

## FACTSHEET

**TITLE:** CHANGE OF ZONE NO. 05054A, an amendment to the PRAIRIE VILLAGE NORTH PLANNED UNIT DEVELOPMENT, requested by Prairie Home Builders, Inc., on property generally located on the east side of North 84<sup>th</sup> Street, north and south of Adams Street.

**SPONSOR:** Planning Department

**BOARD/COMMITTEE:** Planning Commission  
Public Hearing: 12/20/06  
Administrative Action: 12/20/06

**STAFF RECOMMENDATION:** Conditional Approval

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

**ASSOCIATED REQUESTS:** Annexation Agreement (07R-21) and Annexation No. 06021 (07-15).

### FINDINGS OF FACT:

1. This proposed amendment to the Prairie Village North Planned Unit Development covering approximately 200 acres, more or less, generally located on the east side of N. 84<sup>th</sup> Street, north and south of Adams Street, was heard in conjunction with the associated annexation request covering 27.24 acres, more or less.
2. The amendment to the PUD requests to change the zone from AG to R-3 and R-5 Residential; from R-3 and R-5 Residential and O-3 Office Park to B-2 Planned Neighborhood Business District; and from B-2 Planned Neighborhood Business District to O-3 Office Park; and proposes a development plan for a maximum of 1063 dwelling units and 600,000 sq. ft. of commercial floor area on the northeast corner of N. 84<sup>th</sup> Street and Adams Street, and 285,000 sq. ft. of commercial floor area on the southeast corner of N. 84<sup>th</sup> Street and Adams Street. The associated waiver requests are found on p.3.
3. The staff recommendation of conditional approval is based upon the "Analysis" as set forth on 6-12, concluding that the proposed annexation and the associated Planned Unit Development amendment, with conditions of approval, are generally in conformance with the zoning and subdivision ordinances and the Comprehensive Plan. The staff presentation is found on p.20. One of the major differences in the PUD with this proposed amendment is that it takes advantage of the incentive criteria implemented in the new Comprehensive Plan to allow up to 600,000 sq. ft. of commercial space. This proposal now includes two big boxes of 175,000 sq. ft. each, book-ending a "town center" concept.
4. The applicant's testimony is found on p.20-22. The goals of this proposal are to create a more pedestrian oriented environment and to internalize more of the traffic trips. The applicant proposed amendments to the conditions to clarify that the previous annexation agreement for this property provides that all parties contribute to the relocation of the LES power line, and to allow the right-in/right-out accesses on 84<sup>th</sup> Street. (Also See, p.62)
5. Randy Hoskins, Assistant City Engineer, testified in opposition to the proposed right-in/right-out access points on 84<sup>th</sup> Street (p.22-23). There was no other testimony in opposition.
6. On December 20, 2006, the Planning Commission voted 8-0 to recommend conditional approval, as set forth in the staff report, with the amendments as requested by the applicant (Sunderman absent).
7. The staff continues to recommend that the right-in/right-out access points on 84<sup>th</sup> Street not be allowed.

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

**DATE:** January 12, 2007

**REVIEWED BY:** \_\_\_\_\_

**DATE:** January 12, 2007

**REFERENCE NUMBER:** FS\CC\2007\CZ.05054A+

# LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

for December 20, 2006 PLANNING COMMISSION MEETING

**\*\*As Revised and Recommended for Conditional Approval  
by Planning Commission: 12/20/06\*\***

**PROJECT #:**            **Change of Zone No. 05054A PUD** and Annexation No. 06021

Note: This is a combined staff report for related items. This report contains a single background and analysis section for all items. However, there are separate conditions provided for each individual application.

**PROPOSAL:**            This is a request to annex and change the zone from AG, Agriculture to R-3 and R-5, Residential and to change from R-3 and R-5, Residential and O-3 Office Park to B-2 Planned Neighborhood Business and from B-2, Planned Neighborhood Business to O-3, Office Park, all Planned Unit Development for a maximum of 1063 dwelling units and 600,000 square feet of commercial floor area in the north east corner of N. 84<sup>th</sup> Street and Adams and 285,000 square feet of commercial floor area in the south east corner.

**LOCATION:**            Generally located on the east side of N. 84<sup>th</sup> Street north and south of Adams Street.

**LAND AREA:**            PUD over 199.67 acres; annexation of 27.24 acres, more or less.

**EXISTING ZONING:**            Ag Agriculture, R-3 and R-5 Residential, B-2 Planned Neighborhood Business, O-3 Office Park.

## **WAIVER /MODIFICATION REQUEST:**

TITLE 26 SECTION 26.11.020 - TO WAIVE THE REQUIREMENTS FOR A PRELIMINARY PLAT. (This waiver is not required.)

TITLE 26 SECTION 26.15.020 - TO WAIVE THE INFORMATION ON OR ACCOMPANYING A PRELIMINARY PLAT FOR A PLANNED UNIT DEVELOPMENT. INCLUDING:

- GRADING AND DRAINAGE
- PAVING PROFILES/CROSS SECTIONS
- STORM WATER DETENTION & STORM SEWER CALCULATIONS
- LOT LAYOUT
- STREET CURVE DATA

\* THE ABOVE INFORMATION SHALL BE SUBMITTED WITH FUTURE ADMINISTRATIVE AMENDMENTS.

TITLE 26 SECTION 26.23.130 - TO ALLOW BLOCK LENGTH TO EXCEED 1,320' FOR STREETS ABUTTING MURDOCK TRAIL, STEVENS CREEK FLOOD PLAIN & THE COMMERCIAL SIDE OF N. 87TH STREET.

TITLE 2 CITY OF LINCOLN DESIGN STANDARDS - CHAPTER 2.00, SECTION 3, PARAGRAPH 3.6; REQUESTING A WAIVER TO ALLOW SANITARY SEWER TO FLOW OPPOSITE STREET GRADES AS LONG AS SEWER DEPTH DOES NOT EXCEED 15' AND LENGTH OF PIPE RUN OPPOSING STREET GRADES DOES NOT EXCEED 500'. (This waiver is not required at this. Waivers to Design Standards can be approved administratively.)

TITLE 2 CITY OF LINCOLN DESIGN STANDARDS - CHAPTER 2.15, SECTION 3.3.3; TO WAIVE THE GEOMETRY & DETAILS OF STANDARD SYMMETRICAL & OFFSET TYPE CUL-DE-SACS. (This waiver is not required at this time. Waivers to Design Standards can be approved administratively.)

TITLE 2 CITY OF LINCOLN DESIGN STANDARDS - CHAPTER 2.25, SECTION 3.6; TO WAIVE THE REQUIREMENTS FOR PRIVATE ROADWAY CROSS SECTION. (This waiver is not required at this time. Waivers to Design Standards can be approved administratively.)

TITLE 27 SECTION 27.67.030 - TO ALLOW PARKING IN THE REQUIRED SIDE YARD FOR THE B-2 AND O-3 ZONING.

TITLE 27 SECTION 27.67.030 - TO ALLOW CROSS PARKING BETWEEN LOTS LOCATED IN THE O-3 & B-2 ZONE TO MEET MINIMUM PARKING REQUIREMENTS

TITLE 27 SECTION 27.15.080 - WAIVE AVERAGE LOT WIDTH FROM 50 FEET TO 35 FEET IN THE R-3 ZONING DISTRICT

**CONCLUSION:** This application is generally in conformance with the Comprehensive Plan and Zoning and Subdivision Ordinances with conditions and the requested waivers are justified.

<b>RECOMMENDATION:</b>	Conditional Approval
Waivers:	
1. TO WAIVE THE INFORMATION ON OR ACCOMPANYING A PRELIMINARY PLAT FOR A PLANNED UNIT DEVELOPMENT. INFORMATION SHALL BE SUBMITTED WITH FUTURE ADMINISTRATIVE AMENDMENTS	Approval
2. TO ALLOW BLOCK LENGTH TO EXCEED 1,320' FOR STREETS ABUTTING MURDOCK TRAIL, STEVENS CREEK FLOOD PLAIN & THE COMMERCIAL SIDE OF N. 87TH STREET.	Approval
3. TO ALLOW PARKING IN THE REQUIRED SIDE YARD FOR THE B-2 AND O-3 ZONING. (See General Note 4.1.20)	Conditional Approval
4. TO ALLOW CROSS PARKING BETWEEN LOTS LOCATED IN THE O-3 & B-2 ZONE TO MEET MINIMUM PARKING REQUIREMENTS	Approval
5. TO WAIVE AVERAGE LOT WIDTH FROM 50 FEET TO 35 FEET IN THE R-3 ZONING DISTRICT	Approval

**GENERAL INFORMATION:**

**LEGAL DESCRIPTION:** See Attached Legal Descriptions

**EXISTING LAND USE:** B-2, O-3, R-5, R-3, Prairie Village Planned Unit Development

## **SURROUNDING LAND USE AND ZONING:**

North:	Assembly Facility	P Public
South:	Agriculture	AG Agricultural
	Residences	R-3 Residential
East:	Agriculture	AG Agricultural
West:	Cemetery	P Public
	Proposed Development	B-2 and R-3

## **ASSOCIATED APPLICATIONS:** CZ05054A PUD and AN06021

### **HISTORY:**

Dec 2006	City Council approved North 40 Plaza Planned Unit Development located at the south west corner of N. 84 <sup>th</sup> and Adams Street. This development consists of 140,000 sq. ft. of commercial floor area and 74 single family dwelling units.
Nov 2006	The 2030 Comprehensive Plan was adopted by the City Council and County Board and allows for Community Centers to have up to 600,000 square feet of commercial floor space if they can meet the incentive criteria.
Mar 2005	Prairie Village North Planned unit Development was approved by City Council.
Jun 2005	Comprehensive Plan Amendment #05012 lost. This was an amendment proposed by the Planning Director to return the “Community” size commercial center at 84 <sup>th</sup> and Adams, but did not include the previous industrial uses.
Mar 2005	Change of Zone #05020, Annexation #05005, and Comprehensive Plan Amendment #05012 submitted. The Planning Commission recommended denial to all three.
June 2004	Comprehensive Plan Amendment #04012 was approved by the County Board and City Council to eliminate the industrial and “Community” size commercial center on northeast of 84 <sup>th</sup> Street and Adams Street and instead designated the area for future urban residential with a smaller “Neighborhood” size commercial center.
May 2002	The newly adopted 2025 Comprehensive Plan continued to designate over 250 acres of land northeast of 84 <sup>th</sup> and Adams as Industrial for a future “Employment Center” and added the “Community” size commercial center.

### **COMPREHENSIVE PLAN SPECIFICATIONS:**

1. The Future Land Use Plan shows this area as Commercial. (19)
2. The 2030 Comprehensive Plan shows this area designated for a Community Center.(41)
3. The ANNEXATION POLICY is found on page 152 of the Comprehensive Plan.

#### 4. COMMUNITY CENTERS ©

##### ***Center Size***

Community Centers may vary in size from approximately 250,000 to 600,000 square feet of commercial space. Typically, new Community Centers will range from 300,000 to 400,000 square feet, with those meeting the incentive criteria having up to 600,000 square feet. (43)

##### ***Description***

Community Centers are intended to be smaller in scale and intensity of uses than Regional Centers and serve a more targeted market and geographic area. Community Centers tend to be dominated by retail and service activities, although they can also serve as campuses for corporate office facilities and other mixed-use activities. When properly located, some light manufacturing or assembly when accessory to an office function may be allowed. One or two department stores or “big box” retail operations may serve as anchors (a single store over 50,000 sq. ft.) to the Community Center with numerous smaller general merchandise stores located between any anchors or on surrounding site pads. (43)

##### ***Market Area***

Community Centers can have a community wide appeal but primarily serve a geographic subarea within Lincoln and surrounding areas within the County. Depending on the mix of stores and other shopping opportunities in the area, existing Community Centers can have a market area that is quite extensive, even rivaling some Regional Centers. (44)

##### ***Center Spacing***

Community Centers should be located approximately 1 to 1 ½ miles apart, depending upon their size, scale, function and area population. When located at intersections, they should also not be located across an arterial street from a Neighborhood Center or another Community Center. (44)

##### ***Location Criteria***

The general location of future Community Centers should be indicated in advance in the Comprehensive Plan. These locations are not intended to be site specific but rather to suggest a general area within which a Community Center might be developed. The Plan recognizes the strong need to further and support an evolving marketplace. Thus, the exact location of a Community Center should be designated in the Comprehensive Plan as part of the development review process. The community will not require market studies to determine the economic impact on existing development. However, new Regional and Community Centers will be generally sited in the Comprehensive Plan so that the potential impact on existing centers may be considered as part of the siting process. Community Centers should be geographically well dispersed throughout the Lincoln urban area based upon the center spacing guidelines noted above. (44)

##### ***Siting Process***

The locations of the Community Centers shown in the plan are generalized. It is anticipated that the center will develop somewhere within a ½ mile of the location shown in the Plan. As part of major development proposals that include proposed Community Centers, the exact location of the Community Center for that area should be determined and a Comprehensive Plan Amendment forwarded for consideration. (44)

##### ***Floor Area Incentive***

New Community Centers will typically range from 300,000 to 400,000 square feet, and should have a minimum of 10% of their total floor area in office use. However, centers that follow most, if not all, of the incentive criteria listed at the end of this section, may be appropriate to develop with up to 200,000 sq. ft. of additional space (as long as at least 20% of the total space in center is in office space) for a total of 600,000 square feet. A desirable example, for the total space in the center might be divided into a mix such as 120,000 SF in office space (minimum 20%), 360,000 SF of anchors (maximum 60%) and 120,000 SF in smaller stores. (45)

**UTILITIES:** The timing of infrastructure improvements and availability of utilities will be determined within the annexation agreement.

**TRAFFIC ANALYSIS:** The Comprehensive Plan identifies North 84<sup>th</sup> Street as a Principle Arterial and Adams Street as a Minor Arterial, both now and in the future. (102) The future east bypass is expected to have an interchange at the Adams Street intersection. (106)

The Comprehensive Plan identifies North 84<sup>th</sup> Street as a six-lane arterial with 140 foot of right of way. (105, 112) The Plan shows Adams west of North 84<sup>th</sup> Street remaining as a 2 lane plus center turn lane roadway, while the portion east of North 84<sup>th</sup> Street is improved to a 4 lane plus center turn lane cross-section. (108)

Traffic projections submitted by the Applicant show substantial future traffic in this area. A summary table of trip generation as well as an analysis based on the proposed increased commercial square footage of the development is attached. The timing of improvements and responsibility of the applicant will be determined with the annexation agreement.

**PUBLIC SERVICE:** This area will be served by Fire Station #5, located at 3640 Touzalin Avenue.

**REGIONAL ISSUES:** With both the North 40 Plaza P.U.D. and Prairie Village North Increased traffic in the region continues to be an issue.

**ENVIRONMENTAL CONCERNS:** There is existing flood plain to the south, east and northeast of the plat.

**ANALYSIS:**

1. This is a request for a conceptual Planned Unit Development for a mix of commercial, office, and residential uses spanning two sides of a major intersection. The underlying zoning districts are proposed to be R-3 and R-5 Residential, B-2 Planned Neighborhood Business, and O-3 Office Park. Unless modified, the regulations of each underlying district shall apply. Although the O-3 and B-2 districts are ones that require a use permit, an approved P.U.D.
2. This proposal still includes land on both sides of Adams Street, east of 84<sup>th</sup> Street. However, this request differs from the previous one in several key ways:
  - 2.1 The P.U.D. boundary area no longer includes that portion of the property located within the flood plain and flood prone area except for a small section south of Adams in the O-3 and B-2. This area is proposed to be filled for development. The area located in the flood plain will be brought into the P.U.D. in future phases of the development.
  - 2.2 Two big box sites are now shown, where previously there was one.
  - 2.3 The residential component of the proposed P.U.D. consists of a smaller number of acres than the existing P.U.D. The proposed number of dwelling units is 540 with 1063 allowed by Design Standards. The R-5 must have a minimum of 267 dwelling units to meet the incentive criteria or the over all residential component, the R-5 and R-3, must total 15 dwelling units per acre. The proposal would allow an increase up to the maximum allowed.

- 2.4 The change in current commercial designations on these corners from two separate Neighborhood Commercial Centers to one Community Center on the northeast corner and one Mixed Use Office Center on the southeast corner increases the permitted square footage on the northeast corner to 600,000 ( 480, 000 square feet of retail and 120,000 square feet of office) and 285,000 square feet of commercial on the southeast corner ( 213,750 square feet of office and 71,250 square feet of retail). The total increase in square footage is 116,250 for retail and 183,750 for office.
- 2.5 The objective of combining two separate Neighborhood Centers into a single Community Commercial Center is to allow two retail anchors to bookend a town center that will integrate pedestrian oriented design elements and allow trips generated to take place in one comprehensive center.
- 2.6 The whole Prairie Village development as approved in March 2006 has 3,073 Net PM Peak Hour Trips. The new November 2006 Traffic Study for the whole Prairie Village development shows 3,249 trips for Net PM Peak Hour Trips. This is an increase of 176 trips or 5.7 % compared to Prairie Village as approved.

The most significant difference in the attached traffic analysis from the previous traffic studies is the inclusion of a Town Center concept as well as apartments and town homes being designed adjacent to non residential uses. This new traffic analysis shows the addition of right in/ right out access points at 1/8 mile spacing on N. 84<sup>th</sup> Street. The applicants position is that these serve as relief to the main site drives and provide access to pad sites and higher traffic generating uses adjacent to 85<sup>th</sup> Street. Public Works recommends that the site plan be redesigned in a manner that relieves internal congestion rather than include the right in/ right out access points. Public Works advises that control of access was previously purchased along 84th Street for the frontage of Prairie Village North. The right turn in and out driveways shown require breaks in this control. Public Works objects to these breaks. The control of access was purchased by Lancaster County as a requirement of the Nebraska Department of Roads when the present paving was constructed. 84th Street is on the National Highway System and designated as a “principal arterial.”

### 3. Incentive Criteria Details

The Plan is to submit the more specific site plan at a later date. By that time, incentive criteria will be applied to the site plan. The site plan for the Community Center will have to show that it has met the incentive criteria to develop additional square feet above 400,000 square feet. The incentive criteria from page 49 of the proposed 2030 Plan states:

- The center shall be located in a neighborhood with greater residential density, than is typical for a suburban area, and the center itself contains higher density residential uses (density above fifteen dwelling units per acre) integrated within the development. This criteria is mandatory for any center proposing to utilize the incentive.

**Plan Conforms:** The proposed R-5 zoning district on the north end of the development consisting of a maximum of 29 dwelling units per acre with a total area of approximately 17.79 acres, a minimum of 267 units shall be required. Both pedestrian and vehicular access must be provided from the residential to the commercial areas of the center.

- Provide a significant mix of uses, including office, service, retail, residential and open space — far more than typical single use centers. Multi-story buildings are encouraged, including residential above stores.

