

## FACTSHEET

**TITLE: COMPREHENSIVE PLAN AMENDMENT NO. 04021**, by the Director of Planning, to amend the 2025 Lincoln/Lancaster County Comprehensive Plan, by adopting the proposed "**Airport West Subarea Plan**" for the area generally from N.W. 27<sup>th</sup> Street to N.W. 70<sup>th</sup> Street, from US Highway 34 to US Highway 6 (West "O" Street), including associated amendments to the Community Form; Business and Commerce; Mobility and Transportation; Community Facilities; and Parks, Recreation and Open Space sections of the Comprehensive Plan.

**SPONSOR:** Planning Department

**BOARD/COMMITTEE:** Planning Commission  
Public Hearing: 12/08/04  
Administrative Action: 12/08/04

**RECOMMENDATION:** Approval, with amendments (8-0: Carlson, Carroll, Krieser, Sunderman, Marvin, Taylor, Larson and Bills-Strand voting 'yes'; Pearson absent).

**STAFF RECOMMENDATION:** Approval, with amendments.

### FINDINGS OF FACT:

1. The purpose of this proposed Airport West Subarea Plan is to provide a vision for the desired future for this region and to serve as a guide for review of future development proposals.
2. The staff recommendation of approval is based upon the "Analysis" as set forth on p.3-6, concluding that the proposed Subarea Plan is particularly crucial to the future of this area and to the community as a whole. The land use and transportation decisions made here will impact the transportation network throughout the community. The proposed Subarea Plan is in conformance with the principles of the Comprehensive Plan.
3. The specific amendments proposed to the Comprehensive Plan are found on p.7-9.
4. The applicant's testimony and testimony in support, including the Lincoln Housing Authority and the Airport Authority, among others, is found on p.10-12. The record consists of letters in support from the Arnold Heights Neighborhood Association, the MPO-Technical Committee, the Lincoln Economic Development Council and Mike Bohuslavsky (p.22-31).
5. The MPO-Technical Committee recommended an amendment to Figure 2 to realign the proposed collector street located south of Holdrege Street to connect with N.W. 40<sup>th</sup> Street 1/4 mile north of the N.W. 40<sup>th</sup> Street/Vine Street intersection (p.25-27). (This amendment was also recommended by the Planning Commission).
6. Mark Hunzeker requested an expansion of highway commercial (as opposed to industrial) to the intersection of Vine Street with N.W. 48<sup>th</sup> Street (p.12). (This amendment was not recommended by the Planning Commission, see paragraph 3, page 13).
7. In response to the concerns raised by the Arnold Heights Neighborhood Association, the Planning staff submitted two proposed amendments as set forth on p.21.
8. Testimony in opposition is found on p.12-13, including Barbara Erickson, 3900 W. Holdrege Street, who is in opposition to the location and design of the proposed N.W. 40th/38th Street (p.12; also see p.32-34).
9. On December 8, 2004, the Planning Commission agreed with the staff recommendation and voted 8-0 to recommend approval, with the amendments proposed by the staff and by the MPO-Technical Committee. These amendments have been incorporated in the Plan document and on Figure 2 (p.15).
10. This Comprehensive Plan Amendment will also be scheduled for public hearing and action by the Lancaster County Board of Commissioners.

**FACTSHEET PREPARED BY:** Jean L. Walker

**REVIEWED BY:**

**REFERENCE NUMBER:** FS\CC\2004\CPA.04021

**DATE:** December 13, 2004

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**LINCOLN /LANCASTER COUNTY PLANNING STAFF REPORT**  
**for December 8, 2004 Planning Commission Meeting**

**P.A.S.:** Comprehensive Plan Amendment #04021  
Airport West Subarea Plan

**PROPOSAL:** The Director of Planning requests to amend the 2025 Lincoln-Lancaster County Comprehensive Plan to adopt the proposed “Airport West Subarea Plan,” including associated amendments to the Community Form, Business and Commerce, Mobility and Transportation, Community Facilities, and Parks, Recreation and Open Space sections of the Plan.

**CONCLUSION:** The proposed Airport West Subarea Plan is in conformance with the principles of the 2025 Lincoln-Lancaster County Comprehensive Plan.

<b><u>RECOMMENDATION:</u></b>	Approval
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**GENERAL INFORMATION:**

**LOCATION:** Generally between NW 27<sup>th</sup> and NW 70<sup>th</sup> Street, from US Highway 34 to US Highway 6 (West “O” Street).

**EXISTING LAND USE:** Mainly urban residential uses, public and semi-public, and agricultural uses, including the Air Park West Industrial Park industrial area. More urban residential uses are under development.

**ASSOCIATED APPLICATIONS:** None

**HISTORY:** See Subarea Plan for detailed history

**COMPREHENSIVE PLAN SPECIFICATIONS:** In the 2025 Comprehensive Plan, the land use plan identifies a “Moderate to Heavy Industrial Center“ center on the north side of Interstate 80 in the general vicinity of NW 56<sup>th</sup> Street. The land use plan generally shows the subarea as Urban Residential, Industrial, Commercial, Green Space, and Public/ Semi-Public uses. The current Plan already provides significant guidance as to the community’s values on future development. The goals and strategies of the Plan, relevant to the subarea encourage:

*The community will strive to provide future employment areas that meet the needs of existing businesses and identify emerging industry clusters. (Page F 12)*

*Preserve and enhance entryway corridors into Lincoln and Capitol View Corridors. (Page F 19)*

*Make “green space” an integral part of all environments. (Page F 57)*

*Integrate the “Core Resource Imperatives” and natural resources feature concepts into future city and county studies that implement the Comprehensive Plan. (Page F 63)*

*Promote the preservation, maintenance and renovation of existing housing and neighborhoods throughout the city, with special emphasis on low and moderate income neighborhoods. Maintain and enhance infrastructure and services in existing neighborhoods. (Page F 68)*

*Continue the City's growth policy of contiguous urban growth. Urban development will occur in areas immediately abutting the city that reflect a logical and timely extension of urban infrastructure. (Page F 75)*

*Extend the bicycle and trails system into the new neighborhoods as the city grows. Connections should be made to schools, parks, and other activity areas. (Page F 94)*

*Continue to provide for a high level of access to the Airport terminal and associated facilities. (Page F 123)*

*Encourage cooperative planning and site development between the City and public and private educational institutions. (Page F 145)*

*The City and the County will work cooperatively in as many areas as possible in order to provide services in the most efficient manner possible. (Page F 147)*

*Infrastructure improvements should be made concurrent with development. Except in limited cases, such improvements should not be made in advance of development proposals in an area. There should be adequate infrastructure in place every year to accommodate housing and employment demands. (Page F 149)*

*New urban development should be timed so that there is adequate school capacity in the developing area. (Page F 150)*

## **ANALYSIS:**

The staff report provides a summary of the vision of the subarea plan. The proposed Subarea Plan includes many more details as to the development issues in this area and as to which items may need to be addressed in the future.

1. The initial impetus for the subarea plan began with the modification of the special zoning regulations that determines where specific land uses in parts of the Airport Environs Noise District surrounding the Airport are allowed. However, after an a full review of issues in the subarea, the planning effort was expanded to include a broader land use, transportation, and community facilities review of the area.
2. This Subarea Plan identifies a number of transportation, infrastructure and land use changes as well as identifying potential partnerships for public service agencies. The approval of this Subarea Plan is critical in providing guidance for a number of private and public entities involved in future developments, infrastructure, and facilities in the subarea.
3. If adopted, the Airport West Subarea Plan will be added to the list of approved subarea plans in the 2025 Lincoln-Lancaster County Comprehensive Plan.

4. The purpose of this Subarea Plan is to provide a vision for the desired future for this region and to serve as a guide for review of future development proposals. The vision of the subarea plan is to:
  - ! **Provide for Future Industrial/Employment Centers:** clarify and refine areas designated for commercial and industrial uses.
  - ! **Efficient Use of Transportation Network:** land use decisions must consider the impacts on the transportation network. The proposed land uses are scaled to the capacity of future land uses and to retain the community's desire for these roads. NW 48<sup>th</sup> Street is not just a road used by local residents, it is an arterial street that serves the whole community and region. The traffic flow capacity of this corridor should not be overloaded.
  - ! **Provide Guidance to Public and Private Service Providers:** encourages cooperative planning and site development for all levels of public and private entities regarding the provision of community services in the subarea.
  - ! **Provide Effective Land Use Transitions:** identifies appropriate transitions from commercial to residential land uses. Within commercial areas, office and lower intensity commercial uses along with appropriate buffer areas should be developed as a transition to adjacent residential areas. In some areas, "related-residential" uses may be located to adjacent lower density residential uses, such as churches, domiciliary care facilities, retirement apartments, child care facilities or townhomes.
  - ! **Promote Desirable Entryways:** standards for landscaping and architecture should be developed to promote a desirable entryway into Lincoln along Interstate 80, US Highway 34, and US Highway 6 (West 'O' Street) — however, standards alone will have little impact if land use decisions strip the area with commercial uses, signs and improvement and widening of roadways in the subarea.
5. The Subarea Plan includes several important land use decisions. In summary the significant decisions include:
  - ! **Clarify the general boundaries of two Industrial/ Employment Centers in the subarea:** this Subarea Plan designates the area generally a quarter mile south of West Holdrege, between NW 63<sup>rd</sup> and NW 27<sup>th</sup> Streets; and the Air Park West Industrial Park as industrial/ employment centers. This Subarea Plan encourages these industrial/ employment areas to develop as a planned center. Combined, these areas account for over a 1,000 acres of undeveloped industrial land.
  - ! **Promote coordinated planning for public and private community services:** this Subarea Plan recommends that a joint-use facility be located west of NW 56<sup>th</sup> Street and south of West Adams Street. A potential joint-use facility is already under discussion with Lincoln Public Schools, Parks and Recreation, Lincoln City Libraries, Lincoln Housing Authority, and other public agencies.
6. The Subarea Plan identifies land for new Industrial and Employment Center along Interstate 80 centered on the NW 48<sup>th</sup> Street interchange. Nearly 800 acres north of I-80 is shown for future commercial and industrial uses in well planned and landscaped Industrial Park setting.

