

City Council Introduction: Monday, June 7, 2004
**Joint Public Hearing of the Lincoln City Council
and Lancaster County Board of Commissioners:**
Tuesday, June 15, 2004, 4:00 p.m.

Bill No. 04R-139

FACTSHEET

TITLE: COMPREHENSIVE PLAN AMENDMENT NO. 04018, by the Director of Planning, to amend the 2025 Lincoln/Lancaster County Comprehensive Plan by amending the "Southeast Lincoln/Highway 2 Subarea Plan" to show both a temporary and permanent access to Cheney from 91st Street south of Highway 2, and the closing of Yankee Hill Road west of 91st Street.

STAFF RECOMMENDATION: Approval.

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 05/19/04
Administrative Action: 05/19/04

RECOMMENDATION: Approval (6-0: Carlson Marvin, Taylor, Carroll, Krieser and Bills-Strand voting 'yes'; Larson, Sunderman and Pearson absent).

FINDINGS OF FACT:

1. This proposed amendment was drafted in response to concerns of Cheney citizens that road improvements would limit access to their community.
2. The staff recommendation of approval is based upon the "Status/Description", "Comprehensive Plan Implications" and "Conclusion" as set forth on p.2-4, finding that this proposal will maintain access into Cheney while addressing safety concerns with the railroad crossing and providing for the construction of the new alignment of 91st and Yankee Hill Road. The new alignment will still provide for a full median opening to provide access into Cheney.
3. Comments submitted by the Parks & Recreation Department are found on p.11-12.
4. The minutes of the Planning Commission hearing and action are found on p.6.
5. There was no testimony in opposition.
6. On May 19, 2004, the Planning Commission agreed with the staff recommendation and voted 6-0 to recommend approval.

FACTSHEET PREPARED BY: Jean L. Walker

DATE: June 1, 2004

REVIEWED BY: _____

DATE: June 1, 2004

REFERENCE NUMBER: FS\CC\2004\CPA.04018

2004 COMPREHENSIVE PLAN ANNUAL REVIEW

Comprehensive Plan Amendment No. 04018

April 28, 2004

91st & Yankee Hill Road Cheney Access to 91st Street

Applicant	Location	Proposal
Planning Director	Cheney in the vicinity of 91 st and Yankee Hill Road	Amend the adopted “Southeast Lincoln/Highway 2 Subarea Plan” in regards to providing access to Cheney from 91 st Street south of Highway 2 and closing of Yankee Hill Road, west of 91 st Street.
Recommendation: Approval		

Status/Description

This amendment is the result of discussion with the Public Works and Utilities Department, County Engineer and representatives of Cheney to amend the adopted “Southeast Lincoln/Highway 2 Subarea Plan” as follows:

- 1) Provide both a temporary and permanent access to Cheney, with a full median opening, from the “new” 91st Street south of Highway 2,
- 2) Close Yankee Hill Road west of 91st Street, at the railroad crossing, once the “new” 91st and Yankee Hill Road is constructed from 84th Street to Highway 2, and
- 3) Note that the eastern most access to Cheney to Highway 2 at approximately 98th Street will be studied.

In March and April 2001 the City Council and County Board respectively adopted the “Southeast Lincoln/Highway 2 Subarea Plan.” At the time of the approval, details in regards to access into unincorporated Cheney from 91st Street and Yankee Hill Road had yet to be resolved. The subarea plan noted there were issues to be resolved in regards to these street connections and noted that prior to the approval of commercial zoning south of Highway 2, between 84th and 91st Street that these access issues should be resolved.

The commercial property south of Highway 2 was commercially zoned and annexed by the City Council in March 2004. Part of the approval was an understanding that the access to Cheney from the “new” 91st Street would be retained. (See map at end for location of “new” 91st Street.)