**Plan Conforms:** The plan shows 333,750 square feet of office space and 551,250 square feet of retail. The O-3 Office District specifically provides for uses such as restaurants, healthcare facilities, recreational facilities and private schools. Open space is provided by reserving park space and open space in the flood plane in phase 2 of this project. The residential component is met by providing apartments, townhouses and single family units around the Community Commercial Center.

- Integrate some light industrial or manufacturing uses within the center (does not apply to neighborhood centers).

**Not Applicable:** Because of the proximity of the residential to the commercial center, industrial and manufacturing uses would be inappropriate for this development.

- Provide public amenities such as recreational facilities, significant open space, plazas, public squares and other types of public facilities or meeting areas.

**Plan Conforms:** A plaza is provided in the town center. The boundary of this P.U.D. does not include the flood plain area to the east of the development, but does reserve 4 acres of land within the flood plain adjacent to the P.U.D. for a neighborhood park in the next phase of the development. It also provides for the dedication of a 20 foot wide trail easement within the Stevens Creek flood plain. Pedestrian ways will be constructed to provide access from the commercial area to the residential area. One or more connections from the development to the Murdock Trail will be made.

- Are supported by a street network with significant traffic capacity in the future, rather than on streets that already have significant commercial development.

**Plan Conforms:** N. 84<sup>th</sup> Street has capacity and has been modeled for future commercial development at this site. However, Developer shall work out with the City an annexation agreement that addresses the phasing of development with road improvements.

- Provide for even greater pedestrian orientation in their layout, physical arrangement of buildings and parking — buildings shall be oriented to pedestrians. Utilize “Floor Area Incentive Pedestrian Standards” from the Lincoln design standards.

**Some Changes Needed:** The Site Plan provides for the dedication of a 20 foot wide trail easement within the Stevens Creek flood plain. Pedestrian ways will be constructed to provide access from the commercial area to the residential area. One or more connections from the development to the Murdock Trail will be made. Pedestrian circulation shall conform to Chapter 3.105 Design Standards for Pedestrian Circulation in Commercial and Industrial Areas. (See General Condition 4.1.4)

- Provide a “town center” orientation to the overall center plan. This emphasis is to create a quality shopping environment by having design elements such as a “main street” environment with a row of parking on both sides, slower traffic speeds, most the parking at the rear with buildings, sidewalks, benches and other amenities oriented to customers walking from store to store.

**Plan Conforms:** The Plan shows a town center with a plaza/ fountain for public gathering. The on street parking is shown as well as parking in the rear of the retail shops. A note should be added to the site plan specifying that all retail shops will front on N. 86<sup>th</sup> Street and Drive B. (See General Condition 4.1.13)

- Plan traffic and pedestrian circulation and utilities layout to permit a future intensification of the center, if parking needs and requirements are reduced and traffic capacity allows for additional space in the center in the long term.

**Some Changes Needed:** Show where future building pads could be located if parking needs and requirements are reduced and traffic capacity allows for additional space in the center in the long term. (See General Condition 4.1.14)

- Locate 1/4 to 1/2 mile from major intersections in order to facilitate traffic movements.

**Some Changes Needed:** The main traffic entrance from N. 84<sup>th</sup> Street will be approximately 1/4 mile from Adams Street and 1/4 mile from Fremont Street. Both Fremont and Adams Streets will provide access to the Development.

- Provide for transit opportunities in the center design.

**Plan Conforms:** Site Specific Note #20 states a transit stop will be provided for in the Community Commercial Center.

#### 4. **Public Works - Engineering Services Division review comments:**

**Sanitary Sewer** - The following comments need to be addressed:

Public Works approves the concept of a waiver of design standards for construction of sanitary sewer opposite street grades contingent on a more detailed review of specific locations identified in subsequent submittals. Public Works reserves the right to object to specific waiver locations once detailed plans are submitted.

Although the general sanitary sewer concept shown is satisfactory for this submittal, specific aspects of the sanitary system will require revision and additional information in subsequent administrative amendment submittals. Some issues include but are not limited to the following comments:

The existing 15" sanitary sewer that crosses this property serves a substantial area upstream of this plat. This plat proposes to relocate the existing sewer. A plan will

need to be submitted, to the satisfaction of Public Works, detailing how the reconstruction will take place while maintaining service to all properties upstream.

The future Stevens Creek Trunk Sewer alignment and associated easements will need to be shown.

**Water Main** - The following comments need to be addressed:

The 16" proposed water main in Adams Street from west of 84<sup>th</sup> Street will need to be in place or under construction prior to the approval of any final plat in this PUD.

The water mains shown in the area designated as 'Towncenter' are not acceptable as public facilities as they are proposed to be located nearly entirely under proposed parking. If required, these water mains need to be shown as private with the appropriate water meter structure.

**Grading/Drainage** - The following comments need to be addressed:

Detailed detention and drainage calculations, in accordance with the Drainage Criteria Manual, will be required with administrative amendments prior to the approval of any final plat of this PUD. If the proposed detention areas shown on this submittal are later found to be inadequate, the street layout may need to be revised.

**Streets/Paving** - The following comments need to be addressed:

The conceptual street layout for the residential component of the development is satisfactory for this submittal. Street grade profiles, cross-section details, dimensions, and other information required with preliminary plats will need to be submitted, to the satisfaction of Public Works, with subsequent administrative amendments prior to the approval of any final plats for this PUD.

Desired waivers to design standards can be approved administratively and should not be requested until future administrative amendments include detailed design information are submitted. If the waivers are to be approved with this PUD, more detailed information regarding the specific waiver locations and justification for the waivers need to be provided. (See General Condition 4.1.16)

The Comprehensive Plan shows 84<sup>th</sup> Street as a future six lane divided roadway with 140 feet of right of way and 150 feet of right of way near the Adams Street intersection. There is additional right of way shown to be dedicated with this development, however, dimensions are not shown and it cannot be determined if the correct amount of right of way has been shown.

The site plan needs to be revised to show the recommended improvements in 84<sup>th</sup> Street at Adams Street, Drive 'B', and Fremont Street. The financial responsibility for the improvements at Adams Street will need to be assigned in a development agreement prior to this P.U.D. going to City Council. The improvements to Drive 'B' and Fremont Street are the responsibility of the developer.

It is assumed that the City has purchased control of access along 84<sup>th</sup> Street except at the existing drive returns. It is the recommendation of Public Works that this access control not be relinquished. The previous version of this development was approved at Planning Commission without the need for the additional right in/right out driveways. The inferred justification for the additional driveways was to relieve internal congestion due to the internal circulation road being located too close to 84<sup>th</sup> Street. It is the recommendation of Public Works that the site plan be redesigned in a manner that relieves internal congestion rather than introduce unnecessary conflict points on what will be a high speed and high volume major arterial street. If the proposed driveways are ultimately approved against Public Works' recommendation, right turn lanes with sufficient length for deceleration and storage need to be shown on the plans and will be the responsibility of the developer.

### **Additional review comments:**

City Recycling would like an agreement to establish a recycling drop-off center within this development to serve this area of Lincoln.

Emergency Communications found the following insufficient on the site plan:

The street name Thunder Road should not be used because Thunder exists at approx N. 80th/Leo Ln. as Thunder Bay.

Dusty Dr. sounds too similar to Rusty Ln.

Drive A, Drive B and Drive C were previously denied. First City ordinance requires a street type suffix and most importantly, A, B and C Streets already exist. Public will NOT include Drive as a part of the street name and result in Emergency Responders incorrectly being sent to S. 84th and A St.

Building and Safety -It appears most information is conceptual and future amendments needed before final plan approval for development. Front yards for residences are less than 20 feet. Parking would not be possible in front driveways of the buildings without the vehicle sticking into the ROW. (See General Site Note 4.1.26)

Fire Department -The only issue the fire department has is the lack of fire facilities in the area which does not allow us to provide the type of emergency response that our citizens have grown to expect.

Health Department - Health Department has concerns over noise pollution when commercial and residential uses are adjacent to one another. They suggest creative site design to minimize conflicts, such as locating dock areas, trash compactors, and other noise generating sources as far as possible from the residential area. LLCHD also recommend that the Health Department provide consultation relative to the location of dry cleaning or laundry establishments prior to their construction.

LES - As identified under item 17 in the General Site Notes, any relocation of existing facilities will be at the owner/developer's expense. The second sentence concerning addressing the relocation cost in the Annexation Agreement should be deleted.

Public Works Watershed Management - Any portion of this development resulting in grading in the floodplain must be submitted for review with future amendments to this P.U.D. Stormwater detention is required for this development. Stormwater detention calculations and detention locations must be submitted for review with future amendments to the P.U.D.

The annexation policy in the Comprehensive Plan is met with this application. This land is contiguous to the current City limits, and is urban in character since it is surrounded on three sides by urban development. Provisions for City services will be addressed in the annexation agreement.

## **CONDITIONS OF APPROVAL:**

### **Change of Zone # 05054A**

#### **Site Specific Conditions:**

1. This approval permits a maximum of 1063 dwelling units and 600,000 square feet of commercial floor area with a maximum single retail use of 175,000 square feet north of Adams Street and 285,000 square feet of commercial floor area with a maximum single retail use of 50,000 square feet south of Adams Street.
2. The City Council approves associated request:
  - 2.1 Annexation # 06021.
  - 2.2.1 A modification to the requirements of the land subdivision ordinance Title 26 Section 26.15.020 to waive the information on or accompanying a Preliminary Plat for a Planned Unit Development, provide such information is submitted prior to construction.
  - 2.2.2 A modification to the requirements of the land subdivision ordinance Title 26, Section 26.23.130 to allow block length to exceed 1,320 feet for streets abutting Murdock Trail, Stevens Creek Flood Plain and the commercial side of N. 87<sup>th</sup> Street.
  - 2.2.3 A modification to the requirements to Title 27, Section 27.67.030 to allow parking in the required side yard for the B-2 and O-3 zoning.
  - 2.2.4 A modification to the requirements to Title 27, Section 27.67.030 to allow cross parking between lots located in the O-3 & B-2 zones to meet minimum parking requirements.
  - 2.2.5 A modification to the requirements to Title 27, Section 27.15.080 to waive average lot width from 50 feet to 35 feet in the R-3 zoning district
3. Prior to building:  
Final plat(s) is/are approved by the City.

If any final plat on all or a portion of the approved planned unit development is submitted five (5) years or more after the approval of the planned unit development, the city may require that a new planned unit development be submitted, pursuant to all the provisions of section 26.31.015. A new planned unit development may be required if the subdivision ordinance, the design standards, or the required improvements have been amended by the city; and as a result, the planned unit development as originally approved does not comply with the amended rules and regulations.

Before the approval of a final plat, the public streets, private roadway improvements, sidewalks, public sanitary sewer system, public water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs, must be completed or provisions (bond, escrow or security agreement) to guarantee completion must be approved by the City Law Department. The improvements must be completed in conformance with adopted design standards and within the time period specified in the Land Subdivision Ordinance.

Permittee agrees:

to complete the street paving of public streets, and temporary turnarounds and barricades located at the temporary dead-end of the streets shown on the final plat within two (2) years following the approval of the final plat.

to complete the paving of private roadway, and temporary turnarounds and barricades located at the temporary dead-end of the private roadways shown on the final plat within two (2) years following the approval of this final plat.

to complete the installation of sidewalks along both sides of all streets and private roadways as shown on the final plat within four (4) years following the approval of the final plat.

to complete the installation of sidewalks along the east side of N. 84<sup>th</sup> Street and both sides of Adams Street as shown on the final plat within two (2) years following the approval of this final plat.

to construct the sidewalk in the pedestrian way easements at the same time as the streets and private roadways are paved and to agree that no building permit shall be issued for construction until such time as the sidewalk in the pedestrian way easement is constructed.

to complete the public water distribution system to serve this plat within two (2) years following the approval of the final plat.

to complete the public wastewater collection system to serve this plat within two (2) years following the approval of the final plat.

to complete the enclosed public drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of the final plat.

to complete the enclosed private drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of the final plat.

to complete land preparation including storm water detention/retention facilities and open drainageway improvements to serve this plat prior to the installation of utilities and improvements but not more than two (2) years following the approval of the final plat

to complete the installation of public street lights along all streets and private roadways within this plat within two (2) years following the approval of the final plat.

to complete the installation of private street lights along private roadways within this plat within two (2) years following the approval of the final plat.

to complete the planting of the street trees along streets and private roadways within this plat within four (4) years following the approval of the final plat.

to complete the installation of street trees along both sides of Adams Street and the east side of N. 84<sup>th</sup> Street as shown on the final plat within two (2) years following the approval of this final plat.

to complete the planting of the landscape screen within this plat within two (2) years following the approval of the final plat.

to complete the installation of the street name signs within two (2) years following the approval of the final plat.

to complete the installation of the permanent markers prior to construction on or conveyance of any lot in the plat.

to complete any other public or private improvement or facility required by Chapter 26.23 (Development Standards) of the Land Subdivision Ordinance in a timely manner which inadvertently may have been omitted from the above list of required improvements.

to submit to the Director of Public Works a plan showing proposed measures to control sedimentation and erosion and the proposed method to temporarily stabilize all graded land for approval.

to comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.

to complete the public and private improvements shown on the Planned Unit Development.

to maintain the outlots and private improvements on a permanent and continuous basis.

to keep taxes and special assessments on the outlots from becoming delinquent.

to maintain the plants in the medians and islands on a permanent and continuous basis.

to continuously and regularly maintain the street trees along the private roadways and landscape screens.

to maintain the sidewalks in the pedestrian way easements on a permanent and continuous basis.

to properly and continuously maintain and supervise the private facilities which have common use or benefit, and to recognize that there may be additional maintenance issues or costs associated with providing for the proper functioning of storm water detention/retention facilities as they were designed and constructed within the development, and that these are the responsibility of the land owner.

to submit to the lot buyers and home builders a copy of the soil analysis.

to inform all purchasers and users that the land is located within the 100 year floodplain and that the grading of the lots and outlots shall be in conformance with the grading plan approved with the Prairie Village North PUD change of zone #05054A or as amended by the Director of Planning. The volume of fill material brought into each lot and outlot from outside the floodplain shall not exceed that shown on the approved grading plan accompanying the PUD.

to relinquish the right of direct vehicular access from N. 84<sup>th</sup> Street and Adams Street except where shown on the site plan.

to submit to all potential purchasers of lots a copy of the ground water report.

#### **General Conditions:**

4. Before a final plat is approved:

4.1 The permittee shall complete the following instructions and submit the documents and plans to the Planning Department office for review and approval.

4.1.1 A revised site plan including 5 copies showing the following revisions:

Revise the PUD calculations in Site Specific Note # 5 using the acreage area stated in the legal description for the R-5 and R-3 zoned areas. Show the total number of allowable units is 1063, the total number of shown units is 540 and the total number of available unassigned units is 523.

4.1.2 Label all area out side the P.U.D. "Not Part of this P.U.D."

4.1.3 Add a note stating prior to the approval of a final plat, all street names shall be approved.

4.1.4 Add a note to the Site Specific Notes that "All retail and office buildings shall be oriented in such a way that there shall be windows fronting all

streets and shall not have air conditioning units along the street frontage”.

- 4.1.5 Add a Note to Site Specific Notes that “Potential sources of noise pollution will be located as far as possible from residential zoning”.
- 4.1.6 Make revisions consistent with Public Works - Watershed Management Division comments.
- 4.1.7 Make revisions consistent with Public Works - Development Services Division comments, with the exception of two items: 1) To remove the objection to the right-in, right-out movements as shown at Drive “A” and Drive “C” with the understanding that the turn-lanes to accommodate these drives will be the responsibility of the developer and that a sufficient length for deceleration and storage will need to be provided per AASHTO standards; and 2) To amend the language in the “Water Main” section of the memo (2.1) to state that the proposed 16" water main in Adams Street from west of 84<sup>th</sup> Street will need to be in place, under contract, or under construction prior to the approval of any final plat in the PUD. (\*\*Per Planning Commission, at the request of the applicant, 12/20/06\*\*)
- 4.1.8 Make Revisions consistent with Emergency Communications comments.
- ~~4.1.9 Delete comments to General Notes as addressed in LES memo dated November 21, 2006. (\*\*Per Planning Commission, at the request of the applicant, 12/20/06\*\*)~~
- 4.1.10 Add waiver to reduce lot width from 50 feet to 35 feet in the R-3 zoning district to the list of waivers.
- 4.1.11 Add a note to Site Specific Notes that “All buildings in the Town Center shall front on North 86<sup>th</sup> Street or Drive B (to be named)”.
- 4.1.12 Show where future building pads could be located if parking needs and requirements are reduced and traffic capacity allows for additional space in the center in the long term.
- 4.1.13 Provide documentation from the Register of Deeds that the letter of acceptance as required by the approval of the P.U.D. has been recorded.
- 4.1.14 Add a note to General Site Notes that “Waivers to Design Standards will be approved administratively and will include detailed design information as part of future administrative amendments”.

- 4.1.15 Remove "TITLE 26 SECTION 26.11.020 - TO WAIVE THE REQUIREMENTS FOR A PRELIMINARY PLAT" from the list of waivers. This no longer requires a waiver.
- 4.1.16 Remove all request for waivers related to design standards from the list of waivers. These can be approved administratively.
- 4.1.17 Correct the boundary of the P.U.D. on the vicinity map.
- 4.1.18 Remove all notes from the General Site Notes that are a standard part of the Zoning, Subdivision and Design Standards. Add a note that you agree to comply with all Zoning, Land Subdivision and Design Standards except for what is listed in the General Site Notes.
- 4.1.19 Correct General Site Note # 20 to Read "No development shall occur in this P.U.D. until a site plan is approved by administrative amendment.
- 4.1.20 Revise waiver to 27.67.030 to say "To allow parking in required side yard for B-2 and O-3 except when abutting a residential district."
- 4.1.21 Revise all legends to reflect the drawing on the site plan and add north arrows and scales to each sheet.
- 4.1.22 Revise site plan to show only the general area with pad sites and their square footage. Remove all parking and building envelopes and residential lots. Label area of residential lots as single family, apartments or townhouses.
- 4.1.23 Correct the number of acres and units in the R-5 zoning district.
- 4.1.24 Add the word "minimum" to Lot Area, Lot Width, Front Yard, Side Yard and Rear Yard Setbacks and add "maximum" to Height to #14, #15 and # 16 of Site Specific Notes.
- 4.1.25 Change Site Specific Note # 12 to read " One or more connections will be made from the Development to the Murdock Trail.
- 4.1.26 Add to a Site Specific Note " A minimum of 22 ft parking area between the garage and the sidewalk is required".
- 4.1.27 Change # 15 and 16 of Site Specific Notes to make front yard set backs 0 ft except along N. 84<sup>th</sup> and Adams Streets.
- 4.1.28 Change # 16 of Site Specific Notes to make the side yard 0 ft except when abutting a residential district.