7. The Subarea Plan supports the continued development of the Air Park West Industrial Park, including new roadways and road alignments to better serve and facilitate development of this land by the Lincoln Airport Authority.
8. The Subarea Plan identifies land suitable for a public-private partnership to bring new housing to the old “Huskerville” area at NW 48<sup>th</sup> and West Cuming in the near-term.
9. A realignment of NW 48<sup>th</sup> Street, from West Adams to West Cuming, east along approximately NW 46<sup>th</sup> Street is proposed as part of this Subarea Plan. This realignment will provide an improved transition between residential uses in the Arnold Heights subdivision, with planned commercial and industrial uses for the Air Park West Industrial Park. This new alignment will allow for improved access and visibility for Air Park West developments, and allow for safer access points with the neighborhood. The new corridor will also accommodate widening to 4 lanes in the future, without impacting the Arnold Heights neighborhood. The realignment concept does not impact the Air Park Recreation Center and Arnold Heights Swimming Pool. The NW 48<sup>th</sup> Street Realignment Concept is attached.
10. The outcome of two neighborhood meetings and written responses submitted by area residents, indicates there is no consensus on the alignment alternatives for NW 48<sup>th</sup> Street. The community identified several issues regarding the proposed movement of NW 48<sup>th</sup> Street east along a NW 46<sup>th</sup> Street alignment. These issues include: visibility for Arnold Heights; access; lack of detail in realignment concept; additional cost; loss of “greenspace” buffer on Air Park West property; and, concern of potential incompatible commercial uses closer to the neighborhood.
11. Upgrading and converting the existing NW 48<sup>th</sup> Street to local street standards between West Adams and West Cuming would be evaluated as part of a further detailed realignment study. Prior to the determination of a final alignment, the detailed design study will evaluate costs, access control, pedestrian and bicycle facilities, traffic capacity, circulation and other items related to the proposed new NW 46<sup>th</sup> Street arterial alignment. If, at the conclusion of this detailed study, the outcome is not to move forward with the realignment of NW 48<sup>th</sup> Street, the decision will be to improve NW 48<sup>th</sup> Street to 4 lanes plus turn lanes along the existing alignment.
12. A new arterial roadway from West Superior to West Cuming Street, from NW 70<sup>th</sup> to NW 48<sup>th</sup> is proposed in the subarea plan to serve the Huskerville tract and to provide east/west traffic movement within the subarea. This effort concludes a study called for in the 2025 Comprehensive Plan.
13. A new roadway is proposed along the NW 40<sup>th</sup>/38<sup>th</sup> Street alignment from West “O” Street on the south to US 34 on the north. This facility will provide better access to abutting land uses along this corridor over the planning period, alleviate traffic capacity and service for NW 48<sup>th</sup> Street, and will provide a potential route for truck and automobile traffic to serve industrial uses in Air Park West Industrial Park and the new residential, commercial and industrial land north of Interstate 80.
14. At the first neighborhood meeting in August, there was concern raised about the proximity of a new north-south arterial road along a NW 40<sup>th</sup> Street alignment. The traffic modeling

analysis indicated a level of service improvement for NW 48<sup>th</sup> Street, when a second north-south arterial road was shown over the planning period. The proposed NW 40<sup>th</sup>/38<sup>th</sup> Street roadway was moved east approximately 700 feet away from existing and planned residential subdivisions identified in this Plan.

15. As part of the proposed NW 40<sup>th</sup>/38<sup>th</sup> Street roadway a new grade separation at I-80 at NW 40<sup>th</sup> Street is included in the Subarea Plan to provide continuous traffic movement through this corridor.
16. Traffic modeling, financial evaluation, future roadway classification modifications, roadway facility improvements, and identification of Right-of-Way (ROW) needs were evaluated as part of the subarea planning effort. Modifications to the Comprehensive Plan are included in the proposed Subarea Plan.
17. As part of the subarea planning process, the Lincoln Public Works and Utilities Department completed a review of the financial requirements needed to undertake the City's new road improvements that are added with the approval of the Subarea Plan. In 2004 dollars, the new roadways add approximately \$48 million of costs over the entire planning period. The new road improvements identified in this Subarea Plan are currently unfunded. This figure includes estimates for construction, preliminary engineering, ROW acquisition, and utility relocation. It is assumed that ROW requirements for new roadways located on public property will be donated.
18. There are still issues regarding the financing of needed utility and transportation improvements that will need to be resolved regarding this area in the upcoming development proposals.
19. There are still issues regarding the financing of needed utility and transportation improvements that will need to be resolved as the subarea develops.

## **CONCLUSION:**

In general a subarea plan identifies issues and details that will need to be addressed in the future, and offers specific guidance as to how development should be accomplished within the area. This Subarea Plan is particularly crucial to the future of this area and to the community as a whole. The land use and transportation decisions made here will impact the transportation network throughout the community. The Subarea Plan includes potentially Lincoln's newest industrial and employment center, additional commercial acres and housing to accommodate the growth of Lincoln. And most importantly, this subarea is home to thousands of persons who will have to live daily with the impact of these decisions.

The community has an opportunity to provide a distinct impression of its desired future for this subarea. The vision of this subarea plan is one that retains residential character of the subarea, while providing for well planned industrial and employment centers to serve nearby residents and the entire community.

The impact on the transportation network is fundamental to the continued development and necessary to support the land uses identified in the Subarea Plan. Additional roadways are identified for inclusion to the 2025 Comprehensive Plan. These new roadways and facilities add

cost to the 25-year transportation plan for Lincoln. These planned and proposed roadway improvements may impact the residential character of this area, the character of the entryway into Lincoln and, potentially, existing residences.

Neighborhood meetings were held in August and November of this year to present alternatives and discuss options for developing the preferred subarea plan.

**RECOMMENDATION:**

Amend the 2025 Lincoln-Lancaster County Comprehensive Plan as follows:

1. Amend the “Lincoln/Lancaster County Land Use Plan”, figure on pages F 23 and F 25, to revise the land uses and future service limit as shown on Figure 2 (Exhibit A - attached) of the Subarea Plan, and change other maps accordingly;
2. Amend the “Urban Growth Tiers”, and associated figures on pages F 27, F 31 and F 33 to add a portion of land to the Tier I Priority B area as shown on Figure 2 (Exhibit A - attached) of the Subarea Plan, as described below and change other maps accordingly;
  - I. West of the Lincoln Water System water tower located on W. Superior, south of the proposed W. Superior to W. Cuming roadway.
3. Amend the “Existing and Proposed Industrial Centers”, figure on page F 39 to change the “Moderate to Heavy Industrial (HI)” designation from New Proposed Center (General Location, Not Site Specific) to Unbuilt Approved Center (Site Specific) as shown on Figure 2 (Exhibit A - attached) of the Subarea Plan, and change other maps accordingly;
4. Amend the “Future Functional Classification: City Streets and County Roads”, figure on pages F 103 and F 104 as shown on Exhibit B attached as indicated below, and, change other maps accordingly;
  - I. West Holdrege, NW 56<sup>th</sup> to NW 48<sup>th</sup> change to Minor Arterial
  - ii. West Adams, NW 48<sup>th</sup> to NW 38<sup>th</sup> change to Minor Arterial
  - iii. West Cuming, NW 56<sup>th</sup> to NW 38<sup>th</sup> change to Minor Arterial
  - iv. West Superior, NW 70<sup>th</sup> to NW 56<sup>th</sup> change to Minor Arterial
  - v. NW 40<sup>th</sup>, West “O” to West Adams change to Minor Arterial
  - vi. NW 38<sup>th</sup>, West Adams to Air Park Road change to Urban Collector
  - vii. NW 56<sup>th</sup>, West Superior to West Cuming change to Minor Arterial
  - viii. NW 56<sup>th</sup>, West Cuming to West Fletcher change to Urban Collector
  - ix. West Fletcher, NW 56<sup>th</sup> to NW 48<sup>th</sup> change to Urban Collector

x. NW 38<sup>th</sup> to US 34, West Cumming to West Webster to NW 31<sup>st</sup> change to Minor Arterial

5. Amend the “Projects & Studies: Lincoln Area Street & Roadway Improvements 2025”, figure on page F 105 as shown on Exhibit C attached and change other maps accordingly;
6. Amend the “Additional Urban Area System Improvements”, section on pages F 109 to F 111 as indicated below;

Add to the list of Proposed Projects the following:

- i. Huskerville Link: West Superior, NW 70<sup>th</sup> to West Cumming to NW 38<sup>th</sup> Street 2 lanes + turn lanes
- ii. NW 40<sup>th</sup> Street and Interstate 80 Grade Separation Grade Separation
- iii. NW 40<sup>th</sup> Street, West “O” Street to West Adams 2 lanes + turn lanes
- iv. NW 38<sup>th</sup> Street, West Cumming to West Webster to NW 31<sup>st</sup> Street to US Highway 34 2 lanes + turn lanes
- v. West Holdrege, NW 56<sup>th</sup> to NW 48<sup>th</sup> Street 2 lanes + turn lanes

Modify the list of Proposed Projects as shown below:

vi. West Adams St, NW 70<sup>th</sup> to NW 48<sup>th</sup>38<sup>th</sup> Street 42 lanes + turn lanes

7. Amend the “Proposed Studies”, section on page F 111 as indicated below;

Add to the list of Proposed Studies the following:

- A study that encompasses the general area bounded by NW 48<sup>th</sup> Street and NW 27<sup>th</sup> Street, West Webster to US Highway 34. The study is to include north/south and east/west roadway needs and alignments, including the West Fletcher corridor and US Highway 34 access considerations.

Remove from the list of Proposed Studies the following:

- ~~Roadway alternative for connecting NW 70<sup>th</sup> and NW 48<sup>th</sup> Streets in the general location of West Superior Street~~

8. Amend the “Right of Way Standards” and “Tiers I & II Right of Way”, figures on page F 112 and F 113 as shown on Exhibit D attached and change other maps accordingly;
9. Amend the “Future Parks” figure on page F 134 to show a future Neighborhood Park in the general vicinity, between NW 56<sup>th</sup> to NW 70<sup>th</sup>, and West Adams to West Superior Streets, as shown on Exhibit E attached;

10. Amend the "Future Lincoln School Sites", figure on page F 143 to show a "Future School" in the vicinity south of West Adams, and west of NW 56<sup>th</sup> Street; and,
11. Amend the "On-Going Comprehensive Plan Activities", section on page F 156 to add the following Plan to the list of approved subarea plans.
  - Airport West Subarea Plan, 2004

Prepared by:

Duncan Ross, AICP  
441-7603, [dross@lincoln.ne.gov](mailto:dross@lincoln.ne.gov)  
Planner

**DATE:** November 22, 2004

**APPLICANT:** Marvin S. Krout, Director of Planning  
555 S. 10<sup>th</sup> Street  
Lincoln, NE 68508  
(402) 441-7491

**CONTACT :** Duncan Ross  
Planning Department  
(402) 441-7603

# COMPREHENSIVE PLAN AMENDMENT NO. 04021, TO ADOPT THE PROPOSED "AIRPORT WEST SUBAREA PLAN"

## PUBLIC HEARING BEFORE PLANNING COMMISSION:

December 8, 2004

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

Staff recommendation: A finding of conformance with the Comprehensive Plan.

Ex Parte Communications: Marvin disclosed a conversation with one of the members of the Airport Board, and he also gave background information to Bills-Strand as she was unable to attend the briefing for the Planning Commission.

## Proponents

**1. Duncan Ross of Planning staff** presented the proposal and submitted additional information for the record. This is a proposed subarea plan for the Airport West area. It also encompasses a number of amendments to various sections of the Comprehensive Plan, including land use, business and commerce, community facilities, parks and opens space, and transportation. Those specific amendments are outlined in the staff report.

