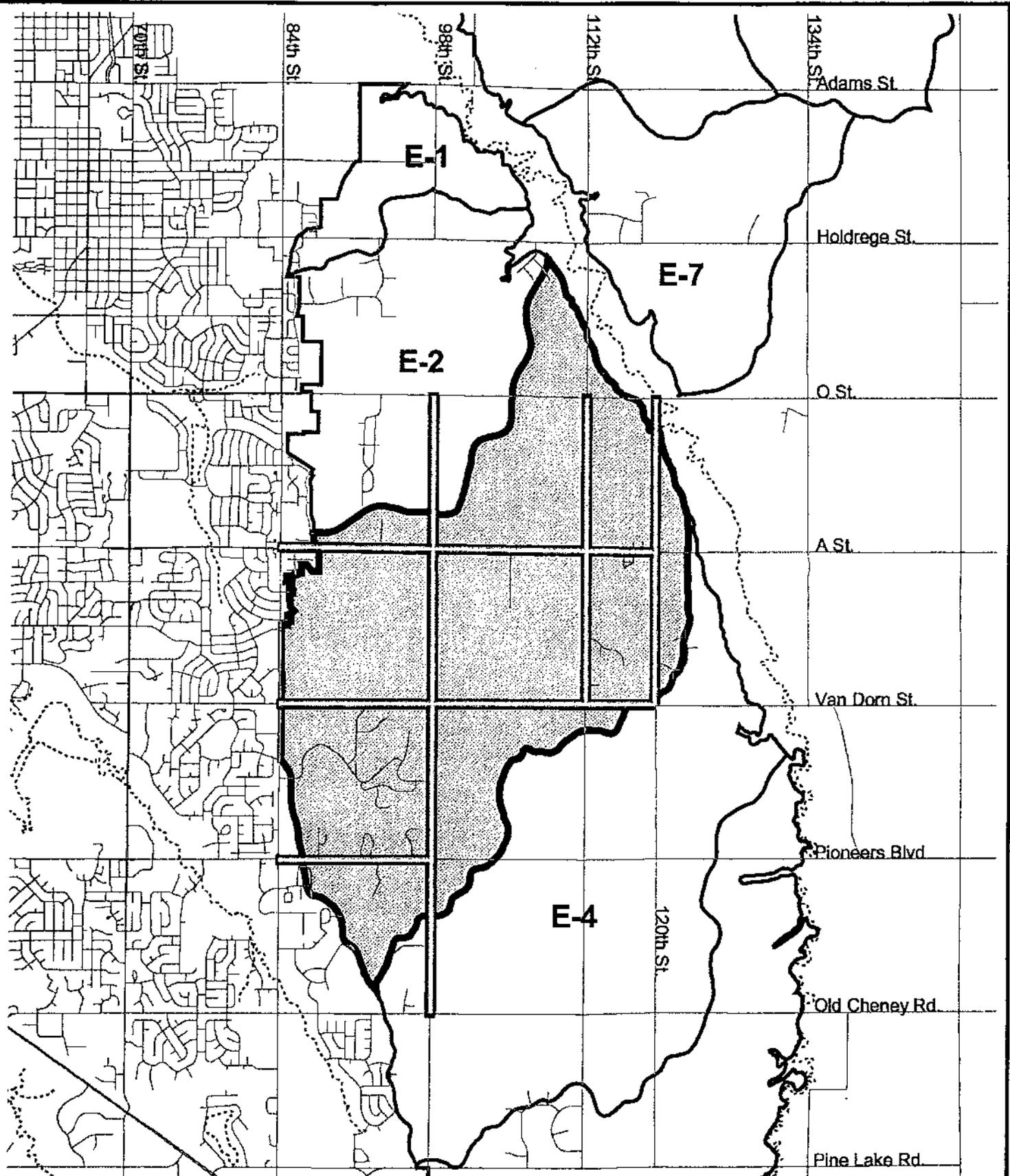
Providing wastewater services to the Stevens Creek basin will require: (1) the installation of a main trunk sewer along the creek bed; (2) basin collector lines; and, (3) improvements to the City's current Northeast Wastewater Treatment Facility (7000 North 70th Street.)