- 4.1.29 Change Site Specific Note # 19 to “Only office uses are permitted south of Adams Street and immediately west of N. 87<sup>th</sup> Street between Adams Street and Wagon Drive.”
- ~~4.1.30 Remove Drives A and C from the Site Plan. (\*\*Per Planning Commission: 12/20/06\*\*)~~
- 4.1.31 Add a note to Site Specific Notes that a minimum of 267 units shall be required in the R-5 or the overall density of the PUD shall be at 15 dwelling units per acre.
- 4.2 Ornamental street lights for private roadways and pedestrian way easements are approved by L.E.S.
- 4.3 The construction plans comply with the approved plans.

**Standard Conditions:**

- 5. The following conditions are applicable to all requests:
  - 5.1 Before occupying the dwelling units/buildings all development and construction is to comply with the approved plans.
  - 5.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established homeowners association approved by the City Attorney.
  - 5.3 The site plan accompanying this plan unit development shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
  - 5.4 This ordinance's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.
  - 5.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 60 days following the approval of the change of zone, provided, however, said 60-day period may be extended up to six months by administrative amendment. The clerk shall file a copy of the ordinance approving the change of zone and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.

This ordinance voids and supersedes all previously approved ordinances.

Prepared by:

Christy Eichorn  
Planner

**DATE:** December 6,2006

**APPLICANT:** Prairie Home Builders, Inc  
2045 S. Folsom Street,  
Lincoln, NE 68522

**OWNER:** Dubois LLC,  
Prairie Home Builders, Inc,  
Prairie Village North LLC  
2045 S. Folsom ST  
Lincoln, NE 68522

**OWNER:** Jacoby Farms  
RR 1 Box 268  
Bridgeport, NE 69336

**OWNER:** Lyle D and Eileen Hall  
12240 Havelock Ave.  
Lincoln, NE 68527-9301

**CONTACT:** Civil Design Group, Inc.  
3901 Normal Blvd., ste 203  
Lincoln, NE 68506

**ANNEXATION NO. 06021  
and  
CHANGE OF ZONE NO. 05054A,  
AN AMENDMENT TO THE PRAIRIE VILLAGE NORTH  
PLANNED UNIT DEVELOPMENT**

**PUBLIC HEARING BEFORE PLANNING COMMISSION:**

December 20, 2006

Members present: Cornelius, Taylor, Esseks, Carroll, Strand, Larson, Krieser and Carlson;  
Sunderman absent.

Staff recommendation: Approval of the annexation, subject to an annexation agreement and conditional approval of the amendment to the PUD.

Ex Parte Communications: None.

Staff presentation: **Christy Eichorn of Planning staff** explained the proposed amendment to the Prairie Village North Planned Unit Development (PUD) located at North 84<sup>th</sup> and Adams Street. One of the major differences is that this proposal takes advantage of the incentive criteria implemented in the new Comprehensive Plan to allow up to 600,000 square feet of commercial space. This proposed development now includes two big boxes of 175,000 square feet each, book-ending a “town center” type retail area proposed to be pedestrian friendly.

Eichorn explained that one of the major issues is the right-in/right-out being requested by the applicant. She suggested that one of the things to keep in mind is that this whole development is still conceptual and the site layout can be moved around. Public Works has taken the position that the developer should do a different job of rearranging to where they might not need the right-in/right-out because there will be an increase in traffic due to the increase in square footage for the commercial.

Proponents

**1. Mike Eckert of Civil Design Group** appeared on behalf of **Prairie Village Homes**. This is the proposal that follows through with the Comprehensive Plan Amendment on this same property where they shifted a neighborhood center on the south side of Adams and on the north side of Adams to become a community commercial center on the south side of Adams. The primary difference is the design, i.e. the two large retailers on each end of the development that would “book-end” the “town center” with a main street style shopping experience.

Eckert explained that the goal of doing a town center and all the changes that have been made was two-fold: 1) to create a more pedestrian oriented environment – there are nine criteria and this proposal is in conformance with almost all of them; and 2) to try to internalize more of the traffic trips. The idea now is that we have both of these boxes in a town center and some frontage pad sites all in one area to reduce the number of trips. He believes they have achieved this goal. The pm peak hour trips only went up 5%, with an increase of 300,000 square feet on both sides. They

have deleted over 400 apartments in this plan. They were able to end up with a minimal increase in trip generation both by design and by removing some of the apartments. Of the 300,000 square feet added, only 116,000 was retail. A big chunk was office for the mixed use office use on the south side.

Eckert advised that Bob Gibbs, the Planning consultant that made a presentation in Lincoln a while back, was integral in helping tweak some of these design elements that he has seen working on a national level.

Eckert submitted proposed amendments to the conditions of approval as follows:

- 4.1.7            Make revisions consistent with Public Works - Development Services Division comments, with the exception of two items: 1) To remove the objection to the right-in, right-out movements as shown at Drive "A" and Drive "C" with the understanding that the turn-lanes to accommodate these drives will be the responsibility of the developer and that a sufficient length for deceleration and storage will need to be provided per AASHTO standards; and 2) To amend the language in the "Water Main" section of the memo (2.1) to state that the proposed 16" water main in Adams Street from west of 84<sup>th</sup> Street will need to be in place, *under contract*, or under construction prior to the approval of any final plat in the PUD.
  
- ~~4.1.9            Delete comments to General Notes as addressed in LES memo dated November 21, 2006.~~
  
- ~~4.1.30          Remove Drives A and C from the Site Plan.~~

With regard to deleting Condition #4.1.9, Eckert stated that there is a note on the site plan that talks about the consolidation of two different power lines on North 84<sup>th</sup> Street. The previous annexation agreement for this property states that all parties would contribute to the relocation of this line. Eckert would prefer to leave this language in the existing annexation agreement.

With regard to deleting Condition #4.1.30, the right-in/right-out issue, Eckert explained that Drive A is located approximately 665' from the intersection and Drive C is about 640' from the quarter mile point. They believe they are providing really good spacing. Eckert referred to other comparable examples where these right-in/right-outs have been allowed, such as South Pointe, North 27<sup>th</sup> and Superior Street, 27<sup>th</sup> & Yankee Hill Road (Wilderness Hills Addition and Williamson Honda), and 48<sup>th</sup> & O Street. Bob Gibbs has suggested that the right-in/right-outs are key – it is important for people to have those access points when they are not going to do anything in the town center. Deleting the right-in/right-outs destroys the town center concept. If we have to move the intersection further back into the center or make much more adjustment, we would probably destroy any kind of east-west main street effect with only one main street effect going north/south. Based on Bob Gibbs' recommendation, along with the fact that we have them all over town, Eckert requested to amend Condition #4.1.7 as stated above, and to delete Condition #4.1.30.

Larson inquired about the big box users. Eckert confirmed that the boxes would be limited to 175,000 square feet and they are committed to maintaining office users on the north side of Adams as well as on the south side against 87<sup>th</sup> Street. This is in agreement with the church.

Larson believes the citizens have spoken and he does not want either of the two large pad sites to accommodate a Walmart. Eckert's response was that the only limitation now is a square foot limitation per box.

## Opposition

**1. Randy Hoskins, Assistant City Engineer**, testified in opposition to allowing the right-in/right-out accesses. He reminded the Commission that the recently adopted Comprehensive Plan does contain stronger language about access management than the past plan. With regard to "Principal Arterial", the Comprehensive Plan states that:

Managing and controlling access to these types of roadways is very important. This access must respect and reflect the land uses and development context adjacent to each principal arterial. For example, managing and controlling access to and from a roadway in the "built environment" differs from that in developing locations, because of the varying character of these areas.

84<sup>th</sup> Street in this area is a principal arterial and it has been looked at as a 6-lane roadway at some point in the future. With regard to Mr. Eckert's reference to 48<sup>th</sup> & O as an example, Hoskins stressed that 48<sup>th</sup> and O was not a virgin site where you can do a lot of things. They previously had access to that site so it was more or less figuring out a way to get the best access and maintaining the access it had in the past.

In addition, Hoskins advised that when 84<sup>th</sup> Street was built, it was built with federal funding. At the time that right-of-way was purchased, access control was also purchased. At that time, they looked at quarter mile access points where the median breaks exist now. In order for development to add access points, not only will they need to purchase, but they will also have to have approval of the FAA.

As near as he can tell, Hoskins believes that the whole purpose for these two right-in/right-out driveways seems to be the internal site access. Public Works is looking at what that impact is on the 84<sup>th</sup> Street traffic already moving up and down the road, which will be increased by these developments. The revised traffic study talked about 85<sup>th</sup> Street and Driveway B on the plan. With the right-in/right-out driveways, that operates at level of service B, and operates at C or D without the right-in/right-out driveways. That is an internal site driveway with C and D impacts. Their traffic study shows C, D and E impacts on 84<sup>th</sup> Street itself.

In addition, Hoskins observed that there will be more through traffic than right-turns, so the green time for through traffic will exceed what is needed for right turns. There will be no signal impact.

Hoskins also suggested that the right-in-/right-out at the North 40 Plaza is for a different purpose because the residents that lived next to the golf course did not want to be inconvenienced by lights flashing into their homes. However, Public Works also opposed that. At this location, however,

there are none of those similar characteristics. There are no residents being impacted by the lights.

Larson asked Hoskins to explain what Public Works is advocating. Hoskins clarified that Public Works is requesting that the quarter mile access points that were originally set up for access to and from those locations be maintained as the access points and that no other access points on 84<sup>th</sup> Street be granted.

Esseks inquired about the configuration for Walmart at Highway 2. Hoskins stated that it ended up being approved with quarter-mile spacing, which he is advocating for this proposal. Highway 2 at that location, however, should have been maintained at ½ mile spacing.

Dennis Bartels of Public Works stated that the applicant's proposed amendment to Condition #4.1.7 is satisfactory. It relates to the final plat. They will need water mains in place before they can get building permits, which are in the CIP now.

Eichorn agreed with the applicant's request to delete Condition #4.1.9.

With regard to the right-in-/right-out issue, Carlson observed that, based upon the Comprehensive Plan, everyone is in favor of the town center concept. Eichorn suggested that the key is that this is a conceptual plan and what you see here is not necessarily exactly how it will be laid out. Until we have more site plan amendments, we do not know whether those right-in/right-out driveways will be necessary.

Larson does not understand why a full intersection would ruin the town center concept. Eckert explained that they are trying to avoid the amount of traffic coming in and out of the main entrance, and the amount of stacking that would be required might move the intersection further in and it would get into the area for the optimal location of the town center.

Esseks believes that this development will get a lot of their customers at the end of the day heading north, but they do present a traffic hazard. Is there any engineering solution such as asking them to pay for an entire lane, such as a fourth lane on the east side? Hoskins didn't think that would be a terrible idea, but a "right turn lane in" would get most of the traffic out of the way. If the lane is long enough, you will not have traffic slowing down in the 50 mph traffic. The greater concern would be those folks exiting out into 50 mph. If we were to put in an extra lane running the entire way that would afford folks the opportunity to better get up to speed prior to moving out into the through lanes, so it could help out from that standpoint.

#### Response by the Applicant

Eckert noted that there is a large segment in the Comprehensive Plan that encourages more pedestrian-oriented development and that is what they are trying to achieve here. The location of this site dictates that most of the movements coming out of the shopping center are going back south. As far as the right-out movement creating a hazard, the peak hour site trips are 34 trips going out and 196 going in; the south right-in/right-out shows only 12 peak hour trips going back north but 249 utilizing it on the way in. Most of this traffic is coming from the south and would have

to go back out through the major points. Allowing them two extra access points frees up that much more in-traffic.

The idea of doing a full turn lane, if justified by the traffic study, might have some merit, but it clearly does not justify it. We want to protect what we have designed. This is not Hwy 2. This is not a state highway. It is an internal urban arterial. Eckert believes the right-in/right-outs are a critical component of this town center development.

Strand asked Eckert whether his client would object to adding an extra acceleration/deceleration lane going into the two right-in/right-outs? Eckert indicated that they would be willing to evaluate the acceleration lane out, depending on the distance. Strand observed that she has also witnessed 70th & Pioneer where people use the deceleration lane as a way to go around on the right and it is quite a hazard. She also pointed out that Mr. Gibbs also commented that these town centers often cause a little controversy for traffic engineers. Eckert stated that it reminds him of new urbanism – there are good planning ideas which do not always fit perfectly with the standards of Public Works.

Larson confirmed that there are deceleration lanes on 84<sup>th</sup>, but not acceleration lanes. Eckert agreed. For the vehicles proceeding northward, there will be a taper segment and then a 300' turn lane. As you come out, it is a merge into the existing two lanes.

**ANNEXATION NO. 06021**

**ACTION BY PLANNING COMMISSION:**

December 20, 2006

Carroll moved approval, subject to an annexation agreement, seconded by Strand and carried 8-0: Cornelius, Taylor, Esseks, Carroll, Strand, Larson, Krieser and Carlson voting 'yes'; Sunderman absent. This is a recommendation to the City Council.

**CHANGE OF ZONE NO. 05054A**

**ACTION BY PLANNING COMMISSION:**

December 20, 2006

Carroll moved to approve the staff recommendation of conditional approval, with the amendments requested by the applicant, seconded by Strand.

Strand assumes that the AASHTO standards may dictate that there needs to be an acceleration lane.

Carlson expressed appreciation to the applicant for working with Mr. Gibbs. He thinks this will provide retail in that part of town that will be attractive and good for everybody.

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



2005 aerial

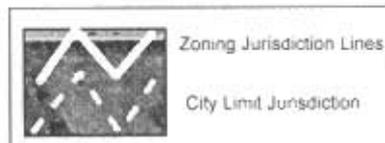
Havelock Ave

## Change of Zone #05054a Prairie Village North N 84th & Adams St.

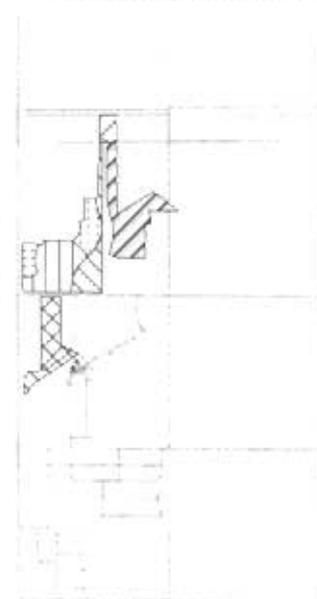
### Zoning:

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

Two Square Mile  
Sec. 11 T10N R7E  
Sec. 14 T10N R7E



N 84th St



N 98th St

Holdrege St

025

## 1. CHANGE OF ZONE AG TO R5 PUD

A LEGAL DESCRIPTION OF A PORTION OF LOT 43 OF IRREGULAR TRACTS, ALL LOCATED IN SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. SAID TRACT OF LAND SHALL BE MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS.

BEGINNING AT THE W1/4 CORNER OF SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN AND CONTINUING ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 10 NORTH, RANGE 7 EAST NORTH 89 DEGREES 39 MINUTES 21 SECONDS EAST FOR A DISTANCE OF 1439.80 FEET; THENCE NORTH 00 DEGREES 20 MINUTES 52 SECONDS EAST, A DISTANCE OF 49.95 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 00 DEGREES 20 MINUTES 52 SECONDS EAST FOR A DISTANCE OF 420.86 FEET;

THENCE SOUTH 89 DEGREES 59 MINUTES 48 SECONDS EAST FOR A DISTANCE OF 301.42 FEET;

THENCE SOUTH 00 DEGREES 10 MINUTES 17 SECONDS WEST FOR A DISTANCE OF 468.97 FEET;

THENCE SOUTH 89 DEGREES 39 MINUTES 25 SECONDS WEST FOR A DISTANCE OF 170.56 FEET;

THENCE NORTH 00 DEGREES 16 MINUTES 43 SECONDS EAST FOR A DISTANCE OF 50.00 FEET;

THENCE SOUTH 89 DEGREES 39 MINUTES 26 SECONDS WEST, A DISTANCE OF 132.26 FEET; TO THE POINT OF BEGINNING AND CONTAINING A CALCULATED AREA OF 135,364.90 SQUARE FEET OR 3.10 ACRES MORE OR LESS.

## 2. CHANGE OF ZONE R3 TO R5 PUD

A LEGAL DESCRIPTION OF A PORTION OF LOT 41 AND 43 OF IRREGULAR TRACTS, ALL LOCATED IN SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. SAID TRACT OF LAND SHALL BE MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS.

BEGINNING AT THE W1/4 CORNER OF SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN AND CONTINUING ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 10 NORTH, RANGE 7 EAST NORTH 89 DEGREES 39 MINUTES 21 SECONDS EAST FOR A DISTANCE OF 1439.80 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 00 DEGREES 20 MINUTES 52 SECONDS EAST FOR A DISTANCE OF 49.95 FEET;

THENCE NORTH 89 DEGREES 39 MINUTES 26 SECONDS EAST FOR A DISTANCE OF 132.26 FEET;

THENCE SOUTH 00 DEGREES 16 MINUTES 43 SECONDS EAST FOR A DISTANCE OF 50.00 FEET;

THENCE SOUTH 89 DEGREES 41 MINUTES 50 SECONDS WEST FOR A DISTANCE OF 77.08 FEET;

THENCE SOUTH 89 DEGREES 39 MINUTES 21 SECONDS WEST FOR A DISTANCE OF 55.24 FEET TO THE POINT OF BEGINNING AND CONTAINING A CALCULATED AREA OF 6,609.35 SQUARE FEET OR 0.15 ACRES MORE OR LESS.

### 3. CHANGE OF ZONE R3 TO B2 PUD

A LEGAL DESCRIPTION OF A PORTION OF LOTS 41, 42, AND 29 OF IRREGULAR TRACTS, ALL LOCATED IN SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. SAID TRACT OF LAND SHALL BE MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS.