The public process on this subarea plan was started in August, 2004, with a neighborhood workshop in the area attended by over 80 people; at that time, the staff proposed three alternatives. From those alternatives, the staff was able to move forward to a preferred plan with the input from residents and extensive input from different city and county agencies and a number of public entities. On November 16<sup>th</sup>, there was a public open house and a single preferred plan was assembled, called Alternative B, with one minor option to realign N.W. 48<sup>th</sup> Street, shifting it east to N.W. 46<sup>th</sup> Street. After testing that concept and providing additional comment, the city is moving forward with Alternative B today, the preferred subarea plan, which does include moving N.W. 48<sup>th</sup> between W. Adams and W. Cuming approximately 2 blocks east; however, that alignment does not preclude the existing alignment from being the ultimate one that is improved after further engineering and design. It is merely the intent to identify the 46<sup>th</sup> Street alignment as the preferred alternative.

Ross stated that there is general agreement on the relocation of N.W. 48<sup>th</sup> Street with the Arnold Heights Neighborhood Association; however, there may be comment today regarding location of a new arterial street in this area along the N.W. 40<sup>th</sup> and 38<sup>th</sup> Street alignment.

Ross submitted a letter in support from the Lincoln Economic Development Council and a letter from the Lincoln MPO-Technical Committee in support, with recommendation for one amendment, to move the industrial collector generally along the West Vine Street alignment to facilitate more direct access from the new 40<sup>th</sup> and 38<sup>th</sup> Street corridor back west to the interstate (the current plan shows more of a backwards jog and the Technical Committee thought the intent should be to provide the most direct routing back to the interstate interchange). Ross also submitted a letter from the Arnold Heights Neighborhood Association in general support with a number of comments: They are supportive of an additional north/south roadway which has been identified as the 40<sup>th</sup> and 38<sup>th</sup> Street corridor; they believe that there are advantages for the realignment of N.W. 48<sup>th</sup> Street; they have some concerns about realigning N.W. 48<sup>th</sup> to 46<sup>th</sup> and the impacts it may have on the

recreation center and the swimming pool; they also raise some issues regarding the area south of West Adams Street—arterial traffic will continue to go through that corridor and they would encourage some type of screening for noise abatement. Ross noted that there is already in excess of 100 feet of right-of-way for that road.

Ross stated that the staff believes there are two good ideas identified by Arnold Heights and the staff is proposing two amendments regarding mitigation issues for truck traffic on N.W. 56<sup>th</sup> and an additional exit out of Arnold Heights:

On page 20 of the proposed subarea plan, add the following:

- Ensure that commercial and industrial centers are designed to guide commercial truck and vehicle traffic to the nearest arterial roadways.

On page 25 of the proposed subarea plan, add the following:

- At the time of platting land west of Arnold Heights, generally northwest of N.W. 56<sup>th</sup> Street and West Adams Street, ensure that a connection south to West Adams Street is provided with the subdivision and Arnold Heights.

Ross also submitted a letter from Barbara Erickson, 3900 W. Holdrege Street, in opposition to the future N.W. 40<sup>th</sup> and 38<sup>th</sup> Street major arterial being located generally along her west property line.

### Support

**1. Tom Huston** appeared on behalf of **The Housing Authority of the City of Lincoln**, a significant property owner in the Arnold Heights area, owning approximately 500 dwelling units and additional facilities. The Lincoln Housing Authority is supportive of the proposed realignment of N.W. 48<sup>th</sup> Street changing the arterial street to 46<sup>th</sup> Street, with the only caveat being contingent upon continued and direct access to N.W. 48<sup>th</sup> Street. The facilities owned and operated by the Lincoln Housing Authority include the Lincoln Army Airfield Chapel (which is leased to a congregation); the Carol M. Yoakum Family Resource Center (with a wide variety of uses); and the Lincoln Housing Authority maintenance facility and leasing office located adjacent to the Family Resource Center. The Lincoln Housing Authority is the owner of 1300 dwelling units within the City of Lincoln, which are also serviced out of this maintenance facility. Therefore, direct access to both north and south Lincoln is needed.

Huston advised that the Housing Authority did meet with the staff and they were supportive of maintaining the direct access to N.W. 48<sup>th</sup> Street. The realignment of N.W. 48<sup>th</sup> makes a lot of sense for the neighborhood and will shift the arterial street further away from residential uses and provide opportunity for transitional uses abutting up to the residential neighborhood.

**2. John Wood, Executive Director of the Airport Authority**, testified in support. The Airport Authority has worked closely with the staff throughout this process, and supports the subarea plan as presented today.

**3. Robert Peterson, Executive Director of Nebraska Housing Resource**, testified in support. Nebraska Housing Resource is a nonprofit land development corporation that has been in existence for five years. Of particular interest to Nebraska Housing Resource is the Huskerville Tract. It is proposed that the tract be restored to residential home ownership. Nebraska Housing Resource is in support of the plan generally and looks forward to working with staff to work out the various and sundry problems. The focus is to get as much usable space as possible out of that tract and move it along as fast as possible.

**4. Mark Hunzeker** appeared on behalf of **KLH Retirement Planning**, which owns a parcel that is generally at the intersection of I-80 and N.W. 48<sup>th</sup> Street, approximately 30 acres, which is presently zoned Highway Commercial. The land use plan paints virtually everything along the interstate as red industrial. He believes there will be substantial need for highway commercial type uses which would be appropriately located near the intersection of I-80 and N.W. 48<sup>th</sup> Street. He suggested that, at a minimum, the property presently zoned and designated Highway Commercial remain as such and possibly expand that designation somewhere up to near the intersection of Vine Street with N.W. 48<sup>th</sup> to enable a sufficient parcel to be assembled to have good internal circulation. It is a natural kind of complementary use to the industrial uses that are being proposed.

### Opposition

**1. Barbara Erickson**, 3900 W. Holdrege Street, testified in opposition to the building of an arterial street directly west of her home. In August of 1980, she and her husband purchased 10.5 acres in 5.25 separate lots and have lived at 3900 W. Holdrege for 25 years. They have planted over 400 pine trees and have kept the property modernized. Figure 2 states that a major element of the subarea plan includes a new minor arterial street called N.W. 40th/38th Street to provide better access. The location and design of this street is a major concern for her home and property. The front door of her home faces west, and it is only 81 feet from the center of the proposed arterial street, or even 5 feet less. Another concern is water supply to her home because the well is on the west side of the home. Figure 2 shows N.W. 40<sup>th</sup> taking a bend at her property and will wipe out all of the trees they have planted. Page 21 of the subarea plan states that the shift at N.W. 38<sup>th</sup> is to provide greater separation from the residential subdivision on the N.W. 40<sup>th</sup> Street section line and she believes this statement should include her residence.

Ms. Erickson requested that the road turn before N.W. 40<sup>th</sup> and go east of their property and then connect with N.W. 38<sup>th</sup>. Only ½ mile of N.W. 40<sup>th</sup> exists at this time, and then it turns back to N.W. 48<sup>th</sup>. Hers is the only house located in this whole territory and they have chosen to put a minor arterial street right next to her front door. There needs to be another alternative.

**2. Larry Bowman**, whose family owns property in this area zoned industrial, testified in opposition because it appears that this plan is for more residential. He believes it will be very hard to get residential in the area because of the interstate.

**3. Mark Burchell**, 5318 W. Cleveland Avenue, testified in opposition to the proposed 4+1 lane on West Adams Street. He was hoping for a 2+1 lane facility. Commissioner Marvin believes West Adams Street is shown in the plan as 2+1.

## Staff questions

Ross clarified that the current plan today shows West Adams Street as a 4+1 facility over the life of the 25-year planning document. As a result of this subarea plan, the modeling suggested that a 4+1 was not necessary, so there is an amendment in the staff report that indicates a change from 4+1 to 2+1, but the City will still be purchasing the right-of-way of 120' to ultimately do a 4+1; however, over the 25 years he believes that West Adams Street will only be required to be a 2+1 facility.

Ross also clarified that the property to which Mark Hunzeker testified is shown as industrial on the land use plan. Ross believes that the staff would certainly support a mix of uses, both commercial and industrial, for the areas immediately adjacent to the interchange. He believes this has been addressed and the staff would prefer to keep the land use plan showing industrial because the commercial uses can still be developed.

With regard to the Erickson property, Ross stated that the roads being shown are “planned” but not “designed”. The plan shows generally where the roadways should be developed looking out over 25 years. The staff has met with Ms. Erickson since November 16<sup>th</sup>. Her concerns were taken to a group of city staff and it was determined that this plan, at least for this time, would continue to show the N.W. 40<sup>th</sup> and 38<sup>th</sup> along the corridor that is proposed today to maintain as much right-of-way that we already have south of W. Holdrege. There are some things that need to be tied in and the staff wants to preserve, maintain and use as much right-of-way as possible. There are certainly some challenges in making this roadway happen. The staff believes that there is enough strong engineering to keep that street on a section line roadway as much as possible.

Bills-Strand noted improvement of 48 million dollars. Will this affect the CIP? Ross indicated that the staff did do some cost evaluations, some general and approximate estimates. The new roadways identified in the staff report add approximately 48 million dollars to the roads that are already in the 25 year transportation plan. When the subarea plan is adopted into the Comprehensive Plan, the staff will start looking at when the plan will be implemented.

Ross further pointed out that N.W. 48<sup>th</sup> is identified in the plan today as well as W. Adams and N.W. 56<sup>th</sup>. W. Adams and N.W. 56<sup>th</sup> were part of the bond issue and have probably moved down in priority. N.W. 48<sup>th</sup> needs to be completed over the next 25 years.

Carlson noted that this plan has potential for substantial public investment. How is the public getting cost benefit for their public investment of their dollars? How are we planning these industrial parks? Darl Naumann, Economic Development Director, stated that the Angelou Study gave Lincoln a failing grade of F for industrial parks that are available in this area. This plan gives us about 600 acres of industrial parks, giving us the opportunity to locate maybe four or five large users or even smaller users in this area. We could have the infrastructure in place if we do other things to find the financing for this area. We can acquire this land for industrial parks, but it has to be a public/private partnership to acquire the land.

