

FACTSHEET

TITLE: A Resolution approving and adopting a proposed amendment to the **LINCOLN CENTER REDEVELOPMENT PLAN**, requested by the Director of the Urban Development Department, to add the "13th and L Redevelopment Project".

STAFF RECOMMENDATION: A finding of conformance with the Comprehensive Plan.

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 11/18/09
Administrative Action: 11/18/09

RECOMMENDATION: A finding of conformance with the Comprehensive Plan (8-0: Partington, Taylor, Cornelius, Lust, Francis, Esseks, Larson and Sunderman voting 'yes'; Gaylor Baird absent).

FINDINGS:

1. The purpose of this proposed amendment to the **Lincoln Center Redevelopment Plan** is to add the "13th and L Redevelopment Project" to strengthen Downtown as the employment center with the construction of a new commercial complex, with retail on the first floor and office on the floors above. The Project Area is located on the block bounded by 13th, 14th, K and L Streets. The Project encompasses approximately a 1/4 block area and includes the demolition of two existing buildings – one at the southeast corner of S. 13th Street and L Street, and the multiple-family dwelling to the east.
2. The staff recommendation to find the proposed amendment to be in conformance with the Comprehensive Plan is based upon the "Analysis" as set forth on p.5-6, concluding that the land uses described in the proposal are in general conformance with the Comprehensive Plan and some of the general goals of the Downtown Master Plan. The staff presentation is found on p.7-8.
3. Testimony in support by the developer is found on p.8-9.
4. There was no testimony in opposition.
5. Commissioner Esseks raised a concern about removal of the dwelling units and thus removal of some affordable housing in Downtown (See Minutes, p.7-9).
6. On November 18, 2009, the Planning Commission agreed with the staff recommendation and voted 8-0 to find the proposed amendment to the **Lincoln Center Redevelopment Plan** to be in conformance with the 2030 Comprehensive Plan (Comprehensive Plan Conformance No. 09012).

FACTSHEET PREPARED BY: Jean L. Preister

DATE: December 7, 2009

REVIEWED BY: _____

DATE: December 7, 2009

REFERENCE NUMBER: FS\CC\2009\CPC.09012 Redev Plan

LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

for NOVEMBER 18, 2009 PLANNING COMMISSION MEETING

- PROJECT #:** Comprehensive Plan Conformance No. 09012
- PROPOSAL:** Add a redevelopment project to the Lincoln Center Redevelopment Plan (see attached proposed amendment to the Lincoln Center Redevelopment Plan for the 13th and L Redevelopment Project)
- LOCATION:** Southeast corner of S. 13th Street and L Street.
- LAND AREA:** 0.49 acres (excluding ROW)
- CONCLUSION:** A generic concept plan was submitted with the proposed land uses (see "Exhibit -IV-160"). The proposed amendment states that the site will include retail, a drive-through, and parking. The land uses described in the proposal are in general conformance with the 2030 Comprehensive Plan and some of the general goals of the Downtown Master Plan.

RECOMMENDATION: In conformance with the Comprehensive Plan.

GENERAL INFORMATION:

- LEGAL DESCRIPTION:** Lots 4-6, Block 97, Lincoln Original, Lancaster County, Nebraska.
- EXISTING ZONING:** B-4 Lincoln Center Business District
- EXISTING LAND USE:** Printing shop, restaurant, and multiple-family dwelling.

SURROUNDING LAND USE AND ZONING:

- North: B-4 Lincoln Center Business District: one-story bank branch
- South: B-4 Lincoln Center Business District: parking and one-story office building
- East: B-4 Lincoln Center Business District: two-story office building
- West: B-4 Lincoln Center Business District: three-story office building

COMPREHENSIVE PLAN SPECIFICATIONS:

The 2030 Comprehensive Plan Future Land Use map shows this area as Commercial. (P. 19)

Commercial: Areas of retail, office and service uses. Commercial uses may vary widely in their intensity of use and impact, varying from low intensity offices, to warehouses, to more intensive uses such as gas stations, restaurants, grocery stores or automobile repair. Each area designated as commercial in the land use plan may not be appropriate for every commercial zoning district. The appropriateness of a commercial district for a particular piece of property will depend on a review of all the elements of the Comprehensive Plan. (P. 16)

Downtown Lincoln is the heart of our community, a unique common ground for all Lincoln and Lancaster County residents. At the same time, Downtown Lincoln belongs to all residents of Nebraska because “downtown” is synonymous with the University of Nebraska, state government, and the State Capitol building. This state-wide ownership has strong economic implications, and for that reason, as well as the desire to maintain downtown as the “heart” of the community, the Comprehensive Plan will ensure that downtown remains a special place. The Plan will seek to preserve vistas and institutions of cultural importance, to reinforce the district as a center of entertainment, and to promote a rich diversity of activities and uses, including housing, education, government, offices and commerce. (P. 7)