BEGINNING AT THE W1/4 CORNER OF SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN AND CONTINUING ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 10 NORTH, RANGE 7 EAST NORTH 89 DEGREES 39 MINUTES 21 SECONDS EAST FOR A DISTANCE OF 1439.80 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 89 DEGREES 39 MINUTES 26 SECONDS EAST FOR A DISTANCE OF 55.24 FEET;

THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS WEST FOR A DISTANCE OF 1513.13 FEET;

THENCE SOUTH 00 DEGREES 35 MINUTES 04 SECONDS WEST FOR A DISTANCE OF 1123.74 FEET;

THENCE NORTH 89 DEGREES 24 MINUTES 43 SECONDS WEST FOR A DISTANCE OF 144.35 FEET;

THENCE NORTH 00 DEGREES 16 MINUTES 43 SECONDS EAST FOR A DISTANCE OF 9.99 FEET;

THENCE NORTH 89 DEGREES 24 MINUTES 13 SECONDS WEST FOR A DISTANCE OF 386.74 FEET;

THENCE NORTH 00 DEGREES 32 MINUTES 00 SECONDS EAST FOR A DISTANCE OF 12.76 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 850.00 FEET AND AN ARC LENGTH OF 443.93 FEET, BEING SUBTENDED BY A CHORD OF NORTH 15 DEGREES 29 MINUTES 43 SECONDS EAST FOR A DISTANCE OF 438.90 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 786.42 FEET AND AN ARC LENGTH OF 229.81 FEET, BEING SUBTENDED BY A CHORD OF NORTH 42 DEGREES 28 MINUTES 26 SECONDS EAST FOR A DISTANCE OF 228.99 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 833.00 FEET AND AN ARC LENGTH OF 49.72 FEET, BEING SUBTENDED BY A CHORD OF NORTH 47 DEGREES 45 MINUTES 53 SECONDS EAST FOR A DISTANCE OF 49.72 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 678.22 FEET AND AN ARC LENGTH OF 465.00 FEET, BEING SUBTENDED BY A CHORD OF NORTH 29 DEGREES 49 MINUTES 59 SECONDS EAST FOR A DISTANCE OF 455.95 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 528.47 FEET AND AN ARC LENGTH OF 251.09 FEET, BEING SUBTENDED BY A CHORD OF NORTH 04 DEGREES 18 MINUTES 38 SECONDS WEST FOR A DISTANCE OF 248.74 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1298.77 FEET AND AN ARC LENGTH OF 382.45 FEET, BEING SUBTENDED BY A CHORD OF NORTH 10 DEGREES 50 MINUTES 37 SECONDS WEST FOR A DISTANCE OF 381.07 FEET;

THENCE SOUTH 89 DEGREES 52 MINUTES 45 SECONDS EAST FOR A DISTANCE OF 33.03 FEET;

THENCE NORTH 01 DEGREES 20 MINUTES 41 SECONDS WEST FOR A DISTANCE OF 49.87 FEET;

THENCE NORTH 00 DEGREES 20 MINUTES 52 SECONDS EAST FOR A DISTANCE OF 434.78 FEET;

THENCE NORTH 05 DEGREES 32 MINUTES 43 SECONDS EAST FOR A DISTANCE OF 220.78 FEET;

THENCE NORTH 00 DEGREES 20 MINUTES 52 SECONDS EAST FOR A DISTANCE OF 260.74 FEET; TO THE POINT OF BEGINNING AND CONTAINING A CALCULATED AREA OF 413,262.62 SQUARE FEET OR 9.48 ACRES MORE OR LESS.

## 4. CHANGE OF ZONE AG TO R3 PUD

A LEGAL DESCRIPTION OF A PORTION OF LOTS 41, 42, AND 23 OF IRREGULAR TRACTS, ALL LOCATED IN SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. SAID TRACT OF LAND SHALL BE MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS.

BEGINNING AT THE W1/4 CORNER OF SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN AND CONTINUING ALONG THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 11, TOWNSHIP 10 NORTH, RANGE 7 EAST NORTH 89 DEGREES 39 MINUTES 21 SECONDS EAST FOR A DISTANCE OF 1572.12 FEET TO THE POINT OF BEGINNING;

THENCE NORTH 89 DEGREES 39 MINUTES 25 SECONDS EAST FOR A DISTANCE OF 170.56 FEET;

THENCE SOUTH 00 DEGREES 10 MINUTES 17 SECONDS WEST FOR A DISTANCE OF 1261.87 FEET;

THENCE NORTH 58 DEGREES 26 MINUTES 49 SECONDS EAST FOR A DISTANCE OF 763.34 FEET;

THENCE SOUTH 50 DEGREES 30 MINUTES 49 SECONDS EAST FOR A DISTANCE OF 550.19 FEET;

THENCE NORTH 89 DEGREES 18 MINUTES 20 SECONDS WEST FOR A DISTANCE OF 514.10 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 128.00 FEET AND AN ARC LENGTH OF 94.66 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 15 DEGREES 00 MINUTES 46 SECONDS EAST FOR A DISTANCE OF 94.64 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 620.00 FEET AND AN ARC LENGTH OF 151.96 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 10 DEGREES 06 MINUTES 34 SECONDS EAST FOR A DISTANCE OF 151.58 FEET;

THENCE NORTH 89 DEGREES 18 MINUTES 20 SECONDS WEST FOR A DISTANCE OF 109.79 FEET;

THENCE SOUTH 00 DEGREES 19 MINUTES 18 SECONDS WEST FOR A DISTANCE OF 590.11 FEET;

THENCE NORTH 89 DEGREES 18 MINUTES 20 SECONDS WEST FOR A DISTANCE OF 450.17 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 300.00 FEET AND AN ARC LENGTH OF 219.78 FEET, BEING SUBTENDED BY A CHORD OF NORTH 68 DEGREES 19 MINUTES 05 SECONDS WEST FOR A DISTANCE OF 214.90 FEET;

THENCE NORTH 23 DEGREES 16 MINUTES 21 SECONDS EAST FOR A DISTANCE OF 77.93 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 811.00 FEET AND AN ARC LENGTH OF 346.44 FEET, BEING SUBTENDED BY A CHORD OF NORTH 08 DEGREES 16 MINUTES 51 SECONDS EAST FOR A DISTANCE OF 343.81 FEET;

THENCE NORTH 01 DEGREES 48 MINUTES 24 SECONDS EAST FOR A DISTANCE OF 50.28 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 636.50 FEET AND AN ARC LENGTH OF 167.68 FEET, BEING SUBTENDED BY A CHORD OF NORTH 11 DEGREES 29 MINUTES 02 SECONDS WEST FOR A DISTANCE OF 167.20 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 1263.50 FEET AND AN ARC LENGTH OF 425.81 FEET, BEING SUBTENDED BY A CHORD OF NORTH 09 DEGREES 22 MINUTES 34 SECONDS WEST FOR A DISTANCE OF 423.80 FEET;

THENCE NORTH 00 DEGREES 16 MINUTES 43 SECONDS EAST FOR A DISTANCE OF 905.37 FEET; TO THE POINT OF BEGINNING AND CONTAINING A CALCULATED AREA OF 881,555.17 SQUARE FEET OR 20.23 ACRES MORE OR LESS.

## 5. CHANGE OF ZONE R3 TO B2 PUD

A LEGAL DESCRIPTION OF A PORTION OF OUTLOT 'C', PRAIRIE VILLAGE ADDITION AND A PORTION OF LOT 96 AND 107 OF IRREGULAR TRACTS, ALL LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 TOWNSHIP 10 RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. SAID TRACT OF LAND SHALL BE MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS.

BEGINNING AT THE NW CORNER OF SECTION 14 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN AND CONTINUING ALONG THE WEST LINE OF THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 10 NORTH, RANGE 7 EAST SOUTH 00 DEGREES 04 MINUTES 31 SECONDS WEST (AN ASSUMED BEARING) FOR A DISTANCE OF 1425.18 FEET; THENCE SOUTH 89 DEGREES 55 MINUTES 29 SECONDS EAST, 94.89 FEET, TO THE POINT OF BEGINNING;

THENCE NORTH 71 DEGREES 10 MINUTES 37 SECONDS EAST FOR A DISTANCE OF 58.52 FEET;

THENCE NORTH 00 DEGREES 12 MINUTES 07 SECONDS WEST FOR A DISTANCE OF 76.42 FEET;

THENCE SOUTH 89 DEGREES 28 MINUTES 47 SECONDS EAST FOR A DISTANCE OF 262.14 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 349.20 FEET AND AN ARC LENGTH OF 122.47 FEET, BEING SUBTENDED BY A CHORD OF NORTH 65 DEGREES 49 MINUTES 38 SECONDS EAST FOR A DISTANCE OF 121.84 FEET;

THENCE NORTH 54 DEGREES 54 MINUTES 35 SECONDS EAST FOR A DISTANCE OF 309.09 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 409.26 FEET AND AN ARC LENGTH OF 146.03 FEET, BEING SUBTENDED BY A CHORD OF NORTH 44 DEGREES 44 MINUTES 37 SECONDS EAST FOR A DISTANCE OF 145.25 FEET;

THENCE ALONG A CURVE TO THE LEFT HAVING A RADIUS OF 462.98 FEET AND AN ARC LENGTH OF 171.71 FEET, BEING SUBTENDED BY A CHORD OF NORTH 30 DEGREES 05 MINUTES 04 SECONDS EAST FOR A DISTANCE OF 71.64 FEET;

THENCE SOUTH 56 DEGREES 34 MINUTES 04 SECONDS EAST FOR A DISTANCE OF 173.41 FEET;

THENCE SOUTH 57 DEGREES 13 MINUTES 42 SECONDS WEST FOR A DISTANCE OF 921.90 FEET;

THENCE SOUTH 43 DEGREES 18 MINUTES 31 SECONDS WEST FOR A DISTANCE OF 126.86 FEET;

THENCE SOUTH 22 DEGREES 14 MINUTES 13 SECONDS WEST FOR A DISTANCE OF 94.41 FEET;

THENCE NORTH 89 DEGREES 17 MINUTES 27 SECONDS WEST FOR A DISTANCE OF 69.85 FEET;

THENCE NORTH 00 DEGREES 42 MINUTES 33 SECONDS EAST FOR A DISTANCE OF 287.76 FEET, TO THE POINT OF BEGINNING AND CONTAINING A CALCULATED AREA OF 146,340.30 SQUARE FEET OR 3.36 ACRES MORE OR LESS.

## 6. CHANGE OF ZONE B2 TO O3 PUD

A LEGAL DESCRIPTION OF A PORTION OF OUTLOT 'C', PRAIRIE VILLAGE ADDITION AND A PORTION OF LOT 106 AND 107 OF IRREGULAR TRACTS, ALL LOCATED IN THE NORTHWEST QUARTER OF SECTION 14 TOWNSHIP 10 RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. SAID TRACT OF LAND SHALL BE MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS.

BEGINNING AT THE NW CORNER OF SECTION 14 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN AND CONTINUING ALONG THE NORTH LINE OF THE NORTHWEST QUARTER OF SECTION 14, TOWNSHIP 10 NORTH, RANGE 7 EAST SOUTH 89 DEGREES 24 MINUTES 43 SECONDS EAST (AN ASSUMED BEARING) FOR A DISTANCE OF 404.21 FEET; THENCE SOUTH 00 DEGREES 35 MINUTES 17 SECONDS WEST, A DISTANCE OF 40.07 FEET TO THE POINT OF BEGINNING;

THENCE SOUTH 89 DEGREES 24 MINUTES 26 SECONDS EAST FOR A DISTANCE OF 354.78 FEET;

THENCE SOUTH 00 DEGREES 34 MINUTES 08 SECONDS WEST FOR A DISTANCE OF 828.44 FEET;

THENCE SOUTH 62 DEGREES 48 MINUTES 17 SECONDS EAST FOR A DISTANCE OF 173.35 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 462.98 FEET AND AN ARC LENGTH OF 53.94 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 31 DEGREES 11 MINUTES 04 SECONDS WEST FOR A DISTANCE OF 53.91 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 409.26 FEET AND AN ARC LENGTH OF 77.55 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 39 DEGREES 57 MINUTES 03 SECONDS WEST FOR A DISTANCE OF 77.44 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 417.00 FEET AND AN ARC LENGTH OF 68.47 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 50 DEGREES 10 MINUTES 20 SECONDS WEST FOR A DISTANCE OF 68.39 FEET;

THENCE SOUTH 54 DEGREES 54 MINUTES 35 SECONDS WEST FOR A DISTANCE OF 309.09 FEET;

THENCE ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 349.20 FEET AND AN ARC LENGTH OF 122.47 FEET, BEING SUBTENDED BY A CHORD OF SOUTH 65 DEGREES 49 MINUTES 38 SECONDS WEST FOR A DISTANCE OF 121.84 FEET;

THENCE NORTH 89 DEGREES 21 MINUTES 23 SECONDS WEST FOR A DISTANCE OF 8.08 FEET;

THENCE NORTH 00 DEGREES 04 MINUTES 15 SECONDS EAST FOR A DISTANCE OF 1288.07 FEET, TO THE POINT OF BEGINNING AND CONTAINING A CALCULATED AREA OF 439,230.52 SQUARE FEET OR 10.08 ACRES MORE OR LESS.

## 7. CHANGE OF ZONE R5 TO B2 PUD

Point of Beginning, containing 135,593.14 square feet (3.11 acres) more or less. A portion of Lots 28 & 29 located in the Southwest Quarter of Section 11, Township 10 North, Range 7 East of the 6<sup>th</sup> P.M. Lancaster County Nebraska and being more particularly described as follows:

Beginning at the Southeast corner of said Lot 28, also being on the North Right-of-Way of Adams Street; Thence on said North Right of Way line N89°25'55" W 262.30 feet; Thence N 45°29'13" W 35.50 feet to the East Right-of-Way line of North 84<sup>th</sup> Street; Thence on said East Right-of-Way line N 00°06'45"E 237.39 feet; Thence S89°52'45" E, 160.00 feet; Thence N 53°05'51" E, 139.90 feet; Thence Northerly on a 253.00 foot radius curve to the right, an arc length of 169.53 feet (Long Chord Bears N 19°05'03" W 166.38 feet); Thence N 00°06'45" E 92.83 feet; Thence Northerly on a 303.00 foot radius curve to the right, an arc length of 79.09 feet (long chord bears N 07°35'26" E, 78.87 feet); thence Northerly on a 1,510.38 foot radius curve to the right, an arc length of 162.06 feet (long chord bears N 18°08'33" E, 161.98 feet); Thence S 73°18' 13" E 66.22 feet; Thence Northeasterly on a 1,444.38 foot radius curve to the right, an arc length of 97.37 feet (long chord bears N23°21'17" E, 97.36 feet); Thence S 89°52'51" E, 507.35 feet; Thence S 45°03'32" E, 382.37 feet; Thence Southwesterly on a 833.00 foot radius curve to the left, an arc length of 46.31 feet (long chord bears S 47°38'50" W, 46.30 feet); Thence Southwesterly on a 786.42 foot radius curve to the left, an arc length of 229.81 feet (long chord bears S 42°28' 26" W, 228.99 feet); Thence southerly on a 850.00 foot radius curve to the left, an arc length of 443.93 feet (long chord bears S 15°29'43" W 438.90 feet); Thence S 00°32'00" W 12.76 feet to the north right-of-way line of Adams Street; Thence on said North Right-of-Way Line, N 89°24'13" W, 565.21 feet to the Point of Beginning, containing 714,346.96 Square Feet (16.40 Acres) more of less.

## 8. CHANGE OF ZONE O3 TO B2 PUD

A portion of Lots 29, 34, and 36 located in the Southwest Quarter of Section 11, Township 10 North, Range 7 East of the 6th P.M., Lancaster County, Nebraska and being more particularly described as follows:

Referring to the southeast corner of said Lot 29, also being on the north right-of-way line of Adams Street; thence on said north right-of-way line, north 89 degrees 20 minutes 41 seconds west, 78.50 feet; thence north 00 degrees 39 minutes 19 seconds east, 638.84 feet to the point of beginning; thence north 45 degrees 03 minutes 32 seconds west, 382.37 feet; thence north 53 degrees 16 minutes 44 seconds east, 53.00 feet; thence northerly on a 259.04 foot radius curve to the left, an arc length of 338.20 feet (long chord bears north 11 degrees 50 minutes 28 seconds east, 314.68 feet); thence south 89 degrees 52 minutes 45 seconds east, 102.58 feet; thence north 00 degrees 02 minutes 04 seconds east, 410.91 feet; thence south 89 degrees 52 minutes 45 seconds east, 199.80 feet; thence southerly on a 1,298.77 foot radius curve to the left, an arc length of 382.45 feet (long chord bears south 10 degrees 50 minutes 37 seconds east, 381.07 feet); thence southerly on a 528.47 foot radius curve to the right, an arc length of 251.09 feet (long chord bears south 04 degrees 18 minutes 38 seconds east, 248.74 feet); thence southwesterly on a 678.22 foot radius curve to the right, an arc length of 465.00 feet (long chord bears south 29 degrees 49 minutes 59 seconds west, 455.95 feet); thence southwesterly on a 833.00 foot radius curve to the left, an arc length of 3.42 feet (long chord bears south 47 degrees 45 minutes 53 seconds west, 3.42 feet) to the point of beginning, containing 295,250.28 square feet (6.78 acres) more or less;

AND

## 9.

A portion of Lots 28 & 29 located in the Southwest Quarter of Section 11, Township 10 North, Range 7 East of the 6<sup>th</sup> P.M., Lancaster County Nebraska and being more particularly described as follows:

Referring to the Southeast corner of Lot 28, also being on the North Right-of-Way line of Adams Streets; Thence on said North Right-of-Way line, N 89°22'23" W, 262.30 feet; Thence N 45°25'41" W 35.50 feet to the East Right-of-Way line of North 84<sup>th</sup> Street; Thence on said East Right-of-Way line, N 00°10'17" E, 237.39 feet to the Point of Beginning; Thence on said East Right-of-Way Line, N 00°10'17" E, 585.00 feet; Thence S 89°49'12" E, 215.00 feet; Thence S 73°14'41" E, 65.11 feet; Thence Southerly on a 1,510.38 foot radius curve to the left, an arc length of 162.06 feet (long chord bears S 18°12'05" W, 161.98 feet); Thence Southerly on a 303.00 foot radius curve to the left, an arc length of 79.09 feet (long chord bears S 07°38' 58" W, 78.87 feet); Thence S 00°10'17" W 92.83 feet; Thence Southerly on a 253.00 foot radius curve to the left, an arc length of 169.53 feet (long chord bears S19°01'31" E, 166.83 feet); Thence S 53°09'24" W, 139.90 feet; Thence N 89°49'12" W, 160.00 feet to the to the Point of Beginning, containing 135,593.14 square feet (3.11 acres) more or less.

# P.U.D. LEGAL DESCRIPTION

A SURVEY OF LOTS 28, 29, 35, 36, AND 41; A PORTION OF LOTS 23, 42, AND 43, OF IRREGULAR TRACTS, ALL LOCATED IN SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. SAID TRACT OF LAND SHALL BE MORE PARTICULARLY DESCRIBED BY METES AND BOUNDS AS FOLLOWS.