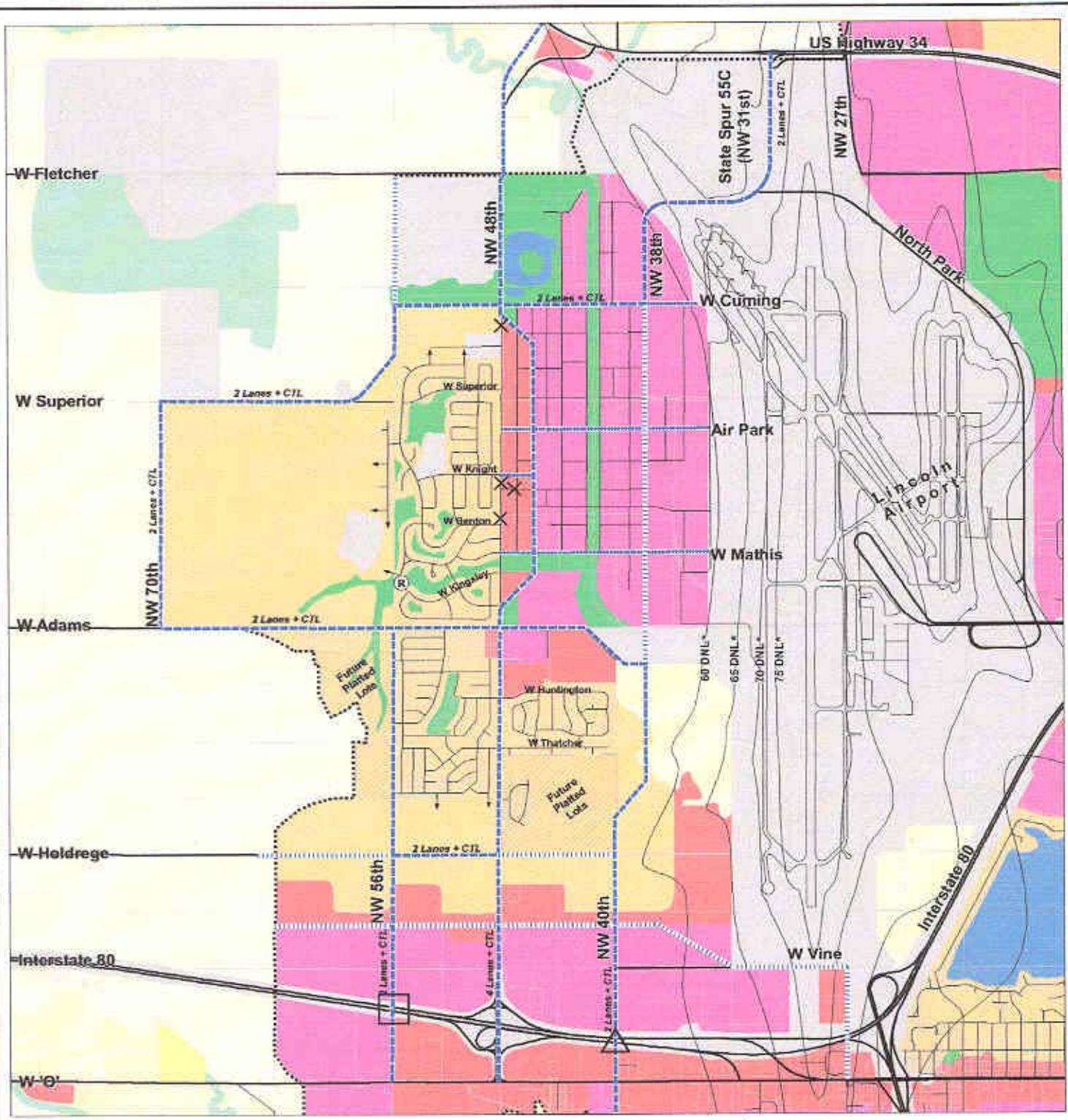
Ross reiterated that there are several amendments, including the amendments reflecting the Arnold Heights Neighborhood Association ideas, and the MPO-Technical Committee amendment in the location of a collector street.

Larson moved approval, with the amendments proposed today, seconded by Carlson.

Carlson stated that he will vote in favor. He likes the subarea plans. Lincoln is a great city. When we do subarea plans like this, it is important to show the commitment to address the issues that we may have. He believes that it is equally important to set the bar high--that we make sure we are not just getting new jobs but good jobs, not just building schools but good schools. It is important that these plans move forward, but it is equally important that we push hard to make sure that the quality and standard is high.

Bills-Strand agreed, but she believes it is very important to push hard to find some forms of funding.

Motion for approval, with amendments, carried 8-0: Carlson, Carroll, Krieser, Sunderman, Marvin, Taylor, Larson and Bills-Strand voting 'yes'; Pearson absent. This is a recommendation to the City Council and the County Board.



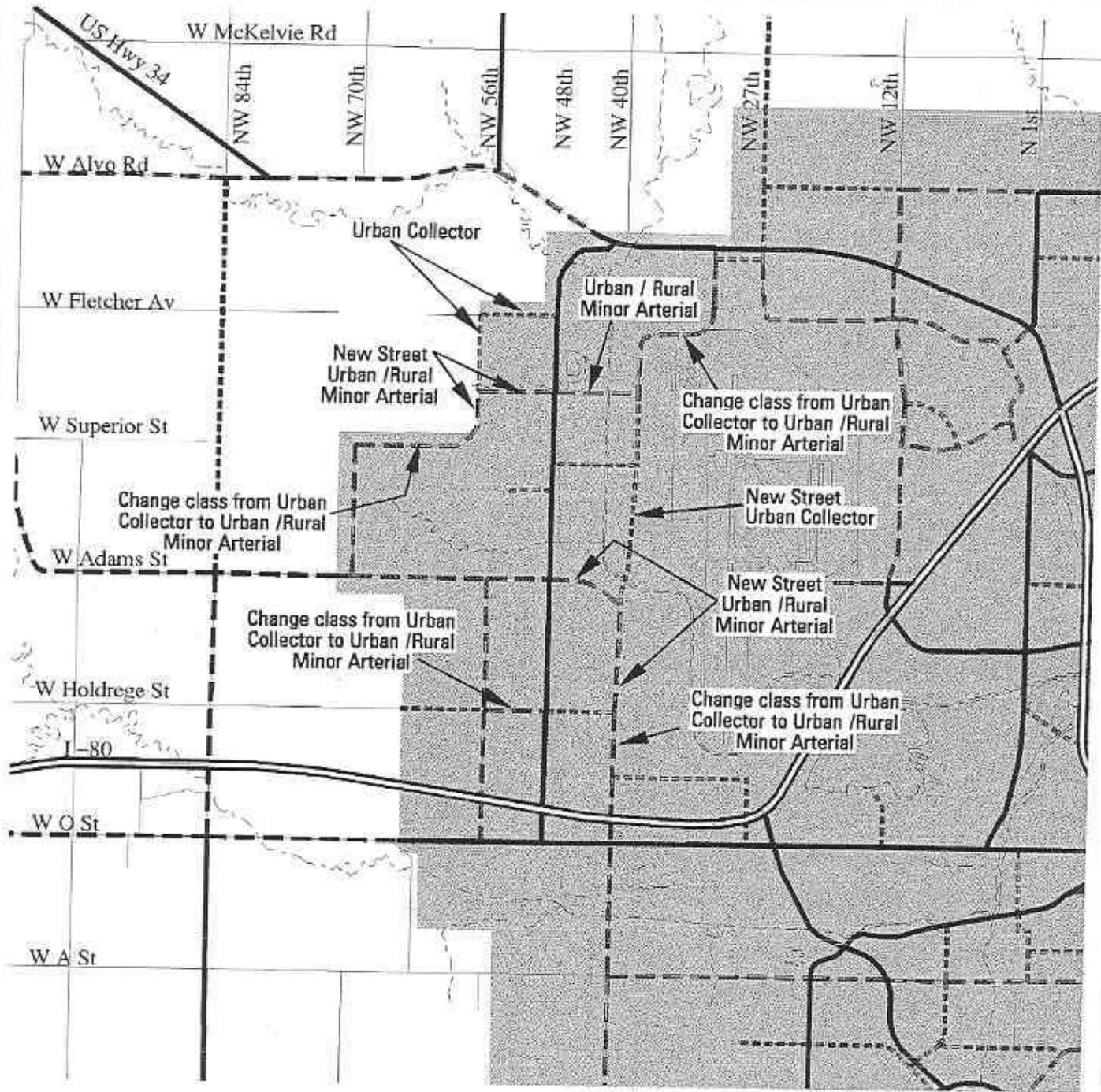
**Figure 2:  
Airport West Subarea Plan**



- ← Future Street Extension<sup>1</sup>
- (R) Future Road Connection to be Completed<sup>1</sup>
- X Future Road Closing<sup>1</sup>
- △ Potential Grade Separation<sup>1</sup>
- Potential Overpass Improvement<sup>1</sup>
- Arterial Street<sup>1</sup>
- Collector Street<sup>1</sup>
- New/Improved Local Road<sup>1</sup>
- ..... Future Service Limit<sup>1</sup>
- <sup>1</sup> See Subarea Plan Text

- Public & Semi-Public
- Lakes & Streams
- Environmental Resources
- Green Space
- Agricultural
- Residential, Low Density
- Residential, Urban
- Agricultural Stream Corridor
- Commercial
- Industrial
- \* DNL - Day Night Average Sound Level

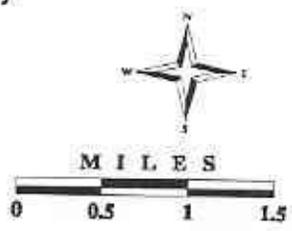
m:\plan\airport\airport\subarea\airport\_subarea.mxd  
December 8, 2004



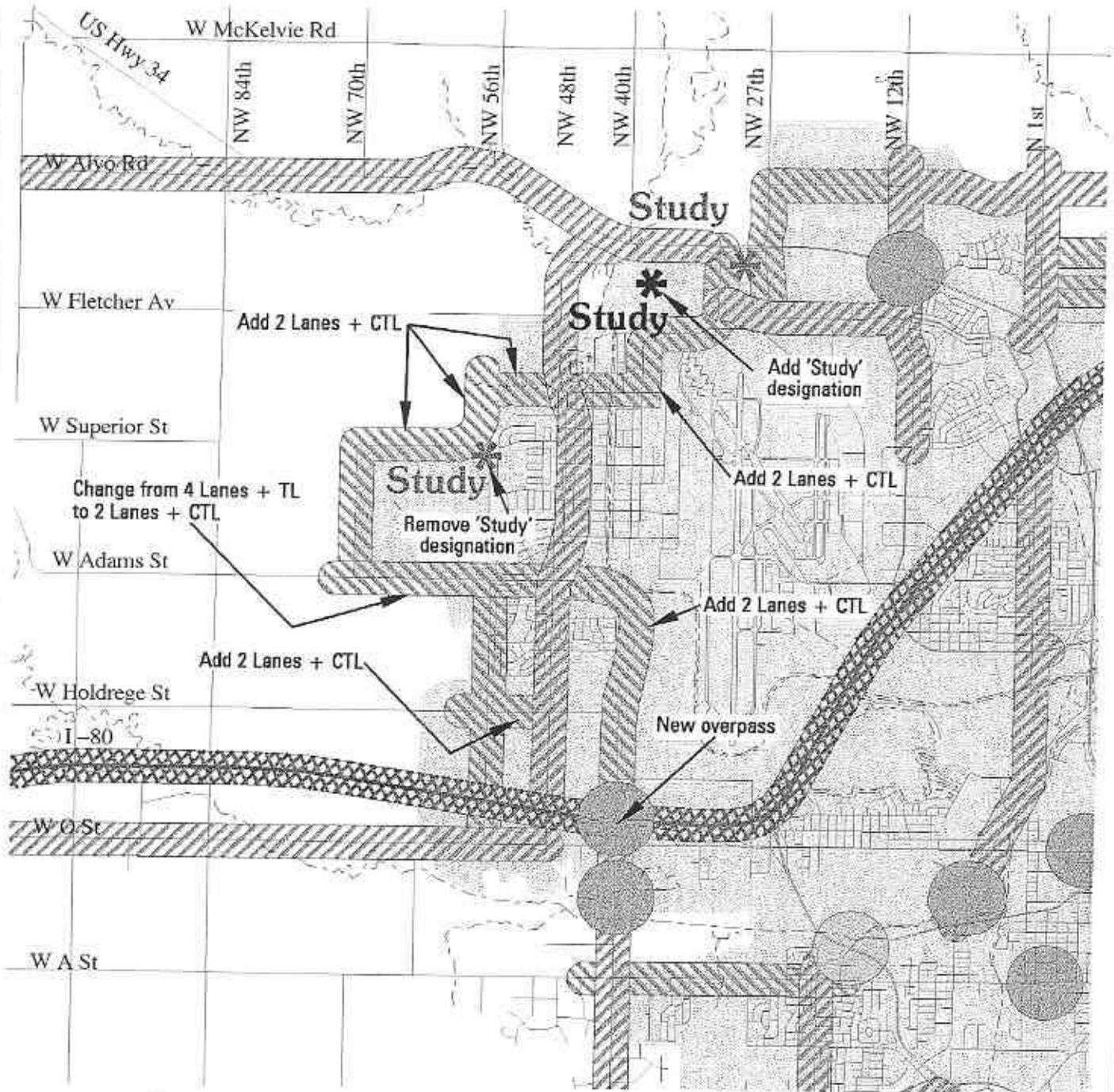
# Future Functional Classification - City & County