Many activities of daily living should occur within walking distance. Neighborhoods should include homes, stores, workplaces, schools and places to recreate. Interconnected networks of streets, trails and sidewalks should be designed to encourage walking and bicycling, reduce the number and length of automobile trips, conserve energy and for the convenience of the residents. (P. 10-11)

Transit, pedestrian, and bicycle networks should maximize access and mobility to provide alternatives and reduce dependence upon the automobile. (P. 11)

Streets and public spaces should be safe, comfortable, and interesting to the pedestrian. Properly configured, they encourage walking and enable neighbors to know each other and protect their communities. The street network should facilitate calm traffic conditions, provide multiple connections within and between neighborhoods, using neighborhood development aspects such as four way intersections of residential streets, multiple connections to arterial streets, and reduced block lengths. (P. 11)

Development in the existing and expanded Downtown will maintain the urban environment, including a mix of land uses and residential types. Higher density development with parking areas at the rear of buildings or on upper floors of multi-use parking structures is encouraged. (P. 37)

This area is identified as a “Regional Center” for commerce. (P. 41)

Among existing Regional Centers, Downtown Lincoln stands as a unique community resource. Downtown is the county’s most intensive center of activity, offering a broad mix of retail, office, industrial, residential, and governmental uses. It is home to numerous public facilities — including the Nebraska State Capitol, the University of Nebraska-Lincoln’s main campus, and County-City Building — as well as private endeavors— including financing, insurance, and other business services. Downtown Lincoln has historically served as the community’s dominant center of entertainment. (P. 42)

Streets and public spaces should be designed within each center to enhance pedestrian activity and support multiple modes of transportation. Commerce Centers should have convenient access to the major roadway system and be supported by roads with adequate capacity. (P. 47-48)

Encourage mixed-use commercial centers, including residential uses on upper floors and at the rear of commercial buildings. (P. 49)

Pedestrian Districts - These areas are typically located in settings where people go to walk around, shop, eat, or conduct business. These districts attract large numbers of pedestrians on a regular basis. They include the Downtown (along with the main campus of the University of Nebraska-Lincoln), University Place, College View, and Havelock. Pedestrian level of service standards in these areas should be high. These areas should have direct, continuous sidewalks with safe street crossings. Visual interest and amenities should serve to attract people to these districts. Future large scale, mixed-use activity districts should be considered members of this category of pedestrian activity centers. (P. 91)

DOWNTOWN MASTER PLAN SPECIFICATIONS:

A Mix of Uses

The framework encourages mixed use development wherever feasible. Mixed-use buildings with housing on upper floors support the retail uses on their ground floors, and benefit from nearby transit services. (P. 20)

This area is identified as “Office” for the main first floor use in the Downtown Master Plan Land Use Framework. (P. 20)

This block is identified as part of the “K and L Office Corridor”. (P. 36)

K and L Streets

Provides for expansion of financial and other office uses along this corridor. (P. 36)

New Two-way Street Segments

Rerouting of streets to improve downtown access. (P. 46)

New Two-way Street Segments

Revitalization of downtown Lincoln requires a reassessment of the role traffic plays. Is it important to simply move traffic in and out of the employment center as quickly as possible? With new mixed residential, retail and entertainment uses planned for downtown, the free flow of auto traffic must be balanced with livability and economic viability issues for the desired revitalization to occur.

For years, traffic movement was evaluated by how short a delay occurred in downtown for morning and afternoon rush hour drivers. To reduce delays, many streets were converted to one-way; this reduced conflicting auto movements and increased both roadway capacity and traffic signal “green” time.

Recently, it has been recognized that these automobile-oriented operational changes have created a domino effect of disadvantages. Selected conversion of street segments from one-way to two-way has potential benefits to the revitalization of Downtown. Such conversions improve the marketability of development sites by enhancing drive-by exposure and creates a feeling among pedestrians of a more welcoming walking environment. (P. 47)

Downtown Vitality and Revitalization

One-way streets have a negative affect on storefront exposure for businesses that rely on drive-by traffic. To being with, potential exposure to through traffic is cut by 50%, and this deleterious effect may be further exacerbated depending on the retail use.

For instance, a restaurant that is open only during evening hours accrues little benefit from drive-by exposure if peak hour traffic occurs only during morning commutes.