Currently, on page 38 and 39, the “Southeast Lincoln/Highway 2 Subarea Plan” states the following in regards to roads adjacent to Cheney:

- ! *“Residents of **Cheney** would access the relocated Yankee Hill Road northwest of the village between the railroad track and Highway 2. Cheney’s east access to Highway 2 would remain unchanged. The details of this access point should be resolved prior to the commercial zoning south of Highway 2. Full turning movements into Cheney at this intersection shall be permitted.*”

- ! *The area of the intersection of S. 98th Street with Yankee Hill Road and Highway 2, north of Highway 2 needs further study. This is a difficult intersection where three roads intersect at odd angles very close to the Highway 2. There has been discussion on if this intersection should remain, be closed or rebuilt in the future as this area urbanizes.*
- ! *The specific details of full access and turning movements into Cheney from 91st Street has yet to be resolved. This access should be resolved prior to the approval of the commercial –zoning south of Highway 2.*
- ! *The County Engineer is in favor of closing Yankee Hill Road once the new road alignment is built in order to eliminate one railroad crossing conflict point. However, some Cheney residents are opposed to closing Yankee Hill Road once the new road opens. Residents in Cheney should be included in the discussion and review of the new Yankee Hill Road and S. 91st since this road is a primary access point for the residents.*
- ! *Residents of Cheney should also be included in the future review of the potential closing of the current location of Yankee Hill Road at the railroad track crossing. There are issues regarding safety and access for the residents of Cheney.”*

Comprehensive Plan Implications

The Comprehensive Plan stresses the importance of arterial streets in the overall transportation network. The Plan also states that public safety is important, such as minimizing conflicts between railroad crossings and street crossings. In addition, the Plan encourages providing multiple access points and connections to an area. Specifically the Plan notes some of these principles and objectives in regards to transportation on page F 87:

“A Connected City. In Lincoln and Lancaster County, the unifying qualities of transportation will be emphasized. The transportation network will sustain the One Community concept by linking neighborhoods together. Neighborhoods, activity and employment centers, rural communities, and open lands will be connected by a continuous network of public ways.

Planning as a Process. Transportation planning is a dynamic process, responding to such factors as community growth, development directions, and social and lifestyle changes. Therefore, the comprehensive plan also should establish an ongoing process that responds to these changes.

Maximizing the safe and efficient movement of railroad traffic, while minimizing street conflicts and reducing the creation of barriers created by rail corridors.”

This amendment balances the needs for multiple access points and turning movements in and out of Cheney with the needs of the arterial street system and public safety concerns caused by the proximity to a railroad crossing. The railroad is owned by Omaha Public Power District and is currently lightly used. However, it is still an active rail line and rail traffic could increase in the future.

Comprehensive Plan Amendment #04005 includes a new study area for the vicinity of 98th and Highway 2. This study is necessary due to the conflicting turning movements caused by the intersection of three important streets: 98th Street, Highway 2 and Yankee Hill Road.

The Parks and Recreation Department has stated they may need for the “old” Yankee Hill Road paving to be retained, east of the new 91st/Yankee Hill Road alignment in order to provide additional access to the future Jensen Park, south of Yankee Hill Road.

Conclusion

This proposal will maintain access into Cheney while addressing safety concerns with the railroad crossing and providing for the construction of the new alignment of 91st and Yankee Hill Road. The new alignment connects Yankee Hill Road to 91st and Highway 2. This provides for better traffic flow for the majority of the traffic movements which is east-west along Yankee Hill Road toward the major commercial center at 84th -91st along both sides of Highway 2.

The new alignment will still provide for a full median opening to provide access into Cheney. The 91st Street will be built in phases. Thus, the current alignment of 91st Street into Cheney will be temporarily moved in 2004 as the first phase of the “new” arterial 91st Street is built. Once the new alignment is completed all the way to Yankee Hill Road, the permanent entry point into Cheney would be built – still allowing a median opening, while providing some spacing from the railroad crossing.

The “old” Yankee Hill Road west of 91st Street would be closed on either side of the existing railroad crossing. Since the new alignment of 91st Street provides a new railroad crossing, it is important to close the old railroad crossing to minimize the number of railroad-street crossing conflict points. However, the old road pavement west of the railroad crossing could be maintained to provide access to the future development of Jensen Park, which is adjacent to the south of Yankee Hill Road east of 84th Street.