Main Trunk Sewer

In calculating wastewater facility requirements for the E-3, capital needs were first determined on the basis of providing services to all of the area within Stevens Creek shown within Lincoln's Future Service Limit -- that is, E-1, E-2, and E-3.

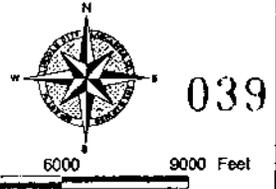
Developing this area will require the installation of a trunk sewer from the Northeast Wastewater Treatment Facility to a point near 120th and A Street/Randolph Street -- a distance of approximately 6.5 miles.

Preliminary design shows that this sewer line would range in size from 102" to 66" in diameter and cost around \$21.0 million (2002 dollars.) The portion of the trunk sewer assumed for construction between the Treatment Facility and Cornhusker Highway would be sized to ultimately serve both the west and east sides of the basin.



Stevens Creek: E-3 Basin Water Services

-  Water main
-  Streams
-  Sub-basin
-  E-3 Basin



(plan/gis/stevens/e3.apr) (5-6-02)

Collector Sewers

Smaller collector sewers will also be required for servicing E-1, E-2, and E-3. These sub-basin mains will need mains down to 18 inches in size. The projected cost for these improvements is \$7.5 million. This figure does not include tapable size mains – i.e., 15 inches and smaller.

Northeast Wastewater Treatment Plant

The Northeast Wastewater Treatment Plant has a current capacity of approximately 6 to 7 mgd (million gallons per day.) To serve the Sevens Creek land proposed for future growth within the City's 25-year Future Service Limit (i.e., E-1, E-2, and E-3) will necessitate a 6 mgd expansion of the Treatment Plant. The estimated cost for these plant improvements is \$18 million. This estimate is based on assumptions about effluent discharge permits and other operational considerations.

Cost Calculations for Wastewater

The overall cost for the wastewater system improvements needed to support development in the E-1, E-2, and E-3 areas is \$46.5 million:

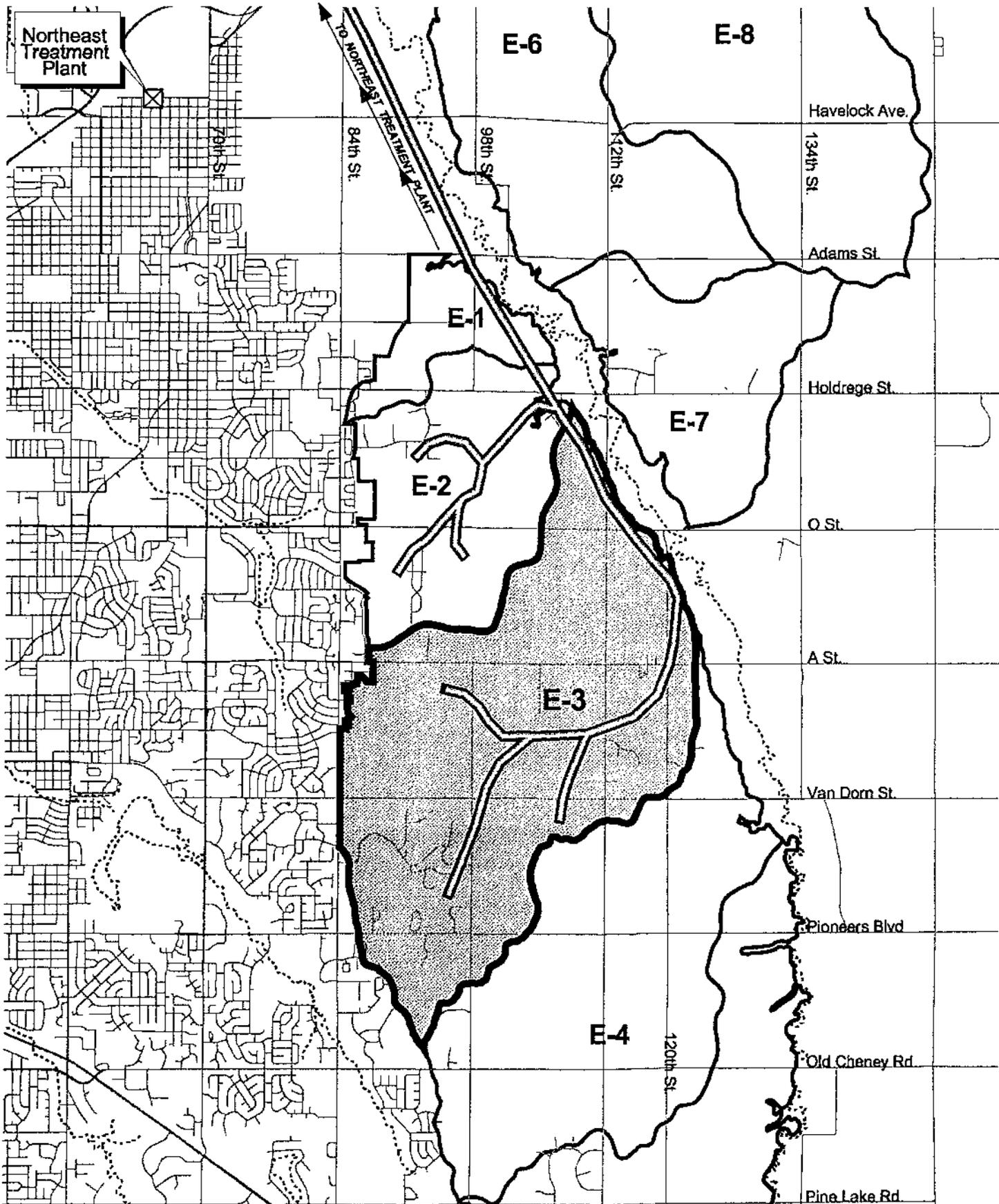
Trunk Sewer	\$21.0 million
Basin Collector Sewers	7.5 million
Treatment Improvements	<u>18.0 million</u>
Total	\$46.5 million

In completing an earlier analysis, similar figures were calculated for the provision of wastewater services for the E-1 and E-2 areas down to 'O' Street. The estimated cost of serving this area using a gravity sewer approach was:

Trunk Sewer	\$15.7 million
Basin Collector Sewers	0.75 million
Treatment Improvements	<u>12.0 million</u>
Total	\$28.45 million

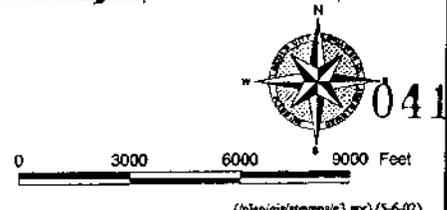
While not totally comparable, these two sets of figures suggest the cost of extending urban sewer services (collection and treatment) to the E-3 area is approximately:

Trunk Sewer	\$ 5.3 million
Basin Collector Sewers	6.75 million
Treatment Improvements	<u>6.0 million</u>
Total	\$18.05 million



Stevens Creek: E-3 Basin
Wastewater Services

-  Wastewater main
-  Streams
-  Sub-basin
-  E-3 Basin



(plan/gis/stevens/e3.apx) (5-6-02)

Overall Cost Summary

Based upon the provision of road, water, and sanitary sewer services noted above, the initial capital investment for major urban infrastructure improvements in the E-3 urban growth zone would be **approximately \$61.8 million** in year 2002 dollars, distributed as follows:

Roads and Streets	\$36.75 million
Water Services	7.00 million
Sanitary Sewer Services	<u>18.05 million</u>
Total	\$61.80 million

May 20, 2002 (6:10AM)

I:\CPMR\E3_sum_No_1.wpd