Conversion to two-way traffic is proposed for the following streets:

.. 13th Street - between O to K Street. (P. 48)

Downtown Bus Shuttle System

Route B is shown on S. 13th adjacent to this site. (P. 61)

Route B

Connections between the Capitol, the core business district, the Haymarket, P Street primary retail, and the Q Street multi-modal center. (P. 62)

LINCOLN DOWNTOWN DESIGN STANDARDS SPECIFICATIONS:

4.1 Site Development

- c. Any on-site surface parking shall be paved and must be screened with plant materials, masonry walls, or masonry and wrought iron (not chain-link) fences, or some combination thereof, to provide at least a 90% screen from grade to three feet above the grade.
- d. Parking shall be set back six feet from the property line if only plant materials are used for screening or set back three feet if fence or wall are used.
- e. Parking and driveways between a building and the street are prohibited with two exceptions:
 - 1. hotels may offer drop-off lanes at their principal entrance; and
 - 2. buildings situated on a parcel occupying an entire blockface may be built to one corner (fronting two streets) and may offer screened parking behind and/or beside the building.
- f. Drive-through lanes, if used, must be located behind or beside buildings, and are prohibited between the building and streets. (P. 3.76-3)

4.2 Building Features

- b. Parking structures and lots:
 - 2. Any ground-floor parking in structures must be screened from public sidewalks.
 - 3. Entrances and exits shall be located and grouped to minimize curb cuts and other interruptions of pedestrian movement on sidewalks. (P. 3.76-4)
- d. Entrances and first floor windows:
 - 1. Buildings shall have at least one principal entrance that faces the street. Buildings on corners or with multiple street frontages may have a single principal entrance, which must face a street. (P. 3.76-4)

4.3 Additional Pedestrian Considerations

- a. To minimize interruptions of and conflicts with the pedestrian routes across adjacent sidewalks, garage doors and service bays shall not open directly onto sidewalks, but instead shall be oriented toward alleys or toward the interior of the lot. One service bay shall be permitted facing a sidewalk if a building has no alley access.
- b. Sidewalk cafes and other high-quality amenities including street furniture are encouraged in Downtown Lincoln and shall be designed and located to minimize interruption of clear, direct pedestrian routes.
- c. Dumpsters, service docks, transformers, and other necessary fixtures shall be located and screened so as not to be visible from adjacent sidewalks. (P. 3.76-5)

ANALYSIS:

- 1. The proposal encompasses approximately a 1/4 block area and includes the demolition of two existing buildings; one at the southeast corner of S. 13th Street and L Street and the multiple-family dwelling to the east.
- 2. The land uses proposed are generally consistent with the Comprehensive Plan, the Downtown Master Plan, and the B-4 Lincoln Center Business District.
- 3. The proposal mentions a drive-through. The drive-through and all other development on this block is subject to the Lincoln Downtown Design Standards (Chapter 3.76).
- 4. This block is within the Capitol Environs District and is subject to all requirements related thereto.

5. The project proposes to remove 27 dwelling units and has no plans to replace them at this time. The developer “may consider” adding a residential component to the project. The Downtown Master Plan encourages additional residential development throughout downtown.
6. The Downtown Master Plan mentions transforming S. 13th Street into a two-way street adjacent to this project. While this proposal does not include such a change, it does not appear to preclude two-way traffic in the future.

Prepared by:

Brandon M. Garrett, AICP
Planner

DATE: November 12, 2009

APPLICANT: David Landis, Director
City of Lincoln Urban Development Department

CONTACT: Hallie Salem
City of Lincoln Urban Development Department
808 P Street, Ste. 400
Lincoln, NE 68508
402-441-7866

COMPREHENSIVE PLAN CONFORMANCE NO. 09012

PUBLIC HEARING BEFORE PLANNING COMMISSION:

November 18, 2009

Members present: Partington, Taylor, Cornelius, Lust, Francis, Esseks, Larson and Sunderman; Gaylor Baird absent.

Ex Parte Communications: None.

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

Staff presentation: **Brandon Garrett of Planning staff** explained that this application for conformance with the Comprehensive Plan is for a project at 13th & L Streets. Garrett submitted a revised map for Exhibit IV-159 and Exhibit IV-160 from the Urban Development Department.

This proposed project, known as the “13th and L Redevelopment Project” is approximately one-half acre located at 13th & L Streets, where there is currently a one-story commercial building (a printing company and a restaurant); to the east there is a 27-unit multi-family dwelling building. The proposal was not specific as to the square footage of land use, but the staff understands that the developer is seeking proposals from interested parties as to the ultimate use such as office or perhaps bank type of use with some parking, leaving open the opportunity for residential use in the future.

Esseks noted that the staff report conclusion indicates that the proposed land use is in general conformance with the Comprehensive Plan and some of the general goals of the Downtown Master Plan. He wanted a description of the term “some” of the general goals of the Downtown Master Plan and whether the proposal is in conflict with any of the Downtown Master Plan goals. Garrett suggested that possibly he should have used the term “most”, but the land use plan of the Downtown Master Plan shows this area as future office, and this proposal appears to be consistent with that, with the upper stories being office or residential. The minor conflict appears to be that, in general, the Downtown Master Plan encourages additional residential development. In this case, we already have existing residential development, but it appears that those 27 dwelling units would be removed with this proposal. There is no specific mention in this proposal for replacing those dwelling units, but that opportunity does remain in place.