COMMENCING AT THE SOUTH ONE QUARTER CORNER OF SECTION 11 TOWNSHIP 10 NORTH RANGE 7 EAST OF THE SIXTH PRINCIPAL MERIDIAN; THENCE NORTH 00 MINUTES 27 MINUTES 18 SECONDS EAST, ON THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 11, A DISTANCE OF 40.04 FEET, TO A POINT ON THE SOUTH RIGHT OF WAY OF ADAMS STREET, AND THE POINT OF BEGINNING;

THENCE NORTH 89 DEGREES 24 MINUTES 56 SECONDS WEST FOR A DISTANCE OF 1329.60 FEET ON THE NORTH RIGHT OF WAY OF ADAMS STREET;

THENCE NORTH 00 DEGREES 16 MINUTES 41 SECONDS EAST FOR A DISTANCE OF 9.99 FEET ON THE WEST LINE OF LOT 41 IRREGULAR TRACT;

THENCE NORTH 89 DEGREES 24 MINUTES 15 SECONDS WEST FOR A DISTANCE OF 951.95 FEET ON THE NORTH RIGHT OF WAY LINE OF ADAMS STREET;

THENCE NORTH 89 DEGREES 26 MINUTES 28 SECONDS WEST FOR A DISTANCE OF 262.30 FEET ON THE SOUTH LINE OF LOT 27 IRREGULAR TRACT;

THENCE NORTH 45 DEGREES 23 MINUTES 15 SECONDS WEST FOR A DISTANCE OF 35.51 FEET ON THE SOUTHWEST LINE OF LOT 27 IRREGULAR TRACT, TO A POINT ON THE EAST RIGHT OF WAY OF NORTH 84TH STREET;

THENCE NORTH 00 DEGREES 08 MINUTES 16 SECONDS EAST FOR A DISTANCE OF 271.36 FEET ON SAID RIGHT OF WAY OF NORTH 84TH STREET;

THENCE NORTH 00 DEGREES 07 MINUTES 04 SECONDS EAST FOR A DISTANCE OF 931.05 FEET ON SAID RIGHT OF WAY OF NORTH 48TH STREET;

THENCE NORTH 71 DEGREES 39 MINUTES 03 SECONDS EAST FOR A DISTANCE OF 63.18 FEET ON SAID EAST RIGHT OF WAY;

THENCE NORTH 00 DEGREES 00 MINUTES 50 SECONDS WEST FOR A DISTANCE OF 59.92 FEET ON SAID RIGHT OF WAY;

THENCE NORTH 83 DEGREES 49 MINUTES 17 SECONDS WEST FOR A DISTANCE OF 88.88 FEET ON THE EAST RIGHT OF WAY OF NORTH 84TH STREET;

THENCE NORTH 00 DEGREES 05 MINUTES 23 SECONDS EAST FOR A DISTANCE OF 129.25 FEET ON THE AFORESAID RIGHT OF WAY;

THENCE NORTH 03 DEGREES 55 MINUTES 34 SECONDS EAST FOR A DISTANCE OF 300.60 FEET ON SAID RIGHT OF WAY;

THENCE NORTH 00 DEGREES 06 MINUTES 55 SECONDS EAST FOR A DISTANCE OF 777.43 FEET ON THE EASTERLY RIGHT OF WAY OF NORTH 84TH STREET;

THENCE NORTH 70 DEGREES 06 MINUTES 16 SECONDS EAST FOR A DISTANCE OF 58.34 FEET ON THE AFORESAID RIGHT OF WAY;

THENCE NORTH 00 DEGREES 39 MINUTES 17 SECONDS EAST FOR A DISTANCE OF 60.06 FEET ON SAID RIGHT OF WAY;

THENCE NORTH 65 DEGREES 52 MINUTES 37 SECONDS WEST FOR A DISTANCE OF 70.67 FEET ON THE EAST RIGHT OF WAY OF NORTH 84TH STREET;

THENCE NORTH 00 DEGREES 58 MINUTES 07 SECONDS EAST FOR A DISTANCE OF 112.71 FEET ON THE EASTERLY RIGHT OF WAY OF NORTH 84TH STREET;

THENCE NORTH 17 DEGREES 41 MINUTES 55 SECONDS EAST FOR A DISTANCE OF 104.40 FEET ON SAID RIGHT OF WAY;

THENCE NORTH 00 DEGREES 56 MINUTES 16 SECONDS EAST FOR A DISTANCE OF 209.65 FEET ON SAID RIGHT OF WAY TO A POINT OF INTERSECTION WITH THE SOUTH LINE OF THE FORMER CHICAGO ROCK ISLAND PACIFIC RAILROAD RIGHT OF WAY;

THENCE SOUTH 89 DEGREES 59 MINUTES 32 SECONDS EAST FOR A DISTANCE OF 1626.61 FEET ON SAID SOUTH RIGHT OF WAY OF THE FORMER CHICAGO ROCK ISLAND PACIFIC RAILROAD;

THENCE SOUTH 00 DEGREES 10 MINUTES 17 SECONDS WEST FOR A DISTANCE OF 1730.83 FEET;

THENCE NORTH 58 DEGREES 26 MINUTES 49 SECONDS EAST FOR A DISTANCE OF 763.34 FEET;

THENCE SOUTH 50 DEGREES 30 MINUTES 49 SECONDS EAST FOR A DISTANCE OF 550.19 FEET;

THENCE SOUTH 00 DEGREES 25 MINUTES 48 SECONDS WEST FOR A DISTANCE OF 560.01 FEET;

THENCE SOUTH 89 DEGREES 18 MINUTES 20 SECONDS EAST FOR A DISTANCE OF 803.82 FEET;

THENCE SOUTH 00 DEGREES 05 MINUTES 08 SECONDS WEST FOR A DISTANCE OF 870.00 FEET;

THENCE NORTH 89 DEGREES 18 MINUTES 09 SECONDS WEST FOR A DISTANCE OF 958.94 FEET ON THE NORTH RIGHT OF WAY OF ADAMS STREET;

THENCE SOUTH 00 DEGREES 23 MINUTES 21 SECONDS WEST FOR A DISTANCE OF 10.01 FEET ON THE WEST LINE OF THE SOUTHEAST QUARTER,

TO THE POINT OF BEGINNING, AND CONTAINING A CALCULATED AREA OF 7,511,253.23 SQUARE FEET OR 172.4 ACRES MORE OR LESS.

AND

AND

A survey of Outlot C, Prairie Village Addition, along with Lots 106, and 107, of Irregular Tracts and a portion of Lot 96 Irregular Tract, all being located in the Northwest Quarter of Section 14 Township 10 North Range 7 East of the Sixth Principal Meridian, Lancaster County, Nebraska. Said tract of land shall be more particularly described by metes and bounds as follows.

Commencing at the Northwest corner of Section 14 Township 10 North Range 7 East of the Sixth Principal Meridian; Thence South 89 degrees 24 minutes 45 seconds East, (an assumed bearing) on the North line of the Northwest Quarter of Section 14, a distance of 95.07 feet; Thence South 00 degrees 04 minutes 58 seconds West, on the East right of way of 84th street, a distance of 79.99 feet to the Northwest corner of Lot 107 Irregular Tract, and the POINT OF BEGINNING;

THENCE South 89 degrees 21 minutes 32 seconds East for a distance of 144.89 feet on the South right of way of Adam Street; THENCE North 78 degrees 14 minutes 39 seconds East for a distance of 140.38 feet on said south right of way; THENCE North 00 degrees 33 minutes 49 seconds East for a distance of 10.03 feet on the west line of Lot 106 Irregular Tract; THENCE South 89 degrees 25 minutes 26 seconds East for a distance of 581.45 feet on the North line of said Lot 10 THENCE South 00 degrees 35 minutes 56 seconds West for a distance of 717.96 feet on the west line of North 87th Street;

THENCE along a curve to the right having a radius of 417.00 feet and an arc length of 249.25 feet, being subtended by a chord of South 17 degrees 42 minutes 38 seconds West for a distance of 245.56 feet on the Westerly right of way of said North 87th Street;

THENCE South 55 degrees 09 minutes 53 seconds East for a distance of 66.00 feet;

THENCE along a curve to the left having a radius of 483.00 feet and an arc length of 33.87 feet, being subtended by a chord of North 32 degrees 49 minutes 31 seconds East for a distance of 33.86 feet to a point on the Southerly right of way of Wagon Drive;

THENCE South 62 degrees 44 minutes 22 seconds East for a distance of 63.94 feet on the Southerly right of way of Wagon Drive;

THENCE along a curve to the right having a radius of 420.00 feet and an arc length of 124.26 feet, being subtended by a chord of South 54 degrees 15 minutes 48 seconds East for a distance of 123.81 feet

THENCE South 53 degrees 37 minutes 01 seconds West for a distance of 378.68 feet on the North line of Block 7, Prairie Village, and Block 5, Prairie Village 2nd Addition;

THENCE North 89 degrees 22 minutes 37 seconds West for a distance of 209.83 feet;

THENCE South 57 degrees 13 minutes 42 seconds West for a distance of 368.34 feet;

THENCE South 43 degrees 18 minutes 31 seconds West for a distance of 128.86 feet;

THENCE South 22 degrees 14 minutes 13 seconds West for a distance of 94.41 feet;

THENCE North 89 degrees 17 minutes 27 seconds West for a distance of 69.85 feet;

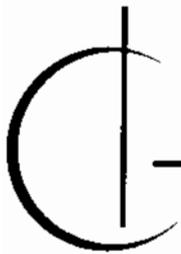
THENCE North 00 degrees 42 minutes 33 seconds East for a distance of 287.76 feet;

THENCE North 71 degrees 10 minutes 37 seconds East for a distance of 58.52 feet;

THENCE North 00 degrees 12 minutes 07 seconds West for a distance of 76.42 feet;

THENCE North 89 degrees 22 minutes 37 seconds West for a distance of 54.99 feet;

THENCE North 00 degrees 04 minutes 58 seconds East for a distance of 1247.91 feet on East right of way of North 84th Street to the POINT OF BEGINNING, and contains a calculated area of 27.24 acres, more or less.

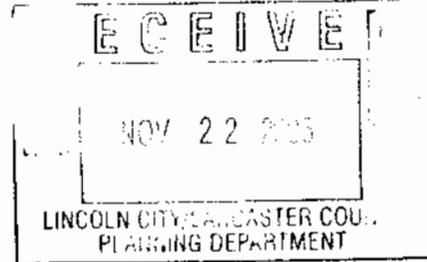


# Civil Design Group, Inc.

Consulting Engineers & Land Use Planners  
Civil Design • Site Development • Planning & Zoning

November 22, 2006

Mr. Marvin Krout  
Director of Planning  
Hand Delivered



**Re: Additional information for P.U.D. Amendment and Change of Zones for Prairie Village North P.U.D. # 05054. CDG Project No. 2006-0057**

Dear Marvin:

On behalf of Prairie Homes, Inc. we are submitting additional information for the Change of Zones to the Prairie Village North P.U.D. #05054 as well as formally requesting annexation for some additional land on the north side of Adams Street.

The following items are enclosed in the revised submittal:

1. Cover Sheet – 24 Copies
2. Site Plan – 24 Copies
3. Change Zone Exhibit
4. Revised Legals

The revised legal descriptions for the change of zone in the PUD Amendment now account for the "differential" change of zoning for the zoning districts that are currently underlying the PUD. In consultation with staff, our previous plan was to blanket a unified new zoning district over the entire PUD and then change the zoning districts in the commercial areas to a commercial zoning. The legal department has informed staff that is process would require two rounds of public hearings. Therefore, in cooperation with staff, we are now editing the legal descriptions for the changes of zones so the zoning districts are moved from their current location to their desired locations per our revised commercial and residential layout.

Simultaneously, we are requesting annexation for a parcel of land generally north and east of the existing annexation line on the north side of Adams Street (see attached legal description).

Please feel free to call me at (402) 434-8494 so that I can address any questions you may have regarding this P.U.D. Amendment resubmittal.

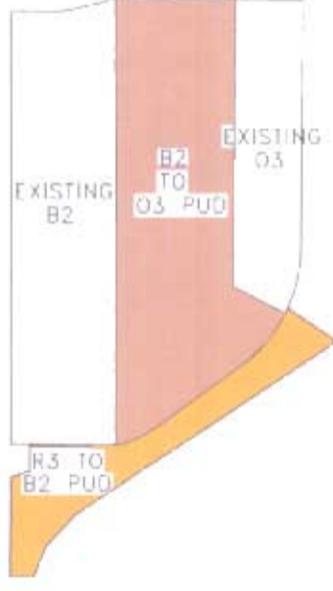
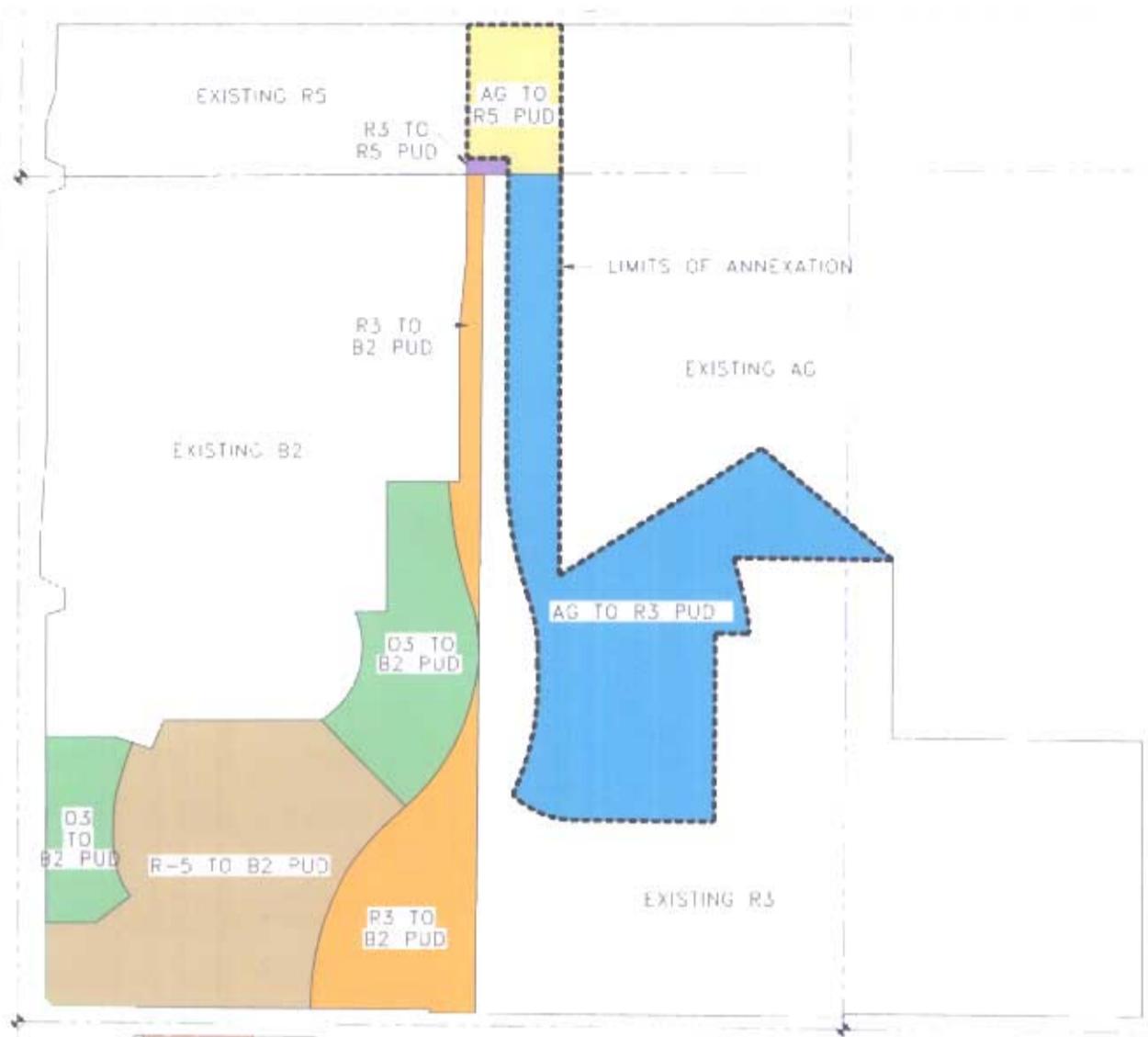
Sincerely,

Mike Eckert, AICP

cc: Prairie Homes, Inc.

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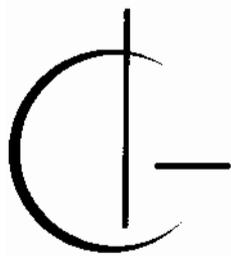


drawn by: [illegible]  
 checked by: [illegible]  
 project no: [illegible]  
 date: [illegible]

**PRAIRIE VILLAGE NORTH**  
**CHANGE OF ZONE EXHIBIT**  
**LINCOLN, NEBRASKA**


**Civil Design Group, Inc.**  
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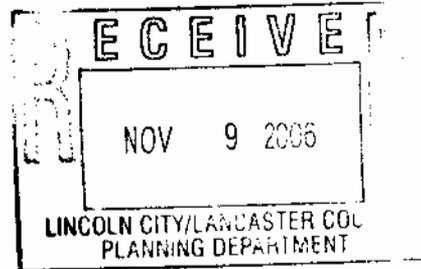


# Civil Design Group, Inc.

Consulting Engineers & Land Use Planners  
Civil Design • Site Development • Planning & Zoning

November 9, 2006

Mr. Marvin Krout  
Director of Planning  
City of Lincoln /Lancaster County  
555 South 10<sup>th</sup> Street, Room 213  
Lincoln, NE 68508



**Re: P.U.D. Amendment and Change of Zone for Prairie Village North P.U.D. # 05054  
CDG Project No. 2006-0057**

Dear Marvin:

On behalf of Prairie Homes, Inc. we are submitting an amendment and related Change of Zone to the Prairie Village North P.U.D. #05054. Pending the approval of the Comprehensive Plan Amendment for Prairie Village North, we would like to immediately proceed with an amendment to the P.U.D. The enclosed site plan shows a new commercial town center design integrated into the plans on the north side of Adams that is consistent with the Community Center designation that will replace the Neighborhood Center designation. The Mixed Use Office Center on the south side of Adams that will replace the Neighborhood Center Designation on this corner is also shown. Additionally we have revised the residential layout on the north side of Adams to show a density consistent with the Incentive Criteria for the bonus square footage shown in the adjacent Community Center.

The change in the current commercial designations on these corners from two separate Neighborhood Commercial Centers to one Community Center on the northeast corner and one Mixed Use Office Center on the southeast corner increases the permitted square footage on the northeast corner to 600,000 (480,000 sq. ft. of retail and 120,000 sq. ft. of office) and 285,000 on the southeast corner (213,750 sq. ft. of office and 71,250 sq. ft. of retail). The total increase in square footage is 116,250 for retail and 183,750 for office. This increase in commercial space is offset by a reduction of 400 multi-family units shown on the previous P.U.D. in the Neighborhood Center area.

Shifting the retail component of the two separate neighborhood centers into a single strategically planned Community Commercial Center will allow two retailer anchors to bookend a well planned "town center" concept that integrates pedestrian oriented design elements. Achieving the elements of the 2030 Comprehensive Plan Incentive Criteria for a town center with the design requirement shown on the P.U.D. will permit the total of 600,000 square feet we are showing in the amendment on the Community Center area.

A fundamental advantage of this new design is the consolidation of both community and neighborhood trips within one comprehensive Community Center that will allow the vehicle trips generated between merchants to take place within the confines of the center. An accompanying traffic study documents the mixed-use reduction effect of this design on the total traffic trips and the AM/PM peak hour trips. Ultimately, this layout will alleviate

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redundant trips that would otherwise be necessary on both N. 84<sup>th</sup> Street and Adams Street thus reducing the impact on adjacent neighborhoods, schools and churches.

