City Council Introduction: **Monday**, July 15, 2013
Public Hearing: **Monday**, July 22, 2013, at **3:00** p.m. Bill No. 13-83

FACTSHEET

TITLE: **CHANGE OF ZONE NO. 07060A,** an amendment to the **Wilderness Heights Planned Unit Development**, requested by West Dodge Place, on property generally located at the southeast corner of South 40th Street and Yankee Hill Road.

STAFF RECOMMENDATION: Conditional Approval.

ASSOCIATED REQUESTS: Amendment No. 1 to the Wilderness Heights Conditional Annexation and Zoning Agreement (Bill #13R-158)

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 06/26/13
Administrative Action: 06/26/13

RECOMMENDATION: Conditional Approval (7-0: Beecham, Cornelius, Corr, Hove, Lust, Scheer and Sunderman voting 'yes'; Weber absent).

FINDINGS OF FACT:

1. This is a request to amend the **Wilderness Heights Planned Unit Development** to allow motorized vehicle sales and service, and to rezone a portion of the PUD from B-2 Planned Neighborhood Business District PUD to R-3 Residential, on property generally located at the southeast corner of South 40th Street and Yankee Hill Road.

2. The staff recommendation of conditional approval is based upon the "Analysis" as set forth on p.4-5, concluding that the subject property is isolated by two arterial streets and a drainageway to the east, limiting accessability and connections to planned residential uses. The land to the east and south has not yet been developed, so the impact to existing abutting property owners will be minimal. The applicant has agreed to provide additional landscaping around the display area to help soften the impact of the extensive amount of paved area. This application is in conformance with the Comprehensive Plan. The staff presentation is found on p.8.

3. The applicant's testimony is found on p.9.

4. There was no testimony in opposition.

5. On June 26, 2013, the Planning Commission agreed with the staff recommendation and voted 7-0 to recommend conditional approval.

6. The conditions of approval are found on p.5-7. Condition No. 1 requires that the developer sign an amendment to the Wilderness Heights Conditional Annexation and Zoning Agreement, which is being introduced as Bill #13R-158.

FACTSHEET PREPARED BY: Jean L. Preister **DATE**: July 9, 2013

REVIEWED BY: Marvin Krout, Director of Planning **DATE**: July 9, 2013

REFERENCE NUMBER: FS\CC\2013\CZ07060A PUD+

LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

for JUNE 26, PLANNING COMMISSION MEETING

PROJECT #: Change of Zone No. 07060A (PUD)

PROPOSAL: This application will allow Motorized Vehicle Sales and Service as an allowed use in the Planned Unit Development (PUD) and revises the site plan to accommodate this use. This application also changes the underlying zoning on a piece of ground east of the drainage way from B-2 Planned Neighborhood Business to R-3 Residential and removes it from the PUD.

LOCATION: The southeast corner of S. 40th Street and Yankee Hill Road

LAND AREA: PUD is approximately 39 acres. Change of Zone from B-2 to R-3 is approximately 1.13 acres more or less. The area being amended to allow motorized vehicle sales/service is approximately 8 acres more or less not including the area of the conservation easement.

EXISTING ZONING: B-2 Planned Neighborhood Business, Planned Unit Development

CONCLUSION: This piece of property is isolated by two arterial streets and a drainage way to the east, limiting accessability and connections to planned residential. The land to the east and south has not yet been developed so the impact to existing abutting property owners will be minimal. The applicant has agreed to provide additional landscaping around the display area to help soften the impact of the extensive amount of paved area. This Change of Zone is in conformance with the Comprehensive plan.

RECOMMENDATION:	Conditional approval

GENERAL INFORMATION:

LEGAL DESCRIPTION: See Attached

EXISTING LAND USE: Vacant

SURROUNDING LAND USE AND ZONING: The proposed change to allow the motorized vehicle sales and service facilities is on the northern half of the approved PUD located at the southeast corner of S. 40th Street and Yankee Hill Road. The area south of the proposed motorized vehicle dealership is zoned B-2 and it is part of the PUD but is currently vacant. The area to the east is currently vacant and is part of an approved preliminary plat for single and two family residential zoned R-3 Residential.

HISTORY:
Sep 2006 - Use Permit #06005 for Yankee Hill Plaza was approved by the Planning Commission. The boundary of the permit was similar to this PUD request, except it did not include commercial uses north of the proposed Hohensee Drive. The applicant requested the project not be forwarded to City Council, and submitted a Planned Unit Development to be considered instead.