Esseks observed that the apartment building looks to be in reasonably good shape and wondered whether there are plans to develop residential units in that same area or someplace else in the downtown. He believes there should be compensating residential development for these units that will be lost. Garrett does not believe the Comprehensive Plan nor the Downtown Master Plan have any specific policy or regulation that would require that type of mitigation or compensation for displacing units; however, the Downtown Master Plan does strongly encourage additional residential development.

Garrett could not speak to the quality of the apartment building.

Proponents

1. Wynn Hjernstad of the Urban Development Department explained that the total project cost is estimated at 6.5 million dollars; it will be a public/private partnership and will generate approximately \$830,000 in Tax Increment Financing that would be put back into the project location, including demolition, site preparation, utility work, streetscape, alley improvements, potential energy improvements to the new building, etc. Other details that still need to be worked out include a determination as to whether changes will be needed to reconfigure off-street parking, drop-off areas, loading zone and access points to accommodate the traffic flow in the area. Urban Development and the developer will be working with Public Works on these issues.

Hjernstad stated that other considerations that need to be included as this moves forward include compliance with the Capitol Environs regulations and the Downtown design standards.

As far as consistency with the Downtown Master Plan, Hjernstad pointed out that this block is designated for office in the Downtown Master Plan and offices are included in this project as well as street level retail, which is also a goal in the Comprehensive Plan and the Downtown Master Plan. Therefore, she believes this project does meet the intent of the Downtown Master Plan.

Hjernstad then reviewed the next steps, which include a finding of conformity by the City Council and continuing to work with the developer on the redevelopment agreement, which also requires Council approval.

As far as the condition of the apartment complex, Hjernstad stated that the inside of the building is not in such good condition. It does meet minimum code, but just barely. It has been red-tagged in the past and has been repaired. In fact, one of the units is totally uninhabitable and it is cost-prohibitive to repair it.

Lust noted that one of the statutory elements listed is that the project may involve the acquisition of property. Does the developer not already own all of the property? Hjernstad stated that the developer does in fact own the property. The term “acquisition” is a common use of Tax Increment Financing and can also include such things as lease buy-downs.

2. Frank Sidles stated that his family is the owner of this property and they have met with the Nebraska Capitol Environs Commission and have proceeded with outlining the intent of this project. At the present time, they are looking for a ground floor area that might house a financial institution – possible drive-thru areas – and they are considering a minimum of three floors, with four being the maximum. The Nebraska Capitol Environs Commission regulations limit the height to 57' so putting up a five-story building would not be possible.

Sidles stated that the apartment building was built in about 1910-1912 as a two-story apartment building. Subsequently, an additional two stories were added, probably unfortunately, because the work creating the contiguity between the two stories was not done very well on the inside. The maintenance is very expensive. Tenants just do not take care of it because it is such an old building. They are not going to repair it because the cost is prohibitive. If they do not get this project going, at some point down the road they would probably tear down this building.

Lust asked Sidles to respond to the staff's suggestion that residential units be considered. Sidles indicated that they have indeed considered it and looked at putting some units on the fourth floor, but the rents would have to be at least two or three times higher. He is not certain at this particular point in time that one floor of residential on top of two floors of commercial works economically. In fact, at this particular time, it probably doesn't quite fit into the plan.

There was no testimony in opposition.

Staff questions:

Esseks inquired of staff whether the Downtown Master Plan has an element to preserve housing opportunity at reasonable rents. Garrett did not recall whether that is mentioned specifically. There may be general statements about affordable housing, but he would have to research it.

ACTION BY PLANNING COMMISSION:

November 18, 2009

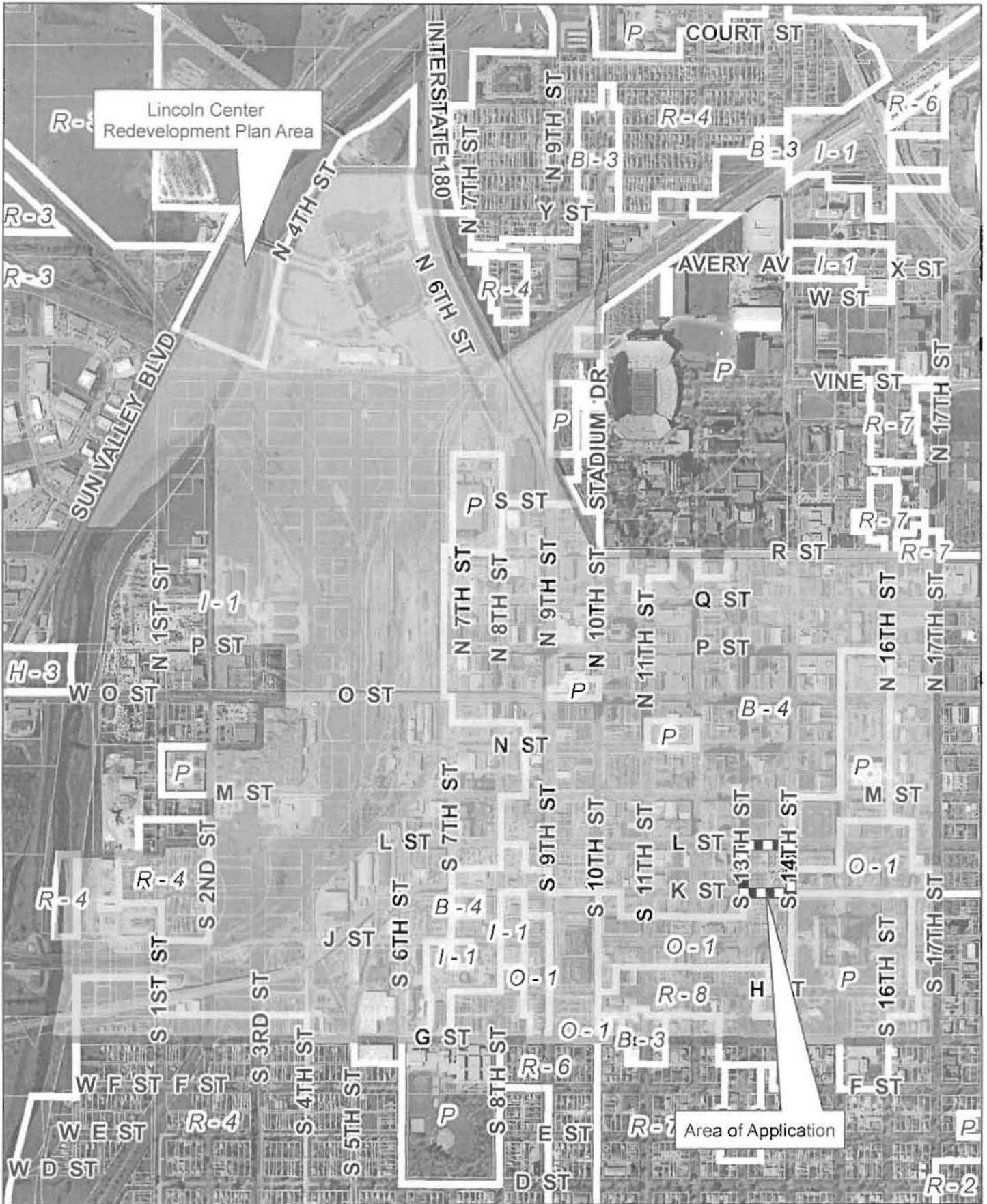
Larson moved a finding of conformance, seconded by Francis.

Cornelius commented that this sounds like an opportunity for the area and it does eliminate some housing units but does not close the door entirely as far as residential. He is not sure about the language of preserving affordable housing in the Downtown Master Plan, but he does not know that there is benefit in trying to maintain dilapidated housing. He will support the motion.

Esseks agreed with Cornelius.

Sunderman pointed out that the Downtown Master Plan shows office on this block and there is some retail in use at this point in time. It appears that this project will continue the type of uses that are there and keep the residential opportunity in place.

Motion for a finding of conformance with the Comprehensive Plan carried 8-0: Partington, Taylor, Cornelius, Lust, Francis, Esseks, Larson and Sunderman voting 'yes'; Gaylor Baird absent. This is a recommendation to the City Council.



**Comp Plan Conformance #09012
13th & L Redevelopment Project**

010



	Zoning Jurisdiction Lines
	City Limit Jurisdiction

2007 aerial

**Proposed Amendments to the Lincoln Center Redevelopment Plan for the
13th and L Redevelopment Project**

Section III

13th and L Redevelopment Project Area

The 13th and L Redevelopment Project Area is located on the block bounded by 13th, 14th, K, and L Streets, and is comprised of lots 4 to 6 of Block 97, Lincoln Original, the adjacent east-west alley including the returns, and adjacent public rights-of-way to the property lines on the north side of L from the west side of 13th to the east side of 14th Streets, and west side of 13th Street from the south Side of K to the north side of L Street. The goal of this project is to strengthen Downtown Lincoln with the construction of a new commercial complex. This project will remove blighted and substandard conditions and will make a positive contribution to the continued revitalization of Downtown Lincoln. City support may include acquisition, demolition, and site preparation; utility improvements; street, streetscape, alley, and other public right-of-way improvements; façade improvements; parking and related amenities; energy improvements; and, other related public improvements.