Previously agree conditions of the P.U.D. pertaining to the impact on neighbors are upheld with this amendment. These conditions include: restricting the commercial uses immediately north of Adams Street to office uses and restricting the commercial uses immediately west of 87<sup>th</sup> Street between Adams and Wagon Drive to office uses.

A higher level of design details regarding street cross sections, street profiles, street geometrics, mass grading and drainage plans, neighborhood park configuration, transit stop location and final lot configurations will follow with future administrative amendments and final plat. Please feel free to call me at (402) 434-8494 so that I can address any questions you may have regarding this P.U.D. Amendment request.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Eckert", with a long horizontal flourish extending to the right.

Mike Eckert, AICP

cc: Prairie Homes, Inc.

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# PRAIRIE VILLAGE NORTH

## PLANNED UNIT DEVELOPMENT

### SITE SPECIFIC NOTES

- THE EXISTING ZONING IS AG R3, R5, O3 & B2, THE PROPOSED ZONING IS R3, R5, B2 & O3.
- ALL LOTS ABUTTING 100 YEAR FLOOD PLAIN WILL HAVE A MINIMUM OPENING ELEVATION OF 1 FOOT ABOVE THE 100 YEAR FLOOD ELEVATION. MINIMUM OPENING ELEVATIONS WILL BE SHOWN ON FUTURE ADMINISTRATIVE AMENDMENTS.
- BLANKET UTILITY EASEMENTS ARE GRANTED ON 'B2' LOTS, 'O3' LOTS & 'R5' LOTS. OUTLOT 'A' IS RESERVED FOR FUTURE POTENTIAL DEVELOPMENT.
- DIRECT VEHICULAR ACCESS TO N. 84TH STREET & ADAMS STREET IS RELINQUISHED EXCEPT WHERE SHOWN.
- P.U.D. RESIDENTIAL CALCULATIONS

ZONE	TOTAL ACRES	MULTIPLIER	# OF UNITS
R-3	78.31	6.96	546
R-5	17.79	29.04	517
TOTAL ALLOWABLE UNITS			1063 UNITS
TOTAL APPROVED UNITS			540 UNITS
TOTAL UNASSIGNED UNITS			523 UNITS

- DEVELOPER RESERVES THE RIGHT TO USE ALL UNASSIGNED UNITS IN P.U.D.
- APPROXIMATELY 4 ACRES OF LAND WITHIN THE FLOOD PLAIN ADJACENT TO THE P.U.D. WILL BE RESERVED FOR A PUBLIC NEIGHBORHOOD PARK, EXACT CONFIGURATION OF PARK TO BE DETERMINED DURING FINAL PLATTING.
- A NETWORK OF PEDESTRIAN WAYS WILL BE CONSTRUCTED TO PROVIDE ACCESS TO COMMERCIAL AND PARK AREAS FROM THE RESIDENTIAL NEIGHBORHOOD. PEDESTRIAN WAYS MAY CONSIST OF SIDEWALKS AND/OR PAVED TRAILS LOCATED WITHIN PUBLIC RIGHT-OF-WAY, OUTLOTS, AND/OR PEDESTRIAN EASEMENTS. LOCATION TO BE DETERMINED WITH FUTURE ADMINISTRATIVE AMENDMENTS.
- THIS P.U.D. LAYOUT IS CONCEPTUAL ONLY TO SHOW GENERAL STREET PATTERNS & FUTURE LAND USE. FUTURE ADMINISTRATIVE AMENDMENTS WILL CLEARLY DEFINE LOT & STREET LAYOUTS AND THE COMMUNITY COMMERCIAL CENTER AND MIXED USE OFFICE CENTER.
- PARKING AND STREET CONFIGURATIONS SHOWN WITHIN THE COMMERCIAL AREAS ARE CONCEPTUAL AND SUBJECT TO CHANGE. FINAL PARKING AND TRAFFIC CIRCULATION WILL BE PROVIDED WITH FUTURE ADMINISTRATIVE AMENDMENTS.
- A 20' WIDE TRAIL EASEMENT WILL BE DEDICATED WITHIN THE STEVENS CREEK FLOOD PLAIN ADJACENT TO THIS DEVELOPMENT. ALIGNMENT & LOCATION OF THE TRAIL SHALL BE MUTUALLY AGREEABLE TO BY THE DEVELOPER AND CITY OF LINCOLN PARKS & RECREATION DEPARTMENT, AND WILL BE DETERMINED AT A FUTURE DATE.
- ONE OR MORE CONNECTIONS WILL BE MADE FROM THE DEVELOPMENT TO THE MURDOCK TRAIL. IN EXCHANGE FOR TRAIL ENHANCEMENTS, LINCOLN PARKS & RECREATION WILL CONSIDER LOWERING THE FORMER RAILROAD EMBANKMENT AT STEVENS CREEK PROVIDED IT PRODUCES NO MATERIAL HARM TO DOWNSTREAM PROPERTIES.
- THE FUTURE OPEN SPACE BOUNDARY SHALL BE FINALIZED WHEN THE FINAL FLOOD ELEVATIONS HAVE BEEN DETERMINED PER THE REMAPPING OF THE FLOOD PLAIN BASED ON THE STUDY PERFORMED BY THE CITY OF LINCOLN.

R-3 REQ.	LOT AREA SQ. FT.	LOT WIDTH	FRONT YARD SETBACK	SIDE YARD SETBACK	REAR YARD SETBACK	HEIGHT
SINGLE FAMILY	4,000 SF	35'	15'	5'	20'	35'
TWO-FAMILY	2,500 PER FAMILY	25' PER FAMILY	15'	5', 0' IF PARTY WALL	20'	35'
TOWNHOUSE	2,500 S.F.	25'	10'	5' 0' IF PARTY WALL	20'	35'

\* TOWNHOUSE MAXIMUM & MINIMUM FRONT YARD SETBACK WILL BE 10'

B-2 REQ.	LOT AREA SQ. FT.	FRONT YARD SETBACK	SIDE YARD SETBACK	REAR YARD SETBACK	HEIGHT
DWELLING	2,000 PER UNIT	25'	10'	25'	40'
OTHER USES	0	25'	0', 20' WHEN ABUTTING RESIDENTIAL DISTRICT	0', 25' WHEN ABUTTING RESIDENTIAL DISTRICT	40'

\* SIDE AND REAR YARDS ABUTTING A RESIDENTIAL DISTRICT SHALL BE SCREENED IN CONFORMANCE WITH THE LANDSCAPE DESIGN STANDARDS ADOPTED BY THE CITY OF LINCOLN.

O-3 REQ.	LOT AREA SQ. FT.	LOT WIDTH	FRONT YARD SETBACK	SIDE YARD SETBACK	REAR YARD SETBACK	HEIGHT
DWELLING SINGLE FAMILY	4,000 SF	50'	10'	15' OR THE SAME AS THE ABUTTING RESIDENTIAL DISTRICT	20'	35'
DWELLING TWO-FAMILY	4,000 S.F.	50'	10'	15' OR THE SAME AS THE ABUTTING RESIDENTIAL DISTRICT	20'	35'
DWELLING MULTIPLE	1,500 S.F. PER UNIT	50'	10'	WHICHEVER IS GREATER 0' OR 10'	20'	35'
OTHER PERMITTED USES	4,000 S.F.	50'	20'	ON NONPARTY WALL SIDE.	20'	35'
TOWNHOUSE	2,500 PER UNIT	20'	10'		20'	35'

#### \*ADDITIONAL USES UNDER O-3 ZONE PERMITTED:

- RESTAURANTS
  - SALE OF ALCOHOLIC BEVERAGES FOR CONSUMPTION ON THE PREMISES OF A RESTAURANT MUST COMPLY WITH THE CONDITIONS OF LINCOLN MUNICIPAL CODE 27.31.040.
- HEALTH CARE FACILITIES:
  - HOSPITALS; A HOSPITAL MAY INCLUDE OFFICES OR MEDICAL SOCIETIES, OFFICE OF CHARITABLE PUBLIC HEALTH ASSOCIATIONS & PRIVATE OFFICE SPACE FOR THE PRACTICE OF MEDICINE AND DENTISTRY UNDER A LICENSE FROM THE DEPT. OF HEALTH OF THE STATE OF NEBRASKA. PROVIDE THAT ANY SUCH PRIVATE OFFICE FOR THE PRACTICE OF MEDICINE & DENTISTRY SHALL BE LOCATED OF THE HOSPITAL LOT & THE DOCTORS AND DENTIST INVOLVED THEREIN MUST BE ON THE STAFF OF THE HOSPITAL.
  - A FACILITY FOR OUTPATIENT PHYSICAL, OCCUPATIONAL OR VOCATIONAL THERAPY OR REHABILITATION.
- RECREATIONAL FACILITIES
- PRIVATE SCHOOLS

ALL OTHER PERMITTED CONDITIONAL OR PERMITTED SPECIAL USES UNDER THE O-3 ZONE SHALL BE APPROVED THROUGH THE ADMINISTRATIVE AMENDMENT PROCESS.

- PARKING SHALL BE ALLOWED IN THE SIDE YARDS SETBACK BETWEEN ADJACENT O-3 & B-2 LOTS.
- COMMERCIAL USES ARE PROHIBITED IMMEDIATELY NORTH OF ADAMS STREET AND IMMEDIATELY WEST OF N. 84TH STREET BETWEEN ADAMS AND WAGON DRIVE.
- A TRANSIT STOP WILL BE PROVIDED FOR IN THE COMMUNITY COMMERCIAL CENTER.
- ANY RESIDENTIAL LOTS LOCATED WITHIN THE B2 PUD ZONING WILL PERMITTED AS R3 ZONING USES.
- ANY COMMERCIAL LOTS LOCATED WITHIN THE R3 PUD ZONING WILL BE PERMITTED AS B2 ZONING USES.

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## WAIVERS

TITLE 26-- SECTION 26.11.020 - TO WAIVE THE REQUIREMENTS FOR A PRELIMINARY PLAT.

TITLE 26 -- SECTION 26.15.020 - TO WAIVE THE INFORMATION ON OR ACCOMPANYING A PRELIMINARY PLAT FOR A PLANNED UNIT DEVELOPMENT. INCLUDING:

- GRADING AND DRAINAGE
- PAVING PROFILES/CROSS SECTIONS
- STORM WATER DETENTION & STORM SEWER CALCULATIONS
- LOT LAYOUT
- STREET CURVE DATA

\* THE ABOVE INFORMATION SHALL BE SUBMITTED WITH FUTURE ADMINISTRATIVE AMENDMENTS.

TITLE 26 - SECTION 26.23.130 - TO ALLOW BLOCK LENGTH TO EXCEED 1,320' FOR STREETS ABUTTING MURDOCK TRAIL, STEVENS CREEK FLOOD PLAIN & THE COMMERCIAL SIDE OF N. 87TH STREET.

TITLE 2 -- CITY OF LINCOLN DESIGN STANDARDS - CHAPTER 2.00, SECTION 3, PARAGRAPH 3.6: REQUESTING A WAIVER TO ALLOW SANITARY SEWER TO FLOW OPPOSITE STREET GRADES AS LONG AS SEWER DEPTH DOES NOT EXCEED 15' AND LENGTH OF PIPE RUN OPPOSING STREET GRADES DOES NOT EXCEED 500'.

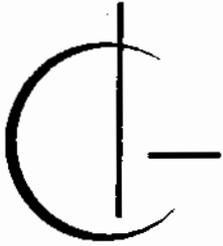
TITLE 2 - CITY OF LINCOLN DESIGN STANDARDS - CHAPTER 2.15, SECTION 3.3.3: TO WAIVE THE GEOMETRY & DETAILS OF STANDARD SYMMETRICAL & OFFSET TYPE CUL-DE-SACS.

TITLE 2 - CITY OF LINCOLN DESIGN STANDARDS - CHAPTER 2.25, SECTION 3.6: TO WAIVE THE REQUIREMENTS FOR PRIVATE ROADWAY CROSS SECTION.

TITLE 27 - SECTION 27.67.030 - TO ALLOW PARKING IN THE REQUIRED SIDE YARD FOR THE B-2 AND O-3 ZONING.

TITLE 27 - SECTION 27.67.030 - TO ALLOW CROSS PARKING BETWEEN LOTS LOCATED IN THE O-3 & B-2 ZONE TO MEET MINIMUM PARKING REQUIREMENTS.

TITLE 27 - SECTION 27.15.080 - WAIVE AVERAGE LOT SIZE FROM 50 FEET TO 35 FEET IN THE R-3 ZONING DISTRICT.



# Civil Design Group, Inc.

Consulting Engineers & Land Use Planners  
Civil Design • Site Development • Planning & Zoning

December 5, 2006

Mr. Marvin Krout  
Director of Planning  
City of Lincoln /Lancaster County  
555 South 10<sup>th</sup> Street, Room 213  
Lincoln, NE 68508

**Re: P.U.D. Amendment and Change of Zone for Prairie Village North P.U.D. # 05054  
CDG Project No. 2006-0057**

Dear Marvin:

On behalf of Prairie Homes, Inc. we are requesting one additional wavier to the above mentioned project:

TITLE 27 - SECTION 27.15.080 - WAIVE AVERAGE LOT <sup>WEDTIT</sup>SIZE FROM 50 FEET TO 35 FEET IN THE R-3 ZONING DISTRICT.

Please feel free to call me at (402) 434-8494 so that I can address any questions you may have regarding this additional waiver.

Sincerely,

Mike Eckert, AICP

cc: Prairie Homes, Inc.







# **TECHNICAL MEMORANDUM**

## **RE: PRAIRIE VILLAGE TRAFFIC ANALYSIS**

**CONDUCTED FOR:** Prairie Homes, Inc.

**DATE:** November 13, 2006

**J/P NUMBER:** 19-J06-1917

### **Background**

This memorandum documents additional analyses conducted for proposed development activity near 84<sup>th</sup> and Adams Streets in Northeast Lincoln. Specifically, analysis was performed for land use revisions within the Prairie Village Site located at the northeast and southeast quadrants of 84<sup>th</sup> and Adams. Changes in land use magnitude and type have been proposed, and a revised layout has been completed for this site. Additional planning for the northeast site has been conducted to allow for a Town Center concept at the heart of the development. The study area and site are shown in Figure 1.

In addition to the Prairie Village site, redevelopment of the North Forty Golf Course is proposed at the southwest quadrant of 84<sup>th</sup> and Adams. This development also includes a mix of commercial / retail, and residential uses.

Previous traffic impact study work has already been conducted for both sites in various capacities. The Prairie Village quadrants have undergone several iterations of differing land use scenarios and build-out options. This revision is requested by City of Lincoln staff to evaluate potential differences in the traffic impacts realized by site plan changes (access and land use) for Prairie Village. More recently, the North Forty development was evaluated for proposed traffic impacts. Draft analysis, while inclusive for the North Forty site, did not include 100% build-out of already approved uses for the Prairie Village development.

This documentation builds off of the previously conducted studies and utilizes similar assumptions for base traffic volume scenarios, lane geometrics, site distribution, and mitigation strategies. As several meetings and coordination between development representatives and City Planning and Public Works staff have taken place, this effort has been abbreviated and is intended to help provide a final evaluation of site specific traffic revisions for Prairie Village, traffic controls and geometry at access locations, and recommendations to facilitate further planning of future improvements at other study area intersections.



## **Analysis**

Based on the critical volume period for background traffic being the PM peak hour of operation, analyses were limited to this time frame. Proposed traffic generated by development is also projected to be higher during the PM peak. Year 2016 traffic volumes with the assumed build-out of adjacent sites was the scenario evaluated for operational analysis purposes, as was conducted in recent studies. A revision of peak hour site trips for the Prairie Village development was conducted and is summarized. Volume scenarios were developed for the "Year 2016 With Prairie Village", and "Year 2016 With Prairie Village and North Forty" projected traffic conditions, with the critical scenario identified when both developments are built out.

Trip generation characteristics for the proposed revisions to Prairie Village are included in Table 1. The most significant difference in the revised layout and land use assumptions is the inclusion of a Town Center concept within the development that includes a mix of office with commercial and retail uses. Also, the town home and apartment units are designed adjacent to non-residential uses which facilitates ease of access. In addition to changes in the land use assumptions, access modifications have been made via right-in/right-out access points at 1/8 mile spacing. It is intended that these serve as relief to the main sight drives and provide access to pad sites and higher generating uses adjacent to 85<sup>th</sup> Street.

Peak hour site trips were routed to the roadway network for proposed Prairie Village uses at both the northeast and southeast quadrants of 84<sup>th</sup> and Adams. These site trips are illustrated in Figure 2. These site trips were added to Year 2016 Base Traffic volumes and are illustrated in Figure 3.

Site trips for the proposed North Forty development were also added to the roadway network and are included in Figure 4 – "Year 2016 Traffic Volumes with Prairie Village & North Forty". These volumes were analyzed on the recommended road networks that are similar to one another in previous traffic impact study submittals.

Operational analyses were conducted utilizing Synchro software, to evaluate Level of Service (LOS), vehicle queue lengths and signal phasing alternatives. Based on the analysis, final study area geometrics and traffic controls were developed and are illustrated in Figure 5. Results of the capacity analyses performed with these improvements are illustrated in Figure 6.

Recommendations to improve the safety and operational characteristics for site specific access locations of the Prairie Village development include the following:

- **84<sup>th</sup> Street and Windmill Drive**  
Signalization should be planned for this access. In addition, exclusive left-turn and right-turn lanes should be constructed on all approaches to the intersection.



- **Adams Street and 87<sup>th</sup> Street**  
Signalization should be planned for this access and implemented when warranted. It is anticipated this intersection can operate with stop control until a significant amount of the southeast quadrant is developed, that would produce high outbound left-turn movements. Exclusive left-turn lanes should be constructed on all approaches of this intersection. A lane drop on the eastbound approach will also serve as a right-turn lane in this direction.
- **Adams Street and 90<sup>th</sup> Street**  
Exclusive left-turn lanes should be constructed on the eastbound and westbound approaches. Stop control is assumed for this intersection.
- **Adams Street and 94<sup>th</sup> Street**  
An exclusive left-turn lane should be constructed in the eastbound direction. Stop control is assumed for this intersection.
- **84<sup>th</sup> Street and South RI/RO (Drive A)**  
An exclusive right-turn lane should be constructed in the northbound direction.
- **84<sup>th</sup> Street and South Drive (Drive B)**  
Signalization should be planned for this access. Exclusive left-turn lanes should be constructed in the westbound and southbound approaches. It is recommended that the westbound approach be constructed with dual left-turn lanes and an exclusive right-turn lane. Additionally, an exclusive northbound right-turn lane should also be constructed.
- **84<sup>th</sup> and North RI/RO Drive (Drive C)**  
An exclusive right-turn lane should be constructed in the northbound direction.
- **84<sup>th</sup> Street and North Drive (Fremont St.)**  
Signalization should be planned for this access. Exclusive left-turn lanes should be provided in the southbound and westbound approaches. In addition, right-turn lanes should be provided in the northbound and westbound directions.