Amend the Comprehensive Plan as follows:

1. Amend the “Southeast Lincoln/Highway 2 Subarea Plan”, on page 38 and 39 as follows:

! “Relocate Yankee Hill Road and S. 91st Street as shown on Figure 6 so that there is a continuous road from 84th and Yankee Hill Road heading northeast toward 91st and Highway 2 then north to Pine Lake Road. Instead of having both streets intersect Highway 2 at two skewed locations, this new realignment will provide better visibility and one safer right angle intersection at Highway 2. The County Engineer has already purchased the right-of-way south of Highway 2 for the Yankee Hill Road relocation. ...

! Residents of **Cheney** would access the “new” relocated 91st Street/Yankee Hill Road northwest of the village between the railroad tracks and Highway 2. (See Figure 6) Full turning movements into Cheney at this intersection shall be permitted. The details of this access point should be resolved prior to the commercial zoning south of Highway 2. The Cheney access to the new 91st Street/Yankee Hill Road will be temporarily relocated during the initial construction in 2004. Then a new permanent entrance will be built at a slightly different location to the south, connecting into the new 91st Street/Yankee Hill Road northeast of the railroad tracks. This relocation will allow the continuation of the full median opening for the new access road into Cheney.

Once the new 91st Street/Yankee Hill Road is constructed from Highway 2 to Yankee Hill Road, the segment of “old” Yankee Hill Road will be closed on both sides of the railroad crossing. The portion of “old” Yankee Hill Road immediately north of the future Jensen Park and west of the railroad tracks will remain for use for park access.” Cheney’s east access to Highway 2 ~~would remain unchanged~~ will be reviewed as part of a future study of the 98th and Highway 2 area.

! The area of the intersection of S. 98th Street with Yankee Hill Road and Highway 2, north of Highway 2 needs further study. This is a difficult intersection where three roads intersect at odd angles very close to the Highway 2. There has been discussion on if this intersection should remain, be closed or rebuilt in the future as this area urbanizes.

! ~~The specific details of full access and turning movements into Cheney from 91st Street has yet to be resolved. This access should be resolved prior to the approval of the commercial zoning south of Highway 2.~~

- ! ~~The County Engineer is in favor of closing Yankee Hill Road once the new road alignment is built in order to eliminate one railroad crossing conflict point. However, some Cheney residents are opposed to closing Yankee Hill Road once the new road opens. Residents in Cheney should be included in the discussion and review of the new Yankee Hill Road and S. 91st since this road is a primary access point for the residents.~~

- ! ~~Residents of Cheney should also be included in the future review of the potential closing of the current location of Yankee Hill Road at the railroad track crossing. There are issues regarding safety and access for the residents of Cheney.”~~

- 2 Amend Figure 6 of the “Southeast Lincoln/Highway 2 Subarea Plan”, on page 37 to include the new figure as shown on the following page:

Prepared by
Stephen Henrichsen, AICP
Planning Department, (402) 441-6374: shenrichsen@ci.lincoln.ne.us

COMPREHENSIVE PLAN AMENDMENT NO. 04018

PUBLIC HEARING BEFORE PLANNING COMMISSION:

May 19, 2004

Members present: Carlson, Marvin, Taylor, Carroll, Krieser and Bills-Strand; Larson, Sunderman and Pearson absent.

Staff recommendation: Approval.

Proponents

1. Steve Henrichsen of the Planning Department explained that the Planning staff has been working with Public Works to put together this amendment as result of discussions with residents of Cheney. This amendment clarifies some of the points in terms of how the access will be provided to Cheney as the new 91st and Yankee Hill Road project is done in the future. The amendment also notes that the eastern access will be studied as part of an overall study of that intersection that was part of a previous comprehensive plan amendment.

Marvin believes that this is related to a couple of comprehensive plan amendments at 84th and Highway 2 and he wondered whether there are any pending studies about signalization of that area. Henrichsen stated that most of the signalization of Highway 2 and 84th was set with the commercial development on the northeast corner.