Section IV

U. 13th and L Redevelopment Project Area

Revitalization Project Description

The 13th and L Redevelopment Project Area is located on the block bounded by 13th, 14th, K, and L Streets, and is comprised of lots 4 to 6 of Block 97, Lincoln Original, the adjacent east-west alley including the returns, and adjacent public rights-of-way to the property lines on the north side of L from the west side of 13th to the east side of 14th Streets, and west side of 13th Street from the south Side of K to the north side of L Street (See Exhibit IV - 158). The goal of this project is to strengthen Downtown Lincoln as the employment center of the City with the construction of a new commercial complex, with retail on the first floor and office on the floors above. This project will remove blighted and substandard conditions and will make a positive contribution to the continued revitalization of Downtown Lincoln.

City support may include acquisition, demolition, and site preparation; utility improvements; street, streetscape, alley, and other public right-of-way improvements; façade improvements; parking and related amenities; energy improvements; and, other related public improvements.

The project is consistent with the goals of the Lincoln Center Redevelopment Plan. Project improvements correspond to several of the Downtown Redevelopment Goals identified in the Lincoln Center Redevelopment Plan. The redevelopment project addresses these goals by accomplishing the following:

- encouraging private redevelopment in Downtown Lincoln;
- encouraging the development of a vibrant retail presence;
- encouraging pedestrian traffic through enhanced pedestrian amenities;
- encouraging developers to seek Leadership in Energy and Environmental Design (LEED) Certification on new construction;
- encouraging development that is consistent and complementary to existing land uses, architectural styles, and building materials found Downtown; and,
- supporting Downtown business recruitment efforts.

The project is also consistent with the Downtown Master Plan Future Land Use and Employment Frameworks that designate this block as office, helping to accommodate the projected demand for an additional 2.3 million square feet of office space by 2025. The project does not conflict with proposed public right of way changes in the Plan, including the proposed two-way traffic on 13th Street south of O Street.

Statutory Elements

The 13th and L Redevelopment Project may involve acquisition, demolition, sales, or reconveyances as provided by law and consistent with the plan. The City may acquire property for public infrastructure and other needs. Exhibit IV-160 identifies the proposed uses in the project area.

The developer may consider constructing residential units as part of the commercial complex in the future, but is planning on constructing office and retail space at this time. The 27 residential units which exist within the boundaries today are not scheduled to be replaced.

Land coverage will be altered in the project area with the demolition of two buildings and their parking lots, and construction of one building, generally to the property lines. The ground floor is expected to house retail, drive through, and parking uses, with the upper floors cantilevered over the ground floor. The overall project will be of a higher density than that which exists today.

The existing street system within the project area will not be changed as a result of this project, except for the possible reconfiguration of on-street parking, drop off areas, loading zones, access points, and/or other configurations to accommodate the traffic flow into and around the development. Changes have been discussed and will be reviewed and approved by the Public Works Department before entering into the redevelopment agreement.

Parking in the adjacent area includes the Carriage Park (704-stall) public garage. Various on-street parking configurations are in the project area. The project will rely on public and private parking facilities, on-street parking stalls, and an approximately 20-stall parking facility constructed on site.

The area is located within the downtown B-4 business zone that allows for a wide range of uses, including the commercial development being proposed. Zoning will remain unchanged as a result of this project.

Proposed Costs and Financing

The estimated total cost to implement this private redevelopment project is \$6.5 million. The source of funds for public improvements will be Community Improvement Financing (commonly referred to as Tax Increment Financing or TIF), estimated to be \$830,000 (developer-purchased), generated from the private development within the project area.

Funding sources and uses will be negotiated as part of the redevelopment agreement, subject to approval by the Mayor and City Council.