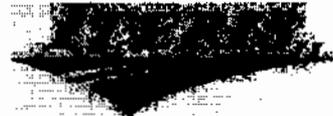
Further recommendations to facilitate planning of improvements at additional study area intersections include the following:

- Improvements to the North Forty site access drives as previously included in the draft traffic impact study (September 2006). This includes signalization of the North Site Drive and Adams Street access, signalization of 84<sup>th</sup> and Windmill Drive, and all auxiliary turn-lane improvements as identified.



- **70<sup>th</sup> Street and Adams Street**  
It is recommended that an additional thru lane be constructed in the northbound and southbound directions. Right-turn lanes should be provided in the southbound, eastbound and westbound directions. Recent improvements have been made to the northbound right-turn lane. Turn-bay storage length increases are also needed for existing left-turn lanes at the intersection. With the addition of continued development in the northeast area, growth in background traffic, and proposed site traffic, this intersection will experience deteriorating operations. Under full-build conditions of Year 2016, LOS E and F operations at several movements cannot be mitigated with turn-lane improvements alone. Additional through capacity in either the north/south direction, or east/west direction will allow for improved operations.
- **84<sup>th</sup> Street and Leighton Avenue**  
Signalization should be planned at this intersection. An exclusive left-turn lane and shared through/right turn lane should be constructed on the westbound approach. A southbound right-turn lane should be constructed on the northbound and southbound approaches.
- **84<sup>th</sup> Street and Adams Street**  
Upgrades to signalization and lane geometrics will be required at this intersection. It is recommended that the intersection be developed with dual turn-lanes to facilitate future operations. Initially, operations with a single left-turn lane will provide adequate operations. As full-build out of the sites continue and growth in north/south traffic along 84<sup>th</sup> Street continues, dual-turn lane operation will be required to mitigate LOS E operations. Improvements to Adams Street approaches should also be conducted to facilitate 4 through lanes. The eastbound and westbound right-turn lanes at this intersection could be phased and added as traffic volumes warrant. Signal pole standards and right-of-way should be planned, however, so that future construction is feasible.
- **84<sup>th</sup> Street and Havelock Avenue**  
Signalization should be planned at this intersection. An increased northbound left-turn lane storage length should also be provided for this movement. In addition, an exclusive left-turn lane and shared through/right turn lane should be constructed on the westbound approach. An eastbound right-turn lane is also recommended to provide for improved operations and safety.

As documented in previous studies for development in this vicinity, Adams Street is expected to experience significant growth in traffic volumes. It is recommended that Adams Street be planned for implementation of four through lanes to provide adequate capacity in the future as development continues. It is a mile-line roadway and will most likely continue to serve increasing traffic as a direct route between varying residential,



commercial/retail and office uses. In addition, the continued north/south growth of traffic volumes along North 84<sup>th</sup> Street and its current capacity, should be evaluated for longer term implementation of additional through lanes. The 84<sup>th</sup> Street peaking characteristics and directional flow during AM and PM periods will continue to cause increased congestion along several segments in the future.

**TABLE 1**  
**PM Peak Hour Trip Generation Summary**  
**Prairie Village / 84th & Adams / Lincoln, Nebraska**



**Prairie Village Development Summary**

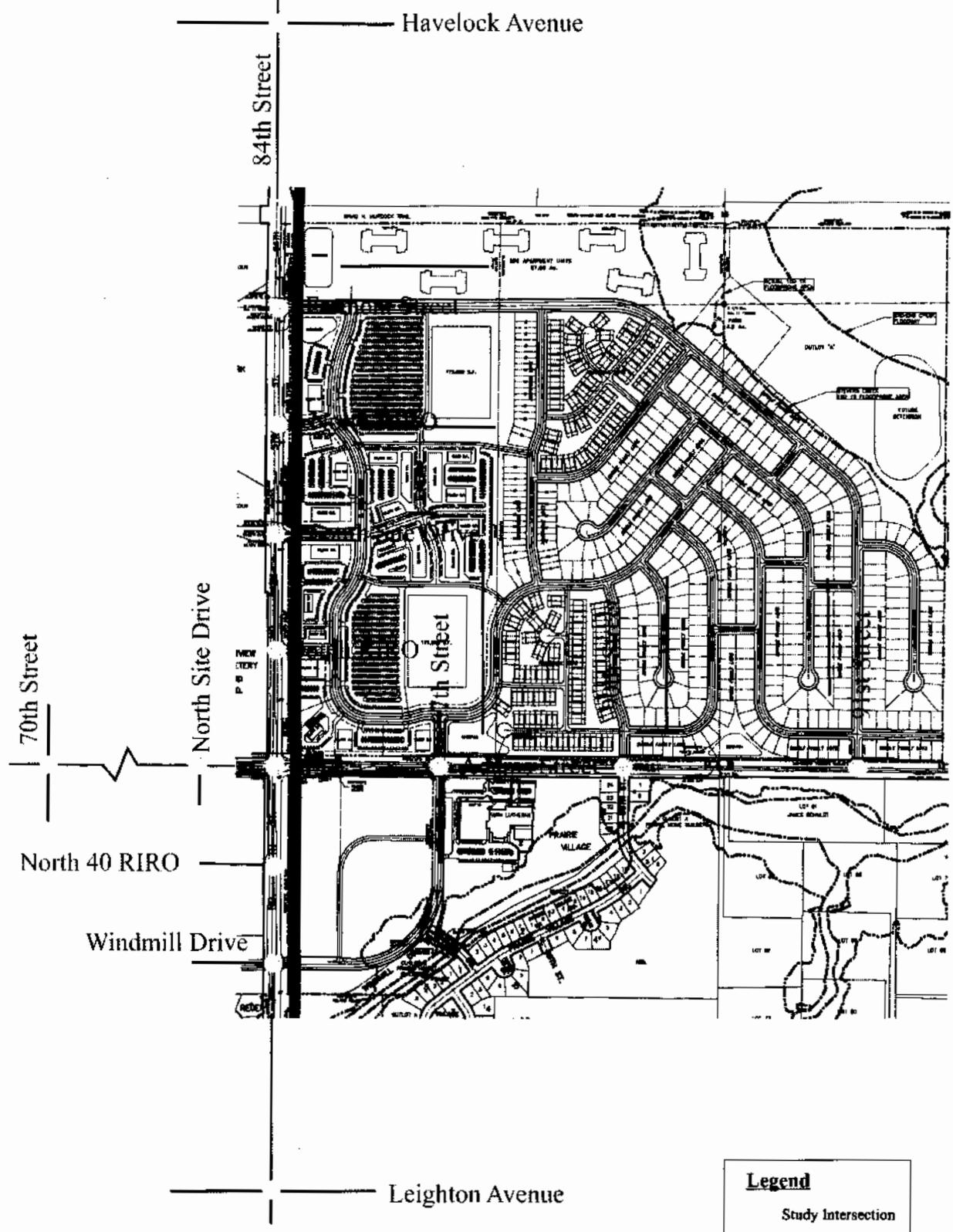
Land Use	PV	PV North	Total
Office (1000 Square Feet)	213.75	120	333.75
Commercial (1000 Square Feet)	71.25	480	551.25
Residential (Units)	474	971	1445

**Prairie Village North**

ITE Code/Page	Land Use	Size		Trip Gen. Avg. Rate/Eq.	PM Trips	Mixed-Use Reduction	Total Trips	Trip Distribution Enter Exit		Total New Trips Enter Exit	Pass-By Trip %	Pass-By Red.	
710/1160	Office	115,000	SF	1.49	171	10%	154	17%	83%	26	128	0	0
813/1330	Discount Superstore	175,000	SF	3.87	677	20%	542	49%	51%	265	276	0	0
932/1725	High-Turnover (Sit-Down) Restaurant	10,000	SF	10.92	109	20%	87	61%	39%	53	34	0	0
931/1706	Quality Restaurant	10,000	SF	7.49	75	20%	60	67%	33%	40	20	0	0
934/1763	Fast Food w/ Drive-Through Window	5,000	SF	34.64	173	30%	121	52%	48%	63	56	0	0
945/1800	Gas Service/Convenience Market	8	VFP	13.38	107	30%	75	50%	50%	37	37	0	0
912/1687	Drive-in Bank	5,000	SF	45.74	229	30%	160	50%	50%	80	80	0	0
814/1339	Specialty Retail	100,000	SF	2.71	271	20%	217	44%	56%	95	121	0	0
882/1602	Home Improvement Superstore	175,000	SF	2.45	429	20%	343	47%	53%	161	182	0	0
210/271	Single Family Residential	374	Units	1.01	378	0%	378	63%	37%	238	140	0	0
230/369	Townhomes	258	Units	0.52	134	10%	121	67%	33%	81	40	0	0
220/308	Apartments	339	Units	0.62	210	10%	189	65%	35%	123	66	0	0
<b>SubTotal</b>					<b>2,963</b>		<b>2,447</b>			<b>1,262</b>	<b>1,182</b>	<b>0</b>	<b>0</b>

**Prairie Village**

814/1339	Specialty Retail	71,250	SF	2.71	193	20%	154	44%	56%	68	87	0	0
710/1160	Office	213,750	SF	1.49	318	10%	287	17%	83%	49	238	0	0
210/271	Single Family Residential	171	Units	1.01	173	0%	173	63%	37%	109	64	0	0
220/308	Apartments	303	Units	0.62	188	0%	188	65%	35%	122	66	0	0
<b>SubTotal</b>					<b>872</b>		<b>802</b>			<b>348</b>	<b>455</b>	<b>0</b>	<b>0</b>
<b>Grand Total</b>					<b>3,836</b>		<b>3,249</b>			<b>1,610</b>	<b>1,637</b>	<b>0</b>	<b>0</b>

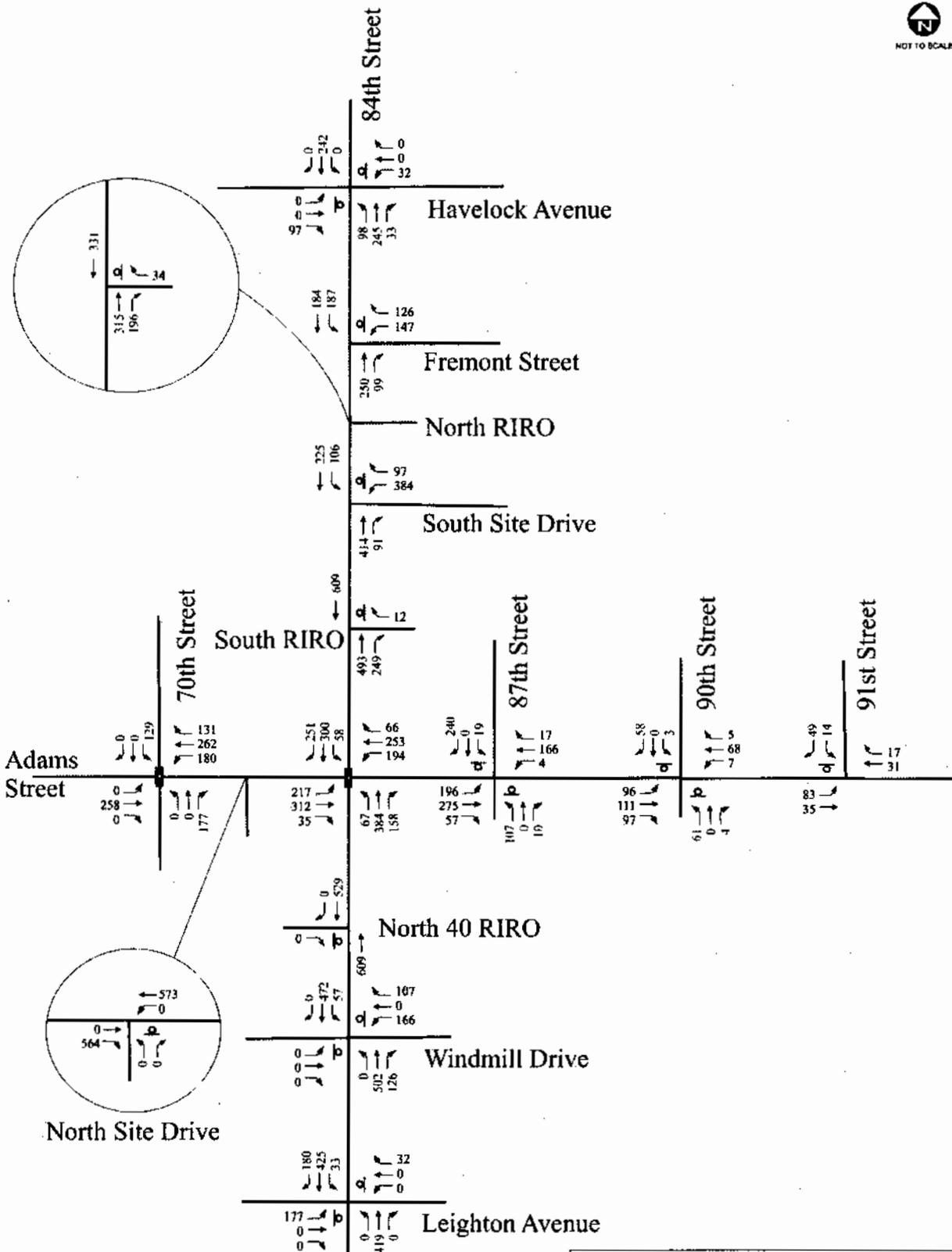


**Legend**  
Study Intersection

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FIGURE 1  
Study Intersections