Oct 2007 - Special Permit #07046 was approved to allow soil mining on this site.

December 2008 - The City Council approved Annexation # 07003, Change of Zone # 07060 Wilderness Heights PUD to allow for 225,000 square feet of commercial floor area and 66 dwelling units and a Preliminary Plat with approximately 312 lots.

COMPREHENSIVE PLAN SPECIFICATIONS:
Guiding Principle:
Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.(page 5.1)

Strive for predictability for neighborhoods and developers.(Page 5.2)

Encourage commercial centers to encompass a broad range of land uses with the integration of compatible land use types.(Page 5.2)

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 should include a mix of residential uses. When properly located, some light manufacturing or assembly when accessory to an office function may be appropriate. 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 anchors or on surrounding site pads. (Page 5.10)

Neighborhood centers provide services and retail goods oriented to the neighborhood level, with significant pedestrian orientation and access. A typical center will have numerous smaller shops and offices and may include one or two anchor stores. Residential mixed use is encouraged. In general, an anchor store should occupy about a third to half of the total space. (Page 5.11)

UTILITIES: Available

TOPOGRAPHY: Slopes to the east.

TRAFFIC ANALYSIS: S. 40th Street and Yankee Hill Road are Urban arterials. S. 40th Street will be required to be constructed with permanent pavement with Phase II Commercial development of the PUD as described in the amended annexation agreement. Right in right out access to the commercial area from Yankee Hill Road will be moved from the east side of the drainage way to the west side with this amendment. Phase I Commercial and the Residential (Preliminary Plat to the east) will require temporary turn lanes at all access points or streets that intersect with Yankee Hill Road or S. 40th Street. Hohensee Drive is a local street that will provide access to the motorized vehicle sales/service facility and will need to be constructed at the time of final plat and will need to be constructed to the boundaries of the final plat. The proposed motorized vehicle sales/service facility will generate less trips then the restaurants/office/bank that were approved for this area.

PUBLIC SERVICE: Lincoln Fire and Rescue recommended approval of this application.

REGIONAL ISSUES: There is an associated amendment to the annexation agreement that revises the phasing of improvements to S. 40th Street.

ENVIRONMENTAL CONCERNS: There is a conservation easement over the delineated wetlands in the drainage area that extends across the northeast corner of the PUD.

AESTHETIC CONSIDERATIONS: Display areas for motorized vehicle sales are not required by the Zoning Code or Design Standards to be screened. The applicant has agreed to provide landscaping around the motorized vehicle display area that will at a minimum meet the Design Standard screening/landscaping requirements for parking lots in addition to any other screening/landscaping required for this site by the Zoning Ordinance or Design Standards.

It would be preferable for the building to move up toward the corner with no more than one aisle of parking between the building and the street. It would create a preferable urban image for this developing intersection.

ALTERNATIVE USES: If the motorized vehicle sales/service facilities are not approved, this site is approved for 46,000 square feet of commercial uses such as office, restaurants including drive thru facilities and a bank.

ANALYSIS:

1. This is a proposal to revise the Wilderness Heights Planned Unit Development to allow 60,000 square feet of motorized vehicle sales and service to replace 46,000 square feet of restaurant/ office which included several drive through restaurants and a bank.

2. The underlying zoning of the Wilderness Heights Planned Unit Development (PUD) is B-2 Neighborhood Business District. Motorized vehicle sales are not a permitted use in the B-2 but may be allowed as a permitted use through PUD. The underlying zoning is not proposed to change except for a small corner east of the drainage way along Yankee Hill Road. This piece of land will be rezoned to R-3 Residential since it will no longer be used as part of the commercial development. Since it is not being used for commercial development and will have no direct access to the commercial development, it is not only being re-zoned, but it is also being removed from the boundary of the PUD.

3. The proposed property is shown as commercial development in the Comprehensive Plan. This particular site is also shown as a proposed Neighborhood Center in the Comp Plan with a proposed Community Center (Wilderness Commons) on the west side of S. 40th Street. Although Neighborhood Centers would not normally include motorized vehicle sales/service facilities of the size proposed, a Community Center might. Since the two centers are located so close together they should be reviewed as a whole as development occurs. The large commercial area south of Hohensee Drive (the southern boundary of the motorized vehicle sales/service site) is still planned for neighborhood commercial services and multifamily.