Exhibit IV - 158

Project Area with Existing Parcel Layout



13th & L Redevelopment Project Area

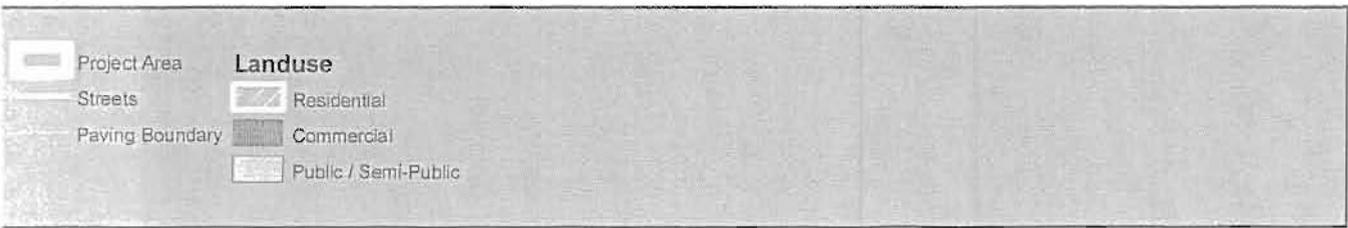
Lincoln Center Redevelopment Area

Created/Compiled by
The City of Lincoln, LCD
Created/Compiled on: 10/19/2009





Exhibit IV - 159
 Project Area with Current Landuse



13th & L Redevelopment Project Area

Lincoln Center Redevelopment Area

014



Created/Compiled by:
 The City of Lincoln: UDD
 Created/Compiled on: 10/19/2009

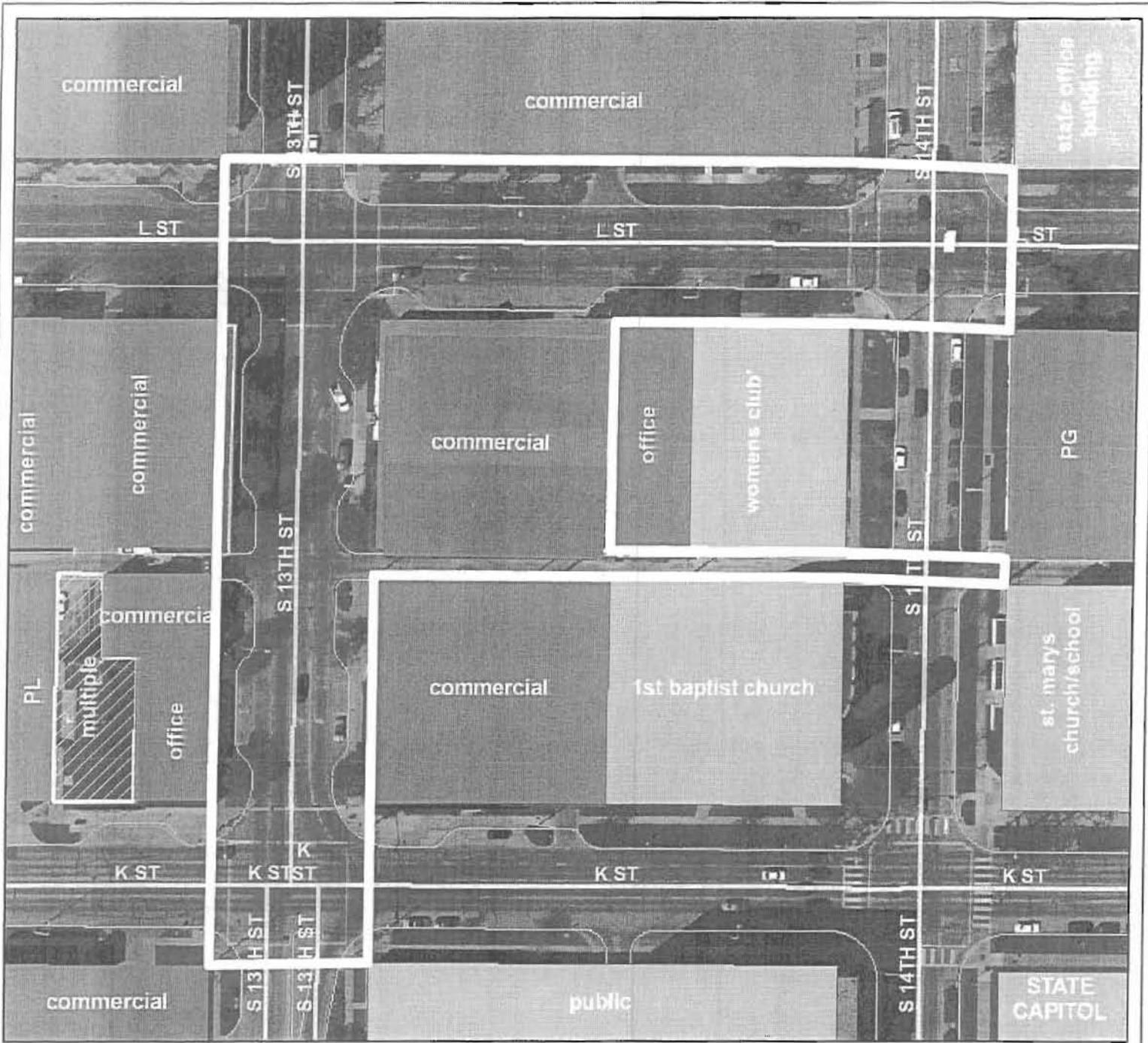
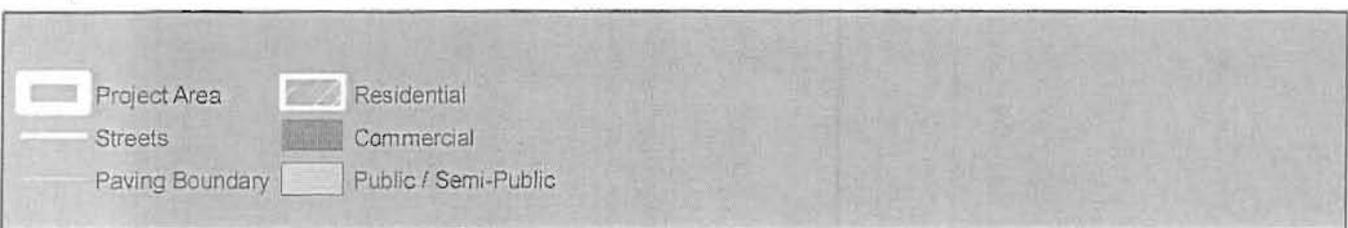