## Proposed Amendment 04021 - Exhibit B

-  Urban / Rural Interstate, Freeway and Expressway
-  Urban / Rural Principal Arterial
-  Urban / Rural Minor Arterial
-  Urban Collector
-  Rural Major Collector (County)
-  Rural Major Collector (State)
-  Rural Minor Collector
-  Urban Area Boundary



016



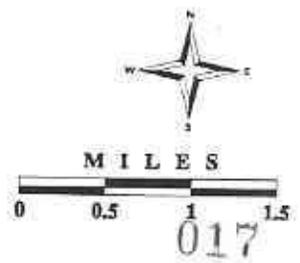
# Street & Roadway Improvements

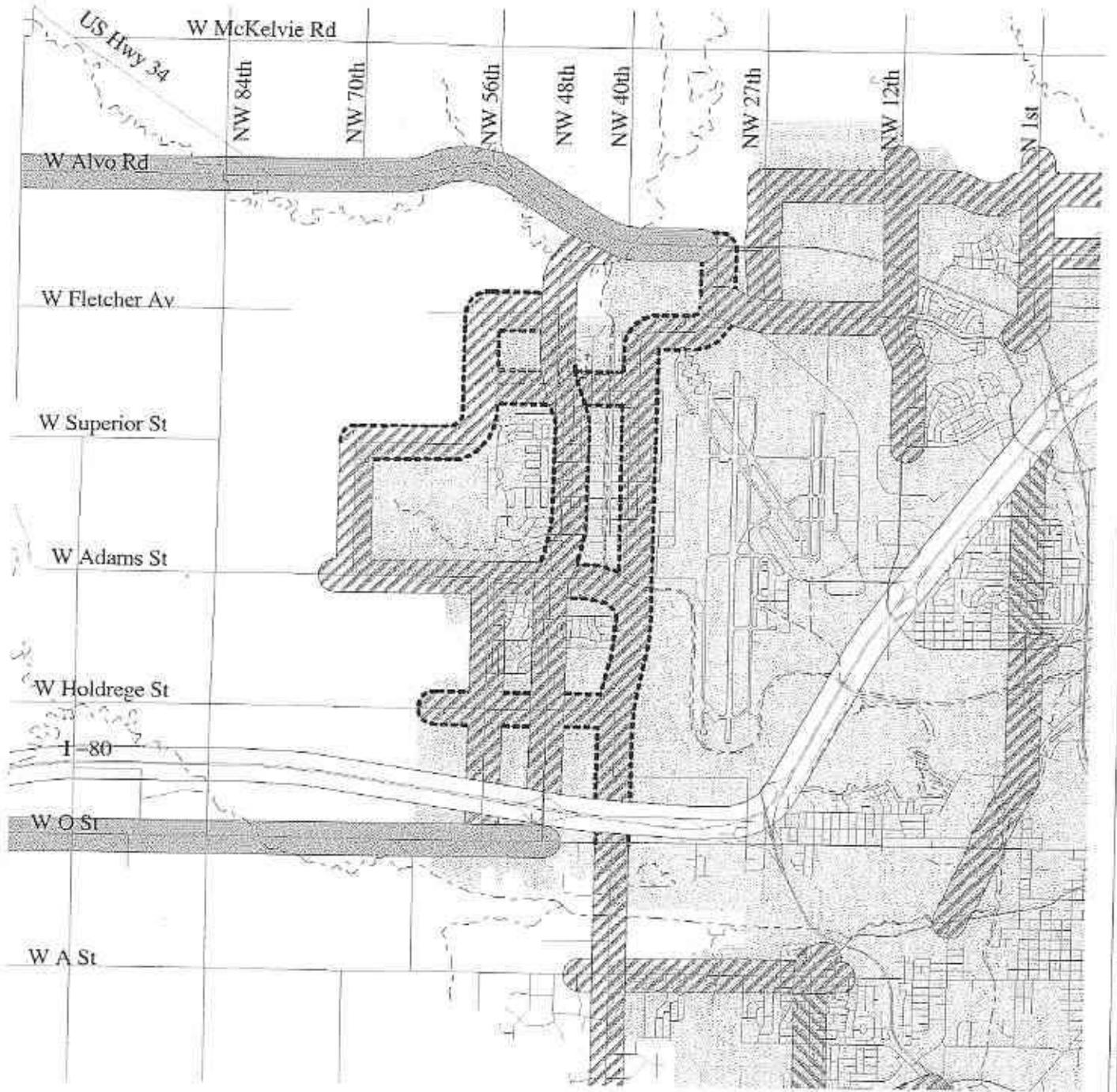
## Proposed Amendment 04021 - Exhibit C

-  Corridor Preservation
-  2 Lanes + CTL
-  4 Lanes + TL
-  6 Lanes + TL
-  6 Lane Interstate Highway
-  Four Lane Freeway, 300 Ft. ROW
-  Overpass
-  Interchange

-  Street Closure Study
-  Study

 Future Service Limit





# Right Of Way Standards

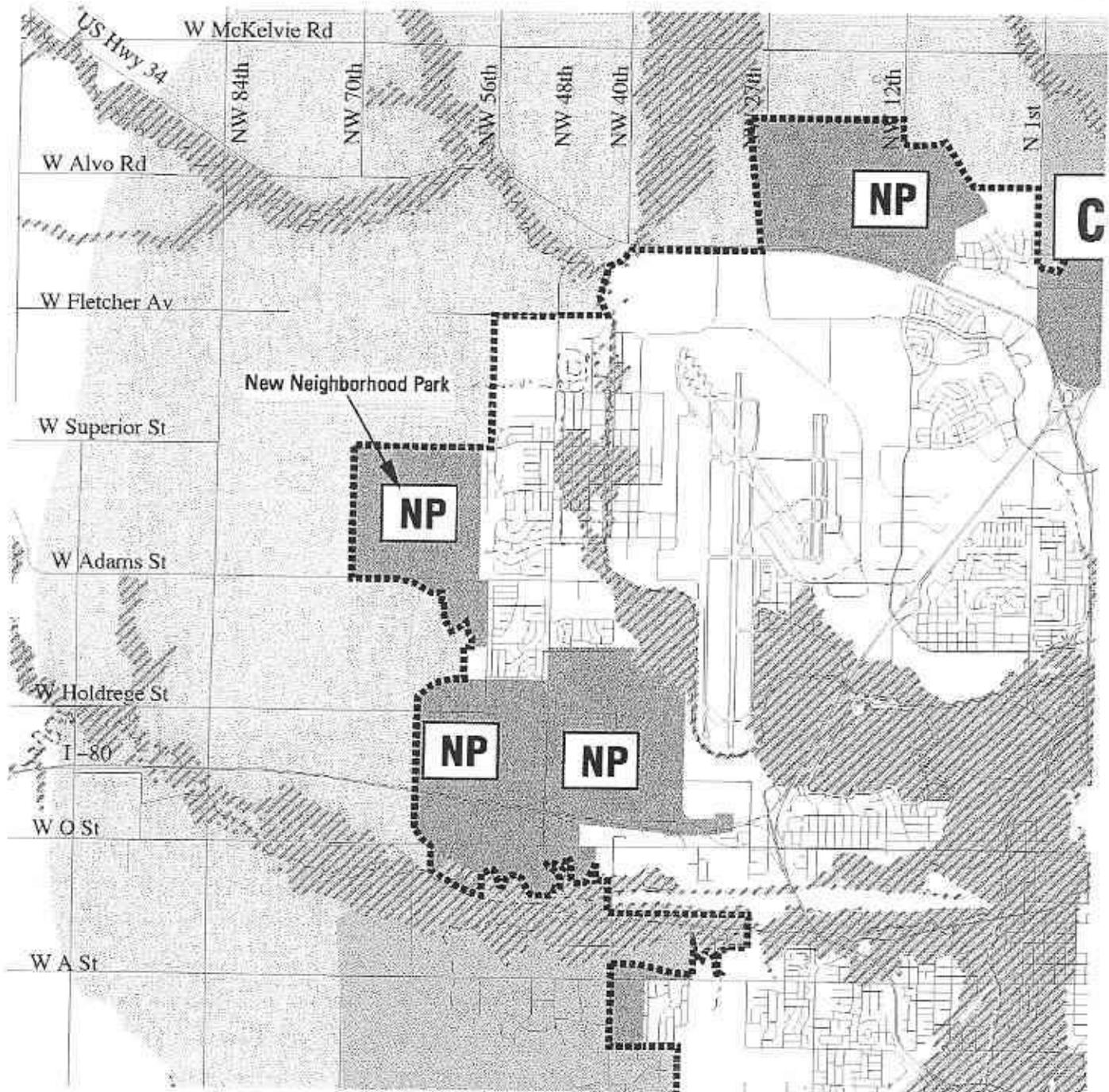
## Proposed Amendment 04021 - Exhibit D

- N/A on Interstate
- 100 Foot ROW
- 120 Foot ROW
- 200 Foot ROW
- Areas of New ROW