4. This particular site is relatively isolated from surrounding development by being located on the corner of two arterial streets with a large drainage way to the east. The drainage way separates this use from future residential planned on the east side of the drainage way. Having the motorized vehicle sales/service facility constructed prior to the residential development has the advantage of letting future home buyers know that they are purchasing lots next to a motorized vehicle sales/service facility.

5. This applicant has agreed to provide additional landscaping that would meet the same screening requirements that the City requires for parking lot screening. The additional screening will soften the look of the large amount of paved area required for this type of use. Additional landscaping and trees will also provide environmental benefits such as reducing the heat island effect and runoff.

6. There are other motorized vehicle dealerships in relative proximity. There is a new Ford dealership less than a half mile to the west of this proposal and several dealerships along S. 27th Street between Yankee Hill Road and Pine Lake Road.

7. The amendment to the annexation agreement includes clarifications on improvements and the timing of those improvement to S. 40th Street. There will be an attached exhibit that shows specific improvements and their design including but not limited to temporary turn lanes in both Yankee hill road and S. 40th Street as well as the construction of Hohensee Drive. The exhibit will be attached to the Annexation Agreement.

CONDITIONS OF APPROVAL:

Site Specific Conditions:

1. The developer signs the amendment to the annexation agreement before the City Council approves the change of zone.

2. Before receiving building permits or before a final plat is approved the developer shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 5 copies with all required revisions and documents as listed below upon approval of the planned unit development by the City Council.

   2.1 All conditions approved with CZ07060 must be met.

   2.2 Revise the site plan so that the road improvements match the exhibit provided with the amended annexation agreement.

   2.3 Sheet 1 of 5: A Conservation Easement has been approved (instrument # 2008048213). Revise notes accordingly (e.g. notes 7, 8, 9, etc).

   2.4 Sheet 1 of 5, note 8: revise to the following or similar: Development shall be restricted by the conservation easement per the terms and conditions of the Conservation Easement. Development shall also be restricted by New Growth Area

Standards per the City floodplain standards. {Note there is no longer a floodprone area anymore as this corridore has been adopted by FEMA as a floodplain area}

2.5 Sheet 1 of 5, Note 9: Add to the last sentence that there will be no utilities installed without prior approval by the Public Works and Utilties Director per the Conservation Easement.

2.6 Sheet 1 of 5: Have same line type and weight for the Conservation Easement boundary.

2.7 Need to show lowest minimum floor elevations to all lots adjacent to the Floodplain.

2.8 Show floodplain boundary and provide or reference past study. Need to demonstrate that the impacts of Hohensee Drive and the rest of the development meet Drainage Criteria Manual per the New Growth Area Standards.

2.9 Provide specific information on culvert crossings (Honensee, S. 40th) to show that meet Drainage Criteria Manual for culverts.

2.10 Make changes per the Markups on the 4/18/2013 Site Plan and Cover Sheet Exhibits in the Resubmittal Request Folder in Project Dox to the satisfaction of the Planning Department.

2.11 Show easements, in the Resubmittal Request Folder, requested by LES on 4/26/2013.

2.12 Make changes per the attached Public Works Engineering Services comments.

2.13 Revise site specific note to state "Architectural Design Standards for Block 1 shall be submitted to the Planning Director for approval prior to Building Permit."

3. Before receiving building permits, the developer shall provide the following documents to the Planning Department:

3.1 Verification from the Register of Deeds that the letter of acceptance as required by the approval of the planned unit development has been recorded.

4. Prior to the issuance of a building permit:

4.1. The construction plans must substantially comply with the approved plans.

Standard Conditions:

5. The following conditions are applicable to all requests:

5.1 Before occupying the buildings all development and construction shall substantially comply with the approved plans.

5.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established owners association approved by the City Attorney.

5.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.

5.4 The terms, conditions, and requirements of the ordinance shall run with the land and be binding upon the permittee, its successors and assigns.

5.5 The applicant shall sign and return the letter of acceptance to the City Clerk. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefore to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.

5.6 The site plan as approved with this ordinance voids and supersedes all previously approved site plans, however all ordinances approving previous permits remain in full force and effect unless specifically amended by this ordinance.

Prepared by:
Christy Eichorn, Planner

DATE: June 13, 2013

APPLICANT: West