Exhibit IV - 160
 Project Area with Future Landuse



13th & L Redevelopment Project Area

015

Lincoln Center Redevelopment Area

Created/Compiled by:
 The City of Lincoln: UDD
 Created/Compiled on: 10/19/2009





Application Information	
Application #	131172
Title	13TH AND L REDEVELOPMENT PROJE
Associated Requests	

Planning Department Use Only	
Submission Date	10/21/2009
Review Due	10/31/2009
Project Planner	Brandon Garrett

Review Comments					
Planning	<input checked="" type="radio"/> Corrections Needed for Review <input checked="" type="radio"/> Recommend Approval <input type="radio"/> Insufficient Information for Review <input type="radio"/> No Review Required <input type="radio"/> Recommend Denial <input type="radio"/> Recommend Approval with Conditions				
County Health (Chris Schroeder)	<input type="radio"/> Corrections Needed for Review <input type="radio"/> Recommend Approval <input type="radio"/> Insufficient Information for Review <input type="radio"/> No Review Required <input type="radio"/> Recommend Denial <input type="radio"/> Recommend Approval with Conditions <input type="radio"/> Recommend	The provided documentation indicates that the developer may consider including residential units as part of the commercial complex. The LLCMD advises that locating residential uses in close proximity to commercial uses can create problems relative to noise pollution. If residential uses are included in the commercial complex, careful consideration should be given to the types of allowed commercial uses.			
Development Review Manager (Steve Henrichsen)	<input type="radio"/> Corrections Needed for Review <input type="radio"/> Recommend Approval <input type="radio"/> Insufficient Information for Review <input type="radio"/> No Review Required <input type="radio"/> Recommend Denial <input type="radio"/> Recommend Approval with Conditions <input type="radio"/> Recommend				
LES (Mike Petersen)	<input type="radio"/> Corrections Needed for Review <input type="radio"/> Recommend Approval <input type="radio"/> Insufficient Information for Review <input type="radio"/> No Review Required <input type="radio"/> Recommend Denial <input type="radio"/> Recommend Approval with Conditions <input type="radio"/> Recommend	Will continue to monitor project and work with developer as plans progress			
Public Works (Bruce Briney)	<input type="radio"/> Corrections Needed for Review <input type="radio"/> Recommend Approval <input type="radio"/> Insufficient Information for Review <input type="radio"/> No Review Required <input type="radio"/> Recommend Denial <input type="radio"/> Recommend Approval with Conditions <input type="radio"/> Recommend				
Public Works (Buff Baker)	<input type="radio"/> Corrections Needed for Review <input type="radio"/> Recommend Approval <input type="radio"/> Insufficient Information for Review <input type="radio"/> No Review Required <input type="radio"/> Recommend Denial <input type="radio"/> Recommend Approval with Conditions <input type="radio"/> Recommend	Engineering Services has met with the Developer, other Public Works and Urban Development representatives for the initial discussions on this development. The discussions on drive locations, possible alley vacation and sight distance issues for Public Safety were topics. Our department feels that this is a viable project worth pursuit at this location on the SE Corner at 13th and L Streets.			
Public Works (Dennis Bartels)	<input type="radio"/> Corrections Needed for Review <input type="radio"/> Recommend Approval <input type="radio"/> Insufficient Information for Review <input type="radio"/> No Review Required <input type="radio"/> Recommend Denial <input type="radio"/> Recommend Approval with Conditions <input type="radio"/> Recommend				
Windstream (Jeff Schlake)	<input type="radio"/> Corrections Needed for Review <input type="radio"/> Recommend Approval <input type="radio"/> Insufficient Information for Review <input type="radio"/> No Review Required <input type="radio"/> Recommend Denial <input type="radio"/> Recommend Approval with Conditions <input type="radio"/> Recommend	The documents attached are insufficient to assess the possible impact upon our facilities within the redevelopment area. Windstream has facilities to each of the affected lots as well as within the alleyway. Please notify Windstream when more detailed plans become available.			
Law Department (Rick Peo)	<input type="radio"/> Corrections Needed for Review <input type="radio"/> Recommend Approval <input type="radio"/> Insufficient Information for Review <input type="radio"/> No Review Required <input type="radio"/> Recommend Denial <input type="radio"/> Recommend Approval with Conditions <input type="radio"/> Recommend				