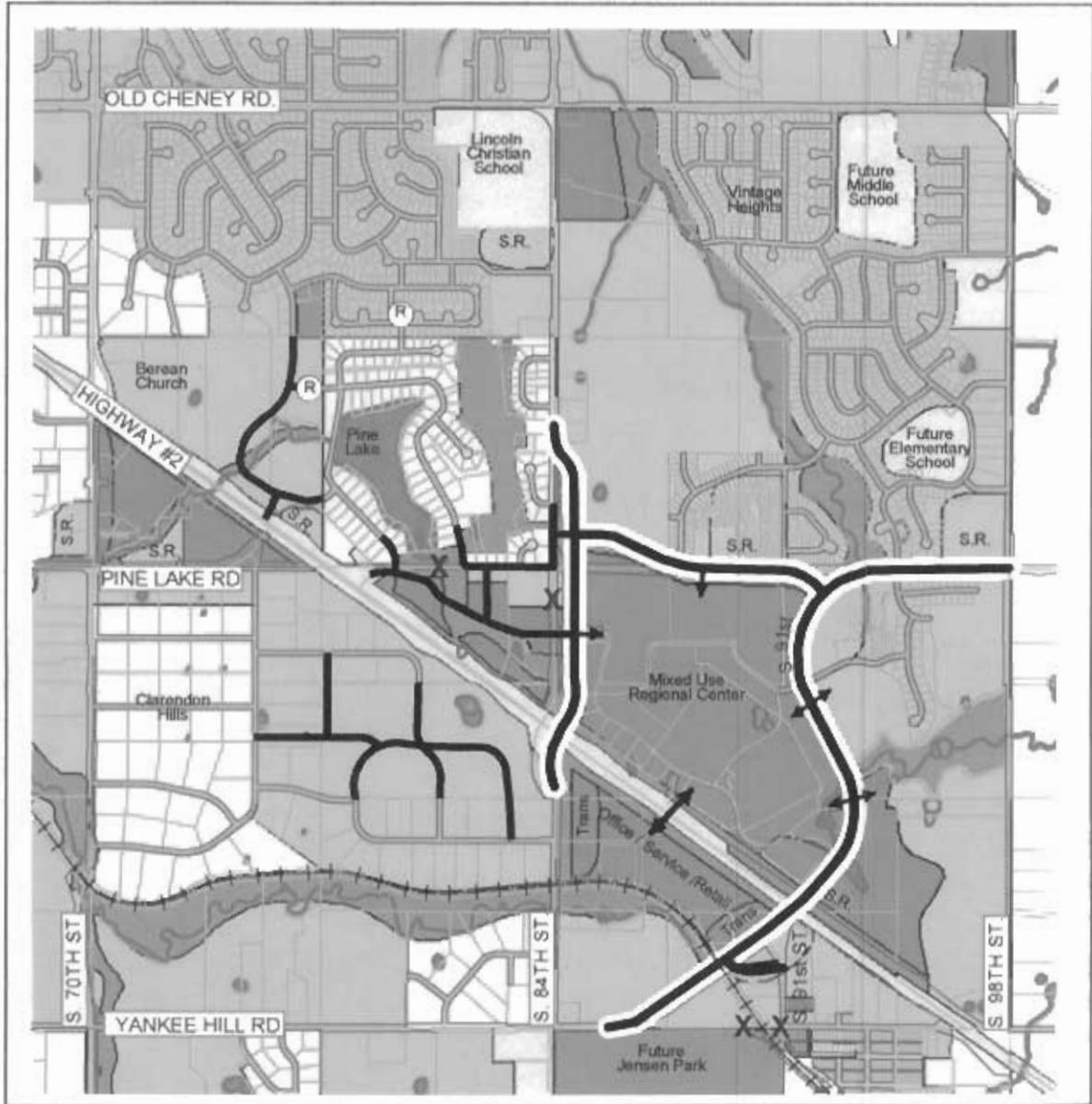
There was no testimony in opposition.

ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

May 19, 2004

Carroll moved approval, seconded by Marvin and carried 6-0: Carlson, Marvin, Taylor, Carroll, Krieser and Bills-Strand voting 'yes'; Larson, Sunderman and Pearson absent.

Southeast Lincoln / Hwy #2 Subarea Figure 6



Potential Future Street Network Along Highway 2 Corridor

(R) Residential street connections per approved plans and conditions

————— Residential Streets

————— Arterial Streets

X Street Closings

General location shown - details of specific future locations are to be determined.



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Lincoln City - Lancaster County Planning Dept

DRAFT

MARCH 2004

NEBRASKA HWY. 2

FUTURE AREA OF DEVELOPMENT

EXISTING ROAD

CURRENT PLANNED ACCESS LOCATION

POTENTIAL FUTURE ACCESS POINT

FUTURE SOUTH 91ST STREET

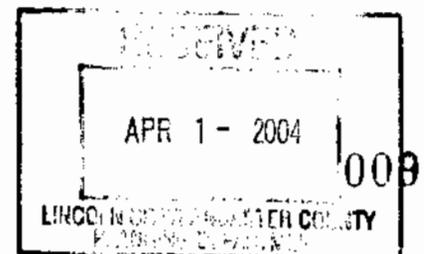
RAIL ROAD

CHENEY

YANKEE HILL ROAD
(ROAD TO CLOSE WHEN NEW 91ST / YANKEE HILL ROAD IS EXTENDED)

Summary
Concept of
S. 91st Street and Cheney Connector
March 31, 2004
jsc

- ▶ Spacing for Sight Distance from north right-of-way line UP Railroad - 200' to center line of the proposed roadway.
- ▶ Roadway design / concept - 37' wide back to back, striped three lanes.
- ▶ Right-Of-Way needed - 72' wide, approximately 30,500 sq. ft. (.7 Acres)
- ▶ Look at exchanging proposed ROW for any left-over City ROW north of parcel Lot 3, Gaylord Blanc Addition.
- ▶ S. 91st Street is scheduled for 2004 construction. Construct "Temporary Connector" to Cheney out of asphalt as shown on plan.
- ▶ ??? Wait for development to occur before pursuing Permanent Connector Roadway ???
- ▶ Pursue ROW purchase for Permanent Connector.
- ▶ Remove Temporary Connector after Permanent Connector is constructed.
- ▶ Construct S. 91st Street from Temporary Connector, south to RR tracks 4 + Turn Lanes ? Or phase in roadway starting with 2 + 1 ?



development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan. This would allow for development of a playground and play court.

It is recommended that a future neighborhood park be added in this area.

Number 04012

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the proposed urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan. The parkland could be located within the floodplain area of Stevens create consistent with the intent expressed within the Comprehensive Plan for neighborhood parks to serve multiple functions, such as storm water management.

A future neighborhood park is presently depicted for this area.

Number 04013

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the area proposed for urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan.

A future neighborhood park is presently depicted for this area.

Number 04014

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the area proposed for urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan.

It is recommended that a future neighborhood park be added in this area.

Number 04015

There is not a neighborhood park within walking distance (i.e., approximately ½ mile) of the area proposed for urban residential development. We recommend that neighborhood parkland be provided at service standard of two acres per 1,000 residents as adopted within the Parks, Recreation & Open Space chapter of the Comprehensive Plan.

A future neighborhood park is presently depicted for this area.

Number 04018

An undeveloped regional park site, Jensen Park, is located southeast of the intersection of So. 84th Street and Yankee Hill Road. A City communications tower is located in the southeast portion of the site. The communications tower is accessed via a service road extending along the



eastern property boundary from Yankee Hill. This service road would not be accessible if Yankee Hill Road were to be removed between So. 84th Street and the railroad tracks. Therefore, it is requested that the existing paved road remain in public ownership east from the new So. 91st Street to the eastern boundary of Jensen Park as a service road until such time as the park site is developed and an alternate access to the communications tower is created.

I apologize for the delay in getting this information to you. Please contact me at 441-8265 with questions or comments.