Future Service Limit



018



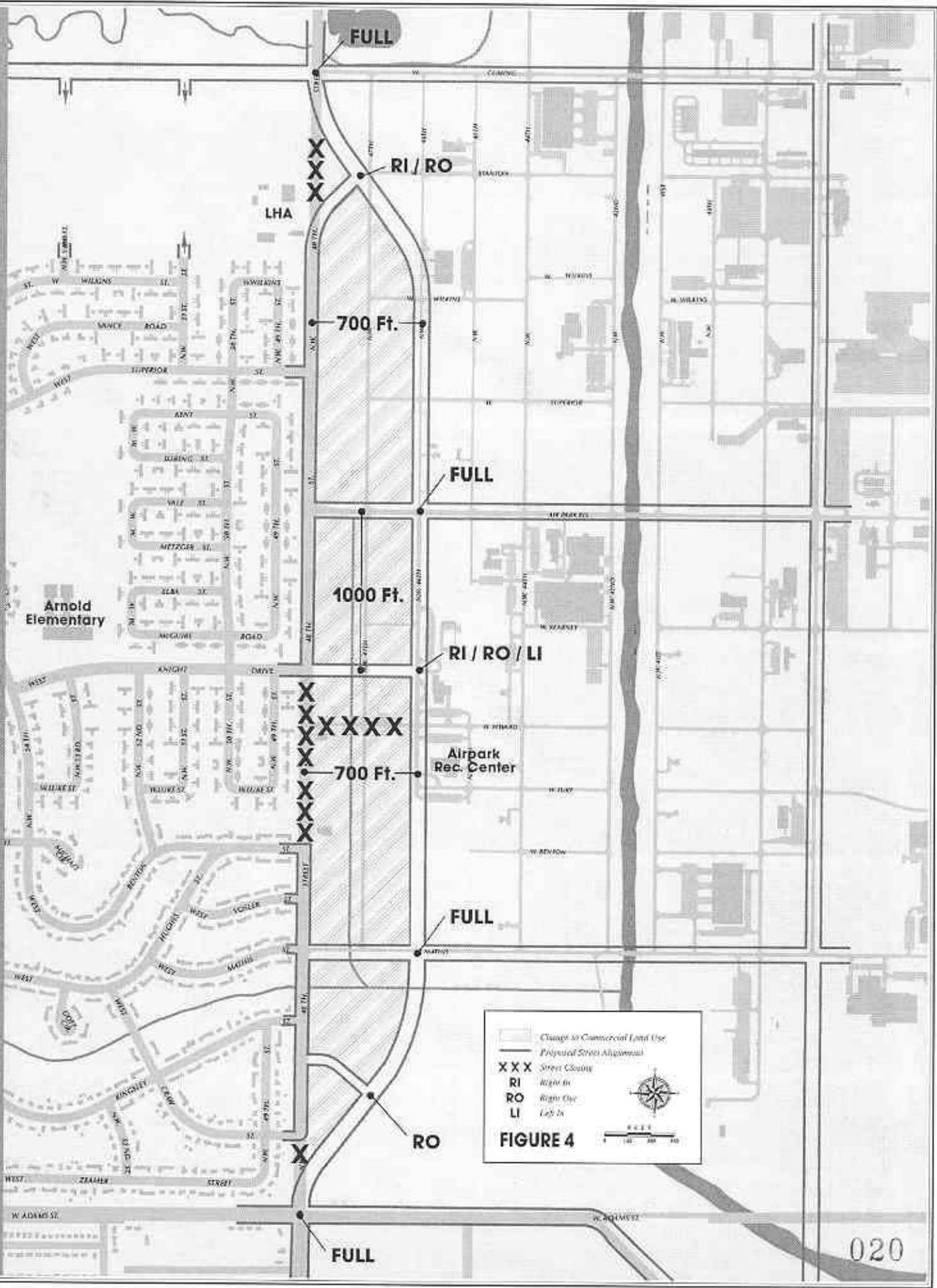
# Future Parks

## Proposed Amendment 04021 - Exhibit E

- Tier 1
- Tier 2
- Tier 3
- Floodplain
- Future Service Limit
- NP** Neighborhood Park
- CP** Community Park
- RP** Regional Park



# NW 48TH STREET REALIGNMENT CONCEPT



**FIGURE 4**

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## MEMORANDUM

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**TO:** Planning Commission

**FROM:** Duncan Ross, Planning Department 

**SUBJECT:** Arnold Height Neighborhood Association  
Amendments to Airport West Subarea Plan

**DATE:** December 8, 2004

**COPIES:** Jean Walker  
File

This memorandum is in reference to the letter dated December 7, 2004 from the Arnold Heights Neighborhood Association. The majority of their comments are addressed in the proposed Airport West Subarea Plan. However, we believe there are two important points the Neighborhood Association raises that should be included in the Subarea Plan. It is important that we capture these thoughts and include within the appropriate sections of the Subarea Plan.

The Planning Department proposes the following amendments that address these comments, as identified by the Neighborhood Association.

On page 20 of the proposed Subarea Plan, add the following:

- Ensure that commercial and industrial centers are designed to guide commercial truck and vehicle traffic to the nearest arterial roadways.

On page 25 of the proposed Subarea Plan, add the following:

- At the time of platting land west of Arnold Heights, generally northwest of NW 56<sup>th</sup> Street and West Adams, ensure that a connection south to West Adams Street is provided with the subdivision and Arnold Heights.

It is requested the Planning Commission take action on these proposed amendments at this meeting.



AHNA  
<arnoldheights@alltel.net>

12/07/2004 10:21 PM  
Please respond to  
arnoldheights

To: dross@ci.lincoln.ne.us, plan@ci.lincoln.ne.us  
cc:  
Subject: Airport West Subarea Plan Comments

At this time, the Arnold Heights Neighborhood Association would like to go on record as supporting the Airport West Subarea Plan. We are optimistic that the efforts that have gone into the scope of this plan indicate the city's vision for the future of our area and recognize the oversight of maintenance and improvement that has befallen our area. The passage of this plan is one short step towards making our NW Lincoln neighborhoods more vital and providing the city of Lincoln with additional employment opportunity. The real work will follow as the community is tasked to provide funding for the implementation of the many projects identified in this document

We are encouraged by the following inclusions to the subarea plan.

- We support the inclusion of another major roadway, NW 38<sup>th</sup>/NW 40<sup>th</sup>, to release a portion of the industrial traffic off of NW 48<sup>th</sup> Street.
- The identification of the "Unbuilt Approved Pedestrian Activity Center". We cannot help but continue to lobby for pedestrian access in our area. With the exception of Green Prairie Heights, not one of the last 6 developments in our area has safe pedestrian access to the public facilities of school, library, swimming pool, recreation center, nor even to the sidewalk network of the Arnold Heights neighborhood. This continues to be an important and highly prioritized need for this community.
- The identification of bike and trail access and their incorporation into the existing network
- Suggestion of a "public facilities campus" which could comprise school, rec center, fire and police services, and other agencies.
- The vast number of improvements to the water system.
- The downgrading of West Adams Street from a 4 lane roadway to a 2+1 cross section

Some of the following items may be identified in the plan, but we feel strongly enough about them to reemphasize them here. We would like to see the following included or strengthened in the final plan:

- Encourage the entry corridor to our residential area to be treated as such and provide buffering from industrial development immediately adjacent to NW 48<sup>th</sup> Street, particularly at the southern entrance along the newly designated industrial employment center.

- The relocation of NW 48<sup>th</sup> Street seems to be advantageous to our neighborhood. If the arterial would remain on its existing alignment and take on a 4 lane cross section, we would be impacted with essentially the same revised access points. The relocation would provide a buffer from our residential area and would seem to provide advantages to the usage of the Lincoln Airport Authority land, which would be mutually beneficial to the entire city. We would insist that the zoning of the buffered area between the relocated arterial and the existing residential area be converted from I-1 Industrial to some form of commercial or residential zoning.
- We would ask that it be considered to move the relocation further to the east so as to preserve the Rec Center and swimming pool facilities. If this is not possible or feasible, we request that funding be identified to replace both of these facilities. We realize that the Rec Center is in consideration with the joint use facility, but we are unaware of any plans for the swimming pool. We will not want to jeopardize even one of the few youth amenities that exist in our neighborhood.
- The relocation concept on NW 48<sup>th</sup> St addresses buffering of this major arterial from the Arnold Heights neighborhood. We would encourage some sort of screening for noise abatement be offered to the neighborhoods south of W Adams St.
- During the engineering phase, we would expect that the remaining portions of NW 48<sup>th</sup> Street be allocated for repairs and resurfacing to bring them to like standards of the newly constructed road (ie curb & gutter and storm sewer). This would include all intersections that connect the neighborhood to this new arterial.
- The NW 38<sup>th</sup>/NW 40<sup>th</sup> Street roadway will help unload some of the traffic volume off of NW 48<sup>th</sup> St., particularly as traffic volumes rise with increased industrial and commercial traffic. While this roadway appears to negatively affect the newer neighborhoods of Ashley Heights and Hub Hall Heights by its proximity to their homes, they seem to receive no benefits from the road. We would request that during the engineering phase of this project, it be considered to provide an access point off of NW Thatcher or some other point to allow residential access to this road. If a biking/hiking trail were to be co-located with this roadway it would seem to be the best connection to existing trails networks and would be a natural to connect to the Bison Trail at Pioneers Park. The potential trail connection would be another reason for residential street access.
- Along NW 56<sup>th</sup> St, we encourage mitigation measures such as reduced speed limits to reduce the potential for truck usage from the industrial tract north past the potential school site
- We continue to request an additional exit from the Arnold Heights neighborhood. This becomes increasingly important, as the potential for construction on NW 48<sup>th</sup> St seems imminent. Please consider this request into the improvements to be made to the W Adams St

and NW 56<sup>th</sup> St projects. It would seem that the most feasible would connect W. Kingsley Street to the intersection of NW 56<sup>th</sup> St and W Adams. This intersection is indicated in the plan as a future street extension.

- As the Arnold Heights neighborhood reaches it's 50 year anniversary it becomes important to evaluate the historic significance of the neighborhood prior to major changes to it's complexion.
- It must be noted that this plan does not address floodplain management and a number of the enhancements to the area occur in what is currently designated as floodplain.

Much of what we see in this plan has been discussed in the past and we saw as disjointed efforts by various agencies and departments. It is refreshing to see all of these projects in one all encompassing document. It seems as though we have dwelled on the transportation aspects of the plan more so than other areas, but it appears evident that all infrastructure elements have been provided for in the plan.

While it is important for growth to occur across the city, we have watched time after time as new projects spring up and push existing projects that have been identified and warranted in the CIP further down the list. It has been pointed out in the last few years that we are seriously behind in infrastructure improvements. The CIP provides a tool to determine the priority and warrants for these improvements on a prioritized basis. This area is currently served by the same infrastructure that was put in place in the 1950s to support the original Arnold Heights residential area of 1000 homes. Development has occurred to add an additional 1200 homes already with no improvements to the water, sewer or transportation networks. Another 1000 homes are platted at this time, again with no recommended enhancements. It is time that the infrastructure of this area be brought up to the same standards as other parts of Lincoln. Please help us to at least maintain NW 48<sup>th</sup> Street in it's funding position on the CIP and hopefully be prioritized to a higher level.

All in all, we remain excited and cautiously optimistic about the plan and the improvements that it could mean to our small part of Lincoln. This does not deter us from continuing to lobby for improvements and only strengthens our resolve to stay informed, and be a part of our destiny.

Arnold Heights Neighborhood Association  
Board of Directors

Karen Griffin Sieber  
Jeanette Fangmeyer  
Karin Kotschwar  
Terry Schwimmer  
Jeff Schwebke

**Lincoln MPO Technical Committee  
Public Works and Utilities Department**

  
**CITY OF LINCOLN  
NEBRASKA**

**MEMORANDUM**

**Date:** December 3, 2004  
**To:** Lincoln-Lancaster Planning Commission  
**From:** Allan Abbott, MPO Technical Committee Chairman  
**Subject:** *Airport West Subarea Plan*  
**Copies To:** Roger Figard, Karl Fredrickson, Randy Hoskins, Mike Brienzo,  
Marvin Krout, Duncan Ross

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According to the Lincoln Metropolitan Planning Organization (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 reviewed Comprehensive Plan Amendment #04021, *Airport West Subarea Plan* on December 2, 2004 with a general finding of approval on the plan and a minor amendment to figure 2. The MPO Technical Committee recommendation is to realign the proposed collector street located south of Holdedge Street to connect with NW 40th Street one-quarter of a mile north of the NW 40th Street/Vine Street intersection.

If you have any questions or need additional analysis, please let me know and this can be added to the draft report. Contact me in the Public Works & Utilities Department.

  
Allan Abbott, Director  
Public Works & Utilities Department

Attachment (1)

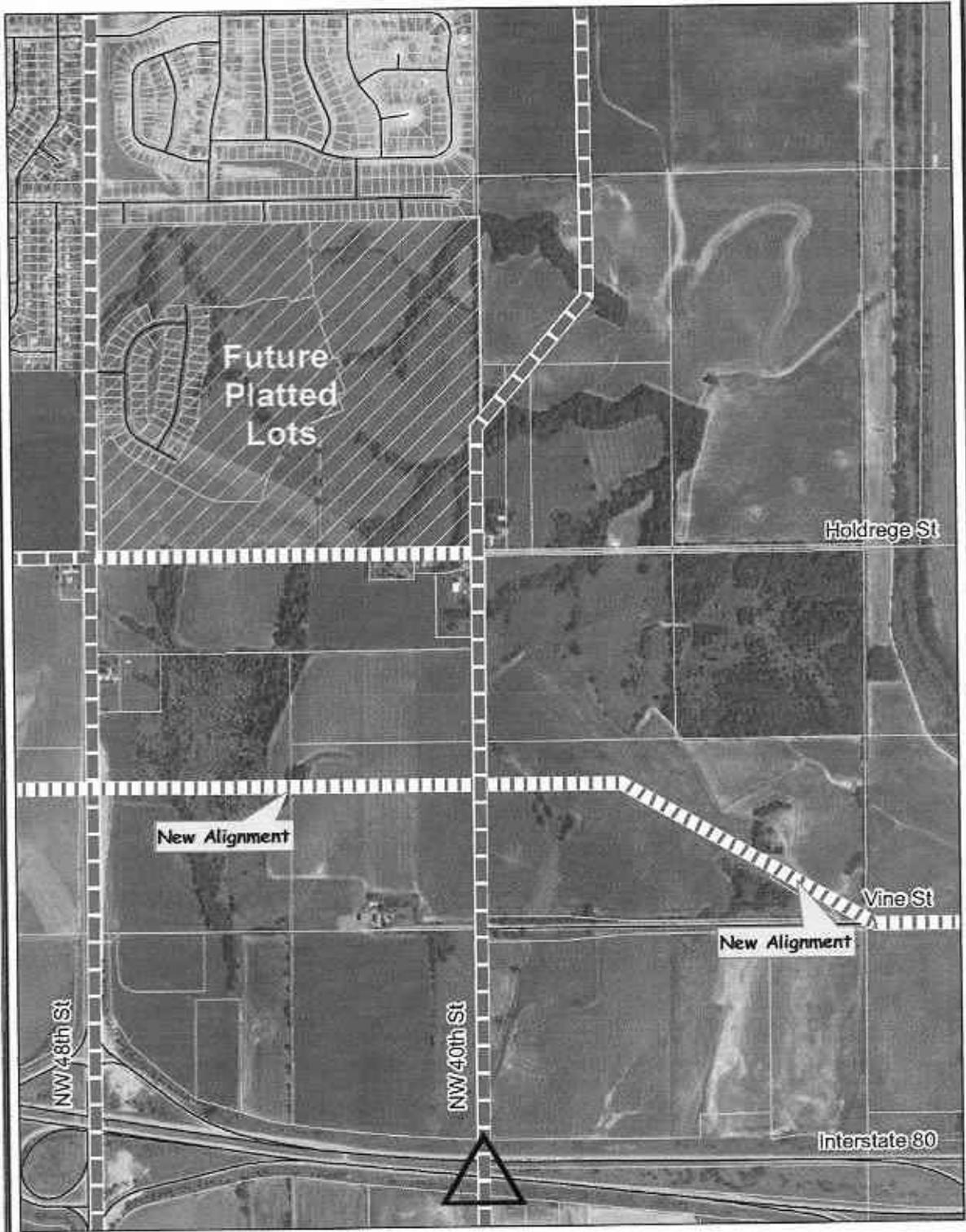


### Proposed Airport West Subarea Plan

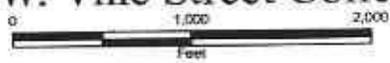


- ✕ Future Road Closing
- △ Potential Grade Separation
- Potential Overpass Improvement
- Arterial Street (Proposed)
- - - Collector Street (Proposed)
- ..... New/Improved Local Road

Aerial Date: April, 2003  
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 December 2, 2004



MPO Technical Committee  
 Recommendation for  
 W. Vine Street Collector

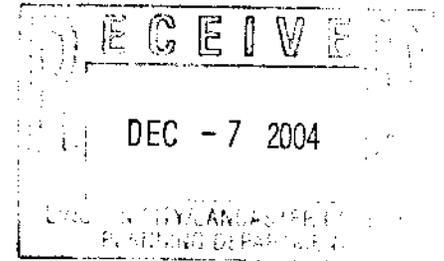


Aerial Date: April, 2003  
 m:\plan\airnoise\mpo\_40\_38th\_corridor\_11x17.mxd  
 December 2, 2004

- ✕ Future Road Closing
- △ Potential Grade Separation
- Potential Overpass Improvement
- ▬ Arterial Street (Proposed)
- |||| Collector Street (Proposed)
- New/Improved Local Road

**LINCOLN***The Community of Opportunity*

Lincoln Partnership for Economic Development



12/6/2004

**Memorandum**

**To:** Mary Bills-Strand, Chair  
Lincoln-Lancaster County Planning Commission

**From:** Lincoln Economic Development Council (LEDC)

**Subject:** Airport West Sub-Area Plan

The LEDC recently reviewed the proposed Airport West Sub-Area Plan. After discussing the details, and considering the future needs of the community, the LEDC supports amending the comprehensive plan to include the Airport West Sub-Area Plan.

In relation to the Lincoln/Lancaster County economic development effort, the LEDC also feels it is crucial to retain the designated Industrial Zoned land to meet the needs of target industry groups.

The Lincoln Economic Development Council is comprised of:

Mike Lang, Chair, LES  
 Jason Smith, Lincoln Partnership for Economic Development  
 Lana Zumbrunn, Lincoln Partnership for Economic Development  
 Steve Frayser, UNL Technology Park  
 John Wood, Lincoln Airport Authority  
 Mary Simmons, Aquila  
 Brandon Garrett, Downtown Lincoln Association  
 Troy Gagner, City of Lincoln, Urban Development Department  
 Darl Naumann, City of Lincoln, Aide to the Mayor for Economic Development  
 Michaela Hansen, City of Lincoln, Public Works Department  
 Gary Hamer, NE Department of Economic Development

028

Carol M. Yoakum Family Resource Center, 4621 N.W. 48<sup>th</sup> Street

Over 600 families use the resources of the Carol M. Yoakum Family Resource Center annually. The Resource Center also houses a child care center, licensed for 50 children and operated by Cedars Youth Services, and a Lincoln Police Department Substation. A sampling of activities at the Center during one month are listed below:

Friends with Food Monthly Food Distribution - October Food Drop served 101 families reaching a total of 405 people.

Monthly Family Night - Nine families with a total of 48 people participated in the November Family Night.

Senior Lunch Program - Weekly lunch program, averaged 12-14 participants each week.

Women, Infants & children (WIC) - 165 participants during the month of October

GED Classes - 15 students have been participating in weekly GED classes on Saturdays.

Monthly Clothing Distribution

Monthly Girl's Club - 23 participants attended November meeting

Monthly Boy's Club - 19 participants attended November meeting

Low Income Bus Passes - 33 passes were sold in November

The Center is used for regular meetings by three Girl Scout Troops, one Brownie Troop, one Cub Scout Pack, two neighborhood associations (Arnold Heights and Ashley Heights), the Foster Care Review Board, Cedars Youth Services and No Greater Love Fellowship Church. Meetings are currently scheduled for the Resource Center every night in December but two. Additional enrichment classes for youth are offered in the summer; 99 youth participated this past summer. Special events attract large crowds: over four hundred people attended the Annual Family Festival in June and two hundred fifty attended the Halloween Party in October.

Lincoln Army Air Field Regimental Chapel, 4601 N.W. 48<sup>th</sup> Street

The Chapel is leased to a congregation, but is also available for weddings, family celebrations, meetings, and other special events.

Lincoln Housing Authority Maintenance Facility and Arnold Heights Leasing Office,  
4721 N.W. 48<sup>th</sup> Street

The Housing Authority's maintenance facility serves all of the 1,304 housing units owned or managed by the Housing Authority. The Housing Authority's maintenance department responded to 7,611 service calls last year. Twenty-two maintenance staff come and go from the maintenance facility throughout the day. Although approximately 500 of the Housing Authority's units are located in Arnold Heights, another 800 are located throughout the City, outside of Arnold Heights. Half of these units are located north of "O" Street; as a result, maintenance workers need easy access to Cornhusker Highway. The maintenance facility includes work shop spaces, offices and inventory storage. Over \$200,000 worth of building materials are stored on site. These materials often arrive by semi-truck. The Arnold Heights Leasing Office is also located within the maintenance facility serving both prospective and current tenants of Arnold Heights. Good access heading both north and south is critical to the continued smooth operation of this facility.



"Mike Bohuslavsky"  
<mikebohuslavsky@hotmail.com>

To: plan@ci.lincoln.ne.us  
cc:  
Subject: West Lincoln Planning

11/29/2004 02:44 PM

When will the street construction begin on this project? I'm all for it and I hope it passes. I own a home in this area and look forward to come things moving on this quickly! NW48th Street is so congested with traffic right now, I'm looking forward to the expansion of this road for 4 lanes as well as paving WEST ADAMS Street

December 7, 2004

Planning Commission staff,

I, Barbara Erickson, and my husband, Martin Erickson, own the property described as Lot 27 and Lot 26 SW 17-10-6. I am attending this public hearing to oppose the building of an arterial street directly west of our home.