**Legend**

- Stop Sign
- Traffic Signal
- XX PM Movement Peak Hour Volumes



FIGURE 2  
Prairie Village Peak Hour Site Trips

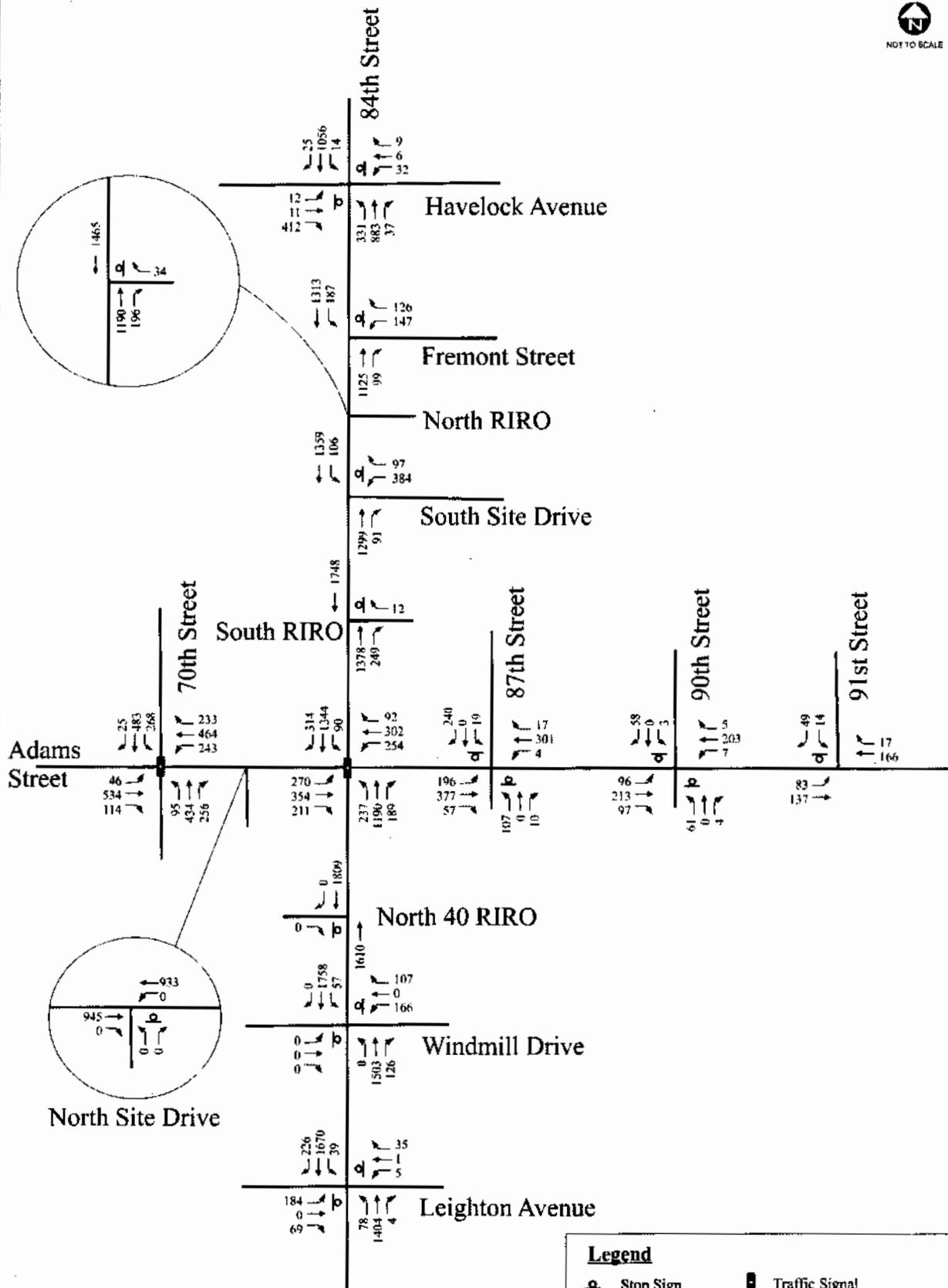


FIGURE 3  
Year 2016 Traffic Volumes with Prairie Village Peak Hour Site Trips

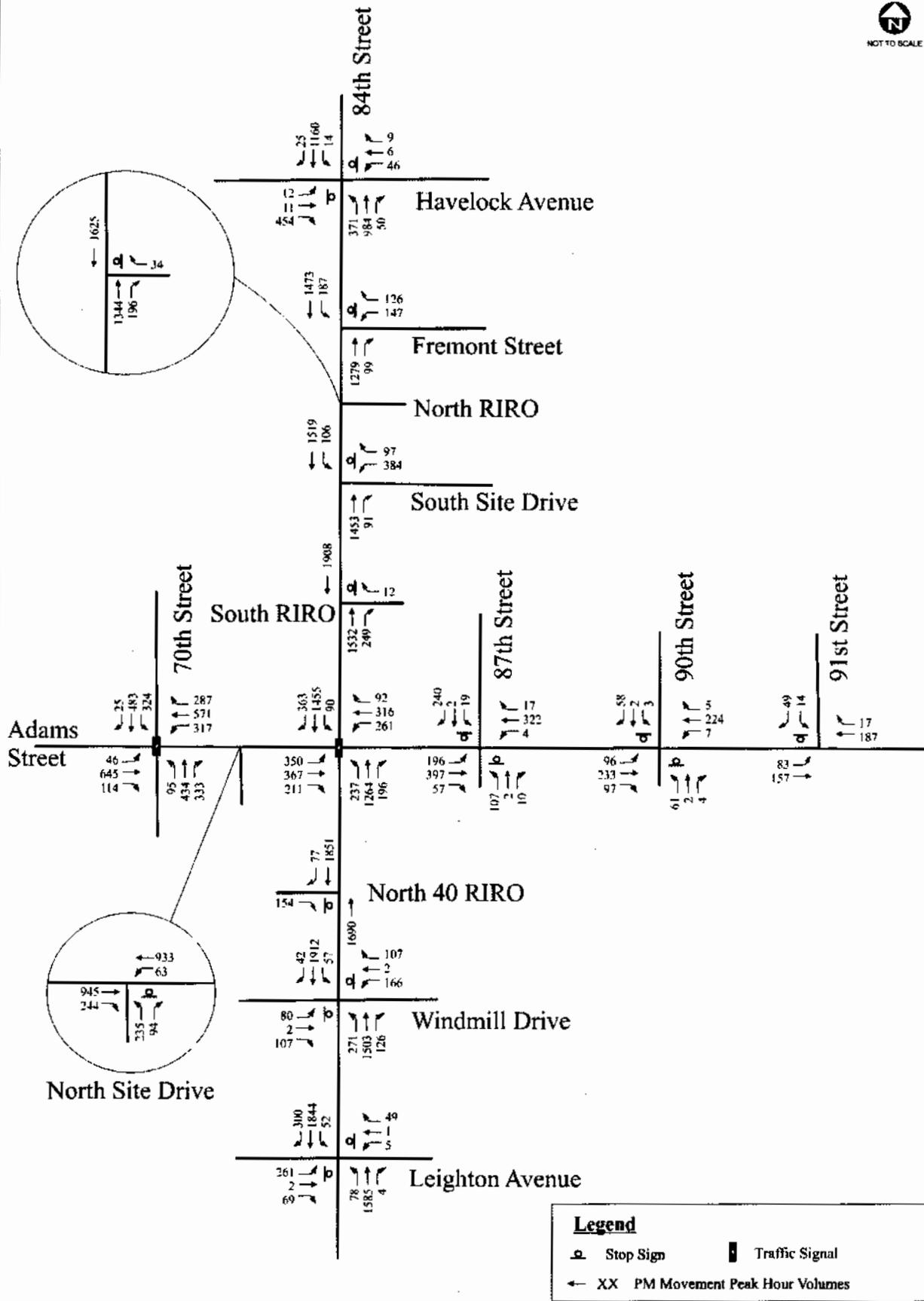
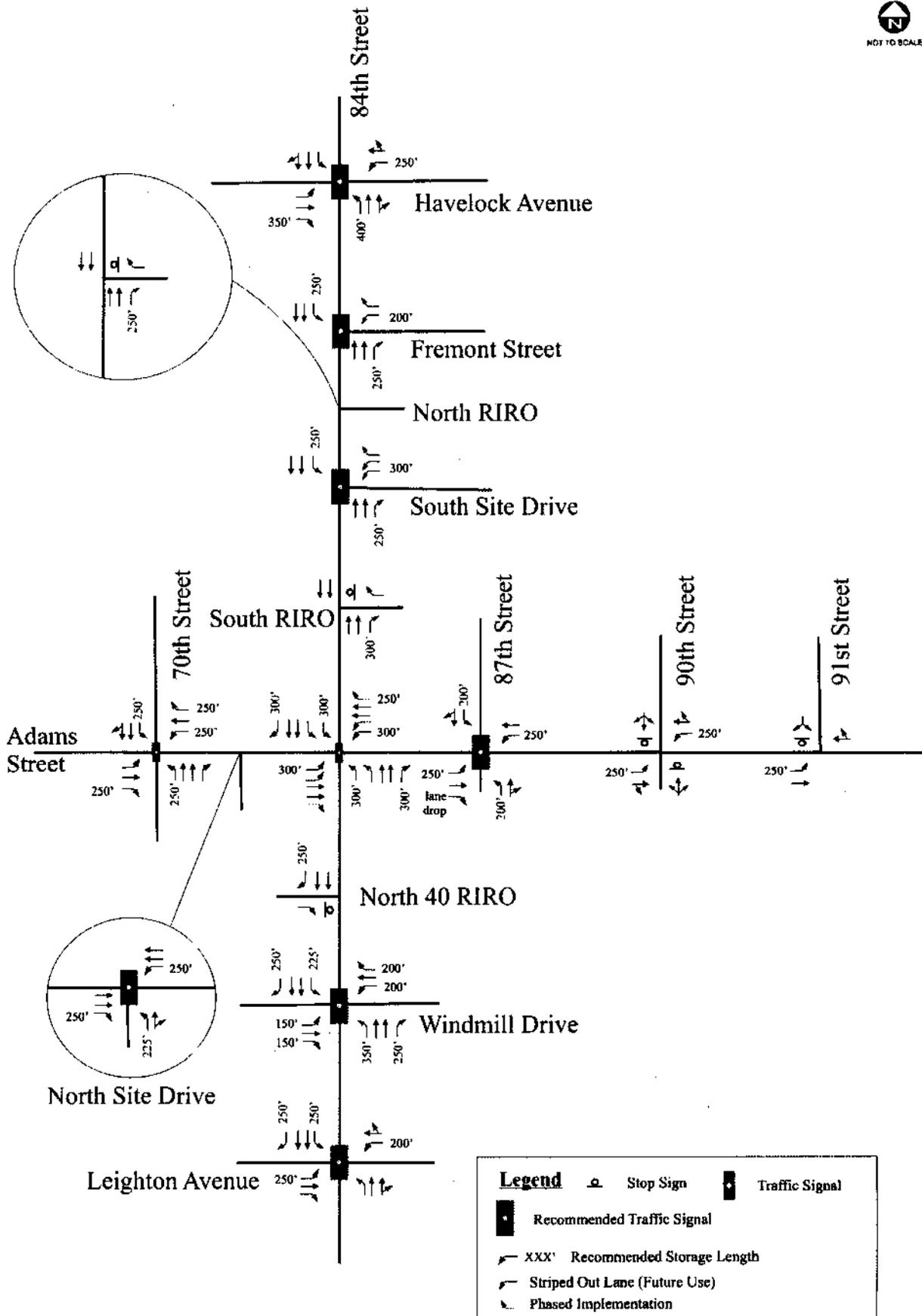


FIGURE 4 Year 2016 Traffic Volumes with Prairie Village and North Forty Peak Hour Site Trips



<b>Legend</b>	Stop Sign	Traffic Signal
	Recommended Traffic Signal	
	XXX' Recommended Storage Length	
	Striped Out Lane (Future Use)	
	Phased Implementation	



FIGURE 5  
Year 2016 Full-Build Geometrics

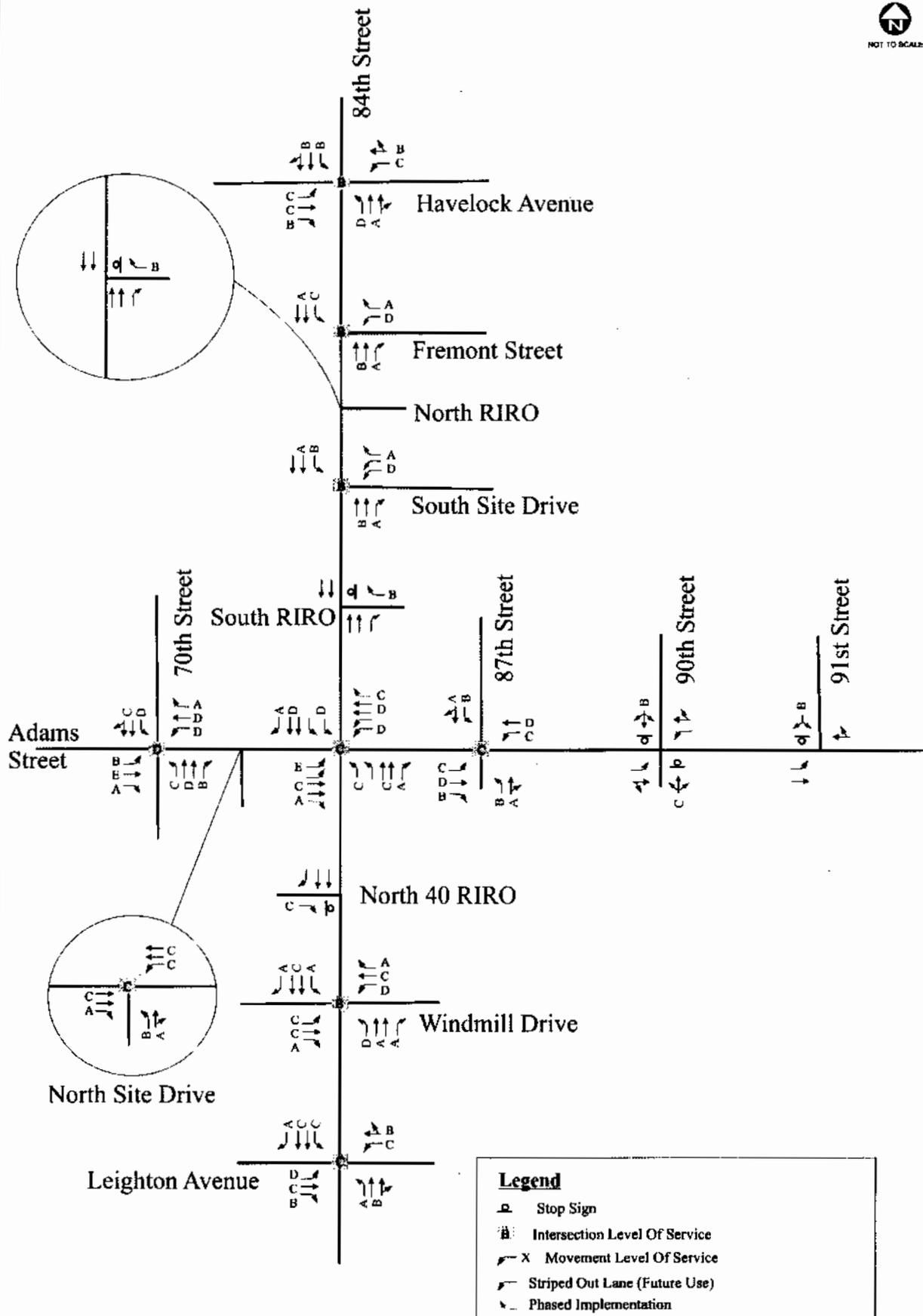


FIGURE 6  
Year 2016 Capacity Analysis Results

# Memorandum

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**To:** Steve Henrichsen, Planning Department

**From:** Chad Blahak, Public Works and Utilities  
Dennis Bartels Public Works and Utilities

**Subject:** Prairie Village North PUD

**Date:** November 20, 2006

**cc:** Randy Hoskins, Roger Figard

Engineering Services has reviewed the submitted plans for the Prairie Village North PUD, located on the northeast corner of 84<sup>th</sup> and Adams Street. Specific detailed plans meeting preliminary plat submittal requirements will need to be submitted and administratively approved prior to the approval of any final plats in this PUD. Development Services has the following comments about this PUD:

**Sanitary Sewer** - The following comments need to be addressed.

(1.1) Public Works approves the concept of a waiver of design standards for construction of sanitary sewer opposite street grades contingent on a more detailed review of specific locations identified in subsequent submittals. Public Works reserves the right to object to specific waiver locations once detailed plans are submitted.

(1.2) Although the general sanitary sewer concept shown is satisfactory for this submittal, specific aspects of the sanitary system will require revision and additional information in subsequent administrative amendment submittals. Some issues include but are not limited to the following comments.

(1.3) The existing 15" sanitary sewer that crosses this property serves a substantial area upstream of this plat. This plat proposes to relocate the existing sewer. A plan will need to be submitted, to the satisfaction of Public Works, detailing how the reconstruction will take place while maintaining service to all properties upstream.

(1.4) The future Stevens Creek Trunk Sewer alignment and associated easements will need to be shown.

**Water Main** - The following comments need to be addressed.

(2.1) The 16" proposed water main in Adams Street from west of 84<sup>th</sup> Street will need to be in place or under construction prior to the approval of any final plat in this PUD.

(2.2) The water mains shown in the area designated as 'Towncenter' are not acceptable as public facilities as they are proposed to be located nearly entirely under proposed parking. If required, these water mains need to be shown as private with the appropriate water meter structure.

**Grading/Drainage** - The following comments need to be addressed.

(3.1) Detailed detention and drainage calculations, in accordance with the Drainage Criteria Manual, will be required with administrative amendments prior to the approval of any final plat of this PUD. If the proposed detention areas shown on this submittal are later found to be inadequate, the street layout may need to be revised.

**Streets/Paving** - The following comments need to be addressed.

(4.1) The conceptual street layout for the residential component of the development is satisfactory for this submittal. Street grade profiles, cross-section details, dimensions, and other information required with preliminary plats will need to be submitted, to the satisfaction of Public Works, with subsequent administrative amendments prior to the approval of any final plats for this PUD.

(4.2) Desired waivers to design standards can be approved administratively and should not be requested until future administrative amendments include detailed design information are submitted. If the waivers are to be approved with this PUD, more detailed information regarding the specific waiver locations and justification for the waivers need to be provided.

(4.5) The Comprehensive Plan shows 84<sup>th</sup> Street as a future six lane divided Roadway with 140' of ROW and 150' of ROW near the Adams Street intersection. There is additional ROW shown to be dedicated with this development, however, dimensions are not shown and it cannot be determined if the correct amount of ROW has been shown.

(4.6) The site plan needs to be revised to show the recommended improvements in 84<sup>th</sup> Street at Adams Street, Drive 'B', and Fremont Street. The financial responsibility for the improvements at Adams Street will need to be assigned in a development agreement prior to this PUD going to City Council. The improvements to Drive 'B' and Fremont Street are the responsibility of the developer.

(4.7) It is assumed that the City has purchased control of access along 84<sup>th</sup> Street except at the existing drive returns. It is the recommendation of Public Works that this access control not be relinquished. The previous version of this development was approved at Planning Commission without the need for the additional right in/right out driveways. The inferred justification for the additional driveways was to relieve internal congestion due to the internal circulation road being located too close to 84<sup>th</sup> Street. It is the recommendation of Public Works that the site plan be redesigned in a manner that relieves internal congestion rather than introduce unnecessary conflict points on what will be a high speed and high volume major arterial street. If the proposed driveways are ultimately approved against Public Works' recommendation, right turn lanes with sufficient length for deceleration and storage need to be shown on the plans and will be the responsibility of the developer.

**General** - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system, and public storm sewer system has been reviewed to determine if the sizing and general method providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-

de-sacs, connection of fire hydrants to the public main, temporary fire hydrant location, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connection storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.

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# M e m o r a n d u m

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**To:** Christy Eichorn, Planning  
**From:** Dennis Bartels, Engineering Services  
**Subject:** Prairie Village North PUD  
**Date:** November 29, 2006  
**cc:** Randy Hoskins  
Roger Figard  
Chad Blahak

The revised change of zone legal descriptions and annexation request for Prairie Village North PUD are satisfactory to Public Works.

For additional information, I have confirmed that there is control of access along 84th Street for the frontage of Prairie Village North. The right turn in and out driveways shown require breaks in this control. Public Works objects to these breaks. The control of access was purchased by Lancaster County as a requirement of the Nebraska Department of Roads when the present paving was constructed. 84th Street is on the National Highway System.

INTER-DEPARTMENT COMMUNICATION



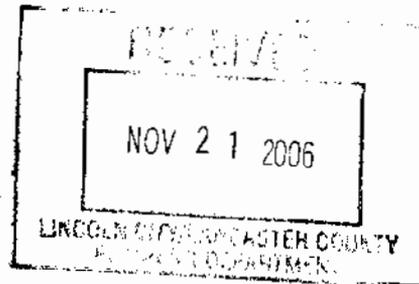
**DATE** November 21, 2006  
**TO:** Steve Henrichsen, City Planning  
**FROM:** Sharon Theobald (Ext. 7640) *ST*  
**SUBJECT:** DEDICATED EASEMENTS DN #33N-89E CZ #05054A

Attached are the coversheet and site plan for Prairie Village North.

**In reviewing the dedicated transmission line or other electrical easements shown on this plat, LES does not warrant, nor accept responsibility for the accuracy of any such dedicated easements.**

Windstream Nebraska, Inc., Time Warner Cable, and the Lincoln Electric System will not require any additional easements at this time.

As identified under item 17 in the General Site Notes, any relocation of existing facilities will be at the owner/developer's expense. However, we believe the second sentence concerning addressing the relocation cost in the Annexation Agreement should be deleted.



ST/nh  
Attachment  
c: Terry Wiebke  
Easement File



**CITY OF LINCOLN**  
NEBRASKA  
MAYOR COLEEN J. SENG  
www.ci.lincoln.ne.us

**PUBLIC WORKS AND  
UTILITIES DEPARTMENT**

**Memorandum**

**Date:** 12/1/2006

**To:** *Christy Eichorn*

**From:** *Devin Biesecker*

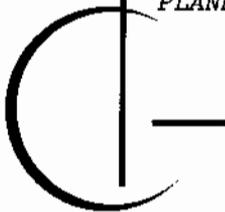
**Subject:** *Prairie Village North*

**cc:** *Chad Blahak, Ben Higgins*

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Below are Watershed Management's comments for the Prairie Village North P.U.D.

1. Any portion of this development resulting in grading in the floodplain must be submitted for review with future amendments to this P.U.D.
2. Stormwater detention is required for this development. Stormwater detention calculations and detention locations must be submitted for review with future amendments to the P.U.D.



# Civil Design Group, Inc.

Consulting Engineers & Land Use Planners  
Civil Design • Site Development • Planning & Zoning

## Proposed Amendment to the Site Specific Conditions for Change of Zone No. 05054A & PUD and Annexation No. 06021

### REMOVE, GENERAL CONDITIONS:

- 4.1.9 ~~Delete comments to the General Notes as addressed in LES memo dated November 21, 2006~~

### AMEND, GENERAL CONDITIONS:

- 4.1.7 Make revisions consistent with Public work – Development Services Division comments, with the exception of two items. 1) To remove the objection to the right-in, right-out movements as shown at Drive "A" and Drive "C" with the understanding that the turn-lanes to accommodate these drives will be the responsibility of the developer and that a sufficient length for deceleration and storage will need to be provided per AASHTO standards. 2) To amend the language in the "Water Main" section of the memo (2.1) to state that the proposed 16" water main in Adams Street from west of 84<sup>th</sup> Street will need to be in place, *under contract*, or under construction prior to the approval of any final plat in the PUD:

### REMOVE, GENERAL CONDITIONS:

- 4.1.30 ~~Remove Drives A and C from the Site Plan.~~

Accepted by Lincoln/Lancaster County Planning Commission:

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Chairperson

Date: \_\_\_\_\_