In August of 1980, we purchased 10.5 acres of land. We have lived at 3900 W. Holdrege, Lincoln, Nebraska for almost 25 years. We took our life savings at the age of 25 years to invest in this dreamland and over the years have planted over 400 pine trees on the north edge of our property along with modernizing and continuous upkeep on the home. Our plan is to retire here.

We have studied Figure 2 (Exhibit A-#04021), the proposed Airport West Subarea Plan. In the executive summary, it is stated that a major element of the subarea plan includes a new minor arterial street, NW 40<sup>th</sup>/Nw 38<sup>th</sup> street, from West 'O' street to US Highway 34, to provide better access and a potential route for truck traffic and service to Air Park West. The location and design of this arterial street is a major concern for our home and property.

Our home is located on the southwest corner of Lot 27. The front door of our home faces west and is located approximately 27 yards or 81 feet from the center of the proposed arterial street. A local street would leave a distance of approximately 50 feet from my front door. If an arterial street is built to handle truck traffic, it is possible that the road could be 20 feet from my front door. Our water supply to the house, which is a well, would also be affected because it is located on the west side of our home. It is shown in Figure 2 that the road will bend toward NW 38<sup>th</sup> street at the north edge of our property. This is the location where we have planted over 400 pine trees. Because of the proximity of the road to the front entrance of our home and the destruction of over 400 pine trees we oppose the design of the proposed arterial street in this location.

The Airport West Subarea Plan shows the road needs to bend east from NW 40<sup>th</sup> street to NW 38<sup>th</sup> street. We recommend the road to turn east before NW 40<sup>th</sup> and West Holdrege and then extend north to NW 38<sup>th</sup> street. This design is shown on Draft alternate C Airport Subarea Plan. The land south and east of our home is undeveloped with no existing homes. Our existing home was built in 1978.

We would like the Planning Commission to consider positioning the arterial street east of our home to avoid an arterial street in our front yard and to prevent the destruction of the 400 pine trees we have planted over the years.

*Barbara Erickson*  
*Martin Erickson*

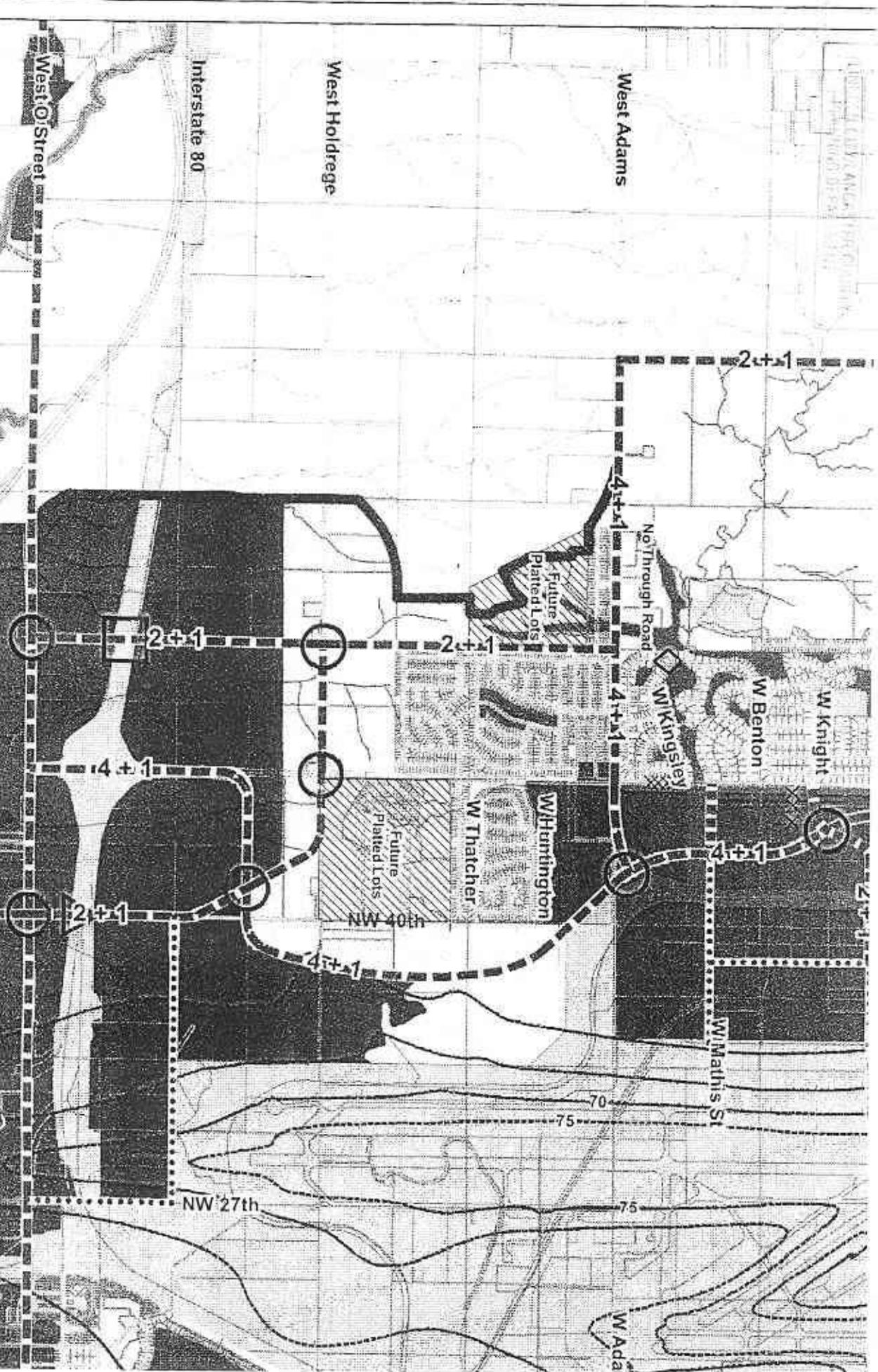
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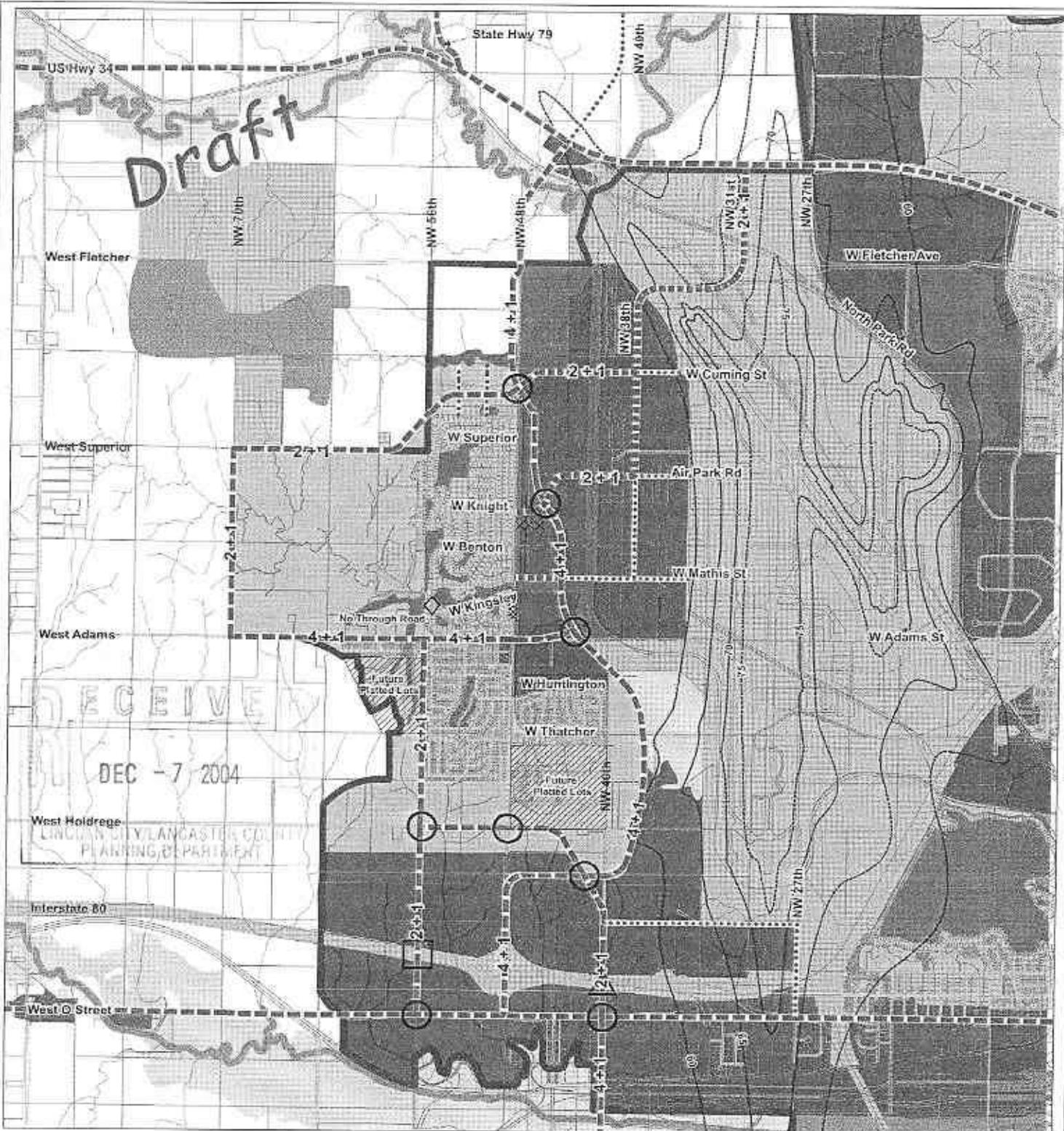
CITY OF LINCOLN  
PLANNING COMMISSION

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DEC - 7 2004



Draft



DEC - 7 2004

LANCASTER CITY/LANCASTER COUNTY PLANNING DEPARTMENT

**AIRPORT WEST SUBAREA PLAN**

- |  |                          |  |                              |
|--|--------------------------|--|------------------------------|
|  | Public & Semi-Public     |  | Residential, Urban           |
|  | Lakes & Streams          |  | Agricultural Stream Corridor |
|  | Environmental Resources  |  | Commercial                   |
|  | Green Space              |  | Industrial                   |
|  | Agricultural             |  | Future Service Limit         |
|  | Residential, Low Density |  | Airmoise DNLs                |

- |  |                                    |
|--|------------------------------------|
|  | Arterial Street (Proposed)         |
|  | Collector Street (Proposed)        |
|  | New Local Road                     |
|  | Future Road Closing                |
|  | Potential Intersection Improvement |
|  | Potential Overpass Improvement     |
|  | Potential Overpass                 |



LANCASTER CITY/LANCASTER COUNTY PLANNING DEPARTMENT August 24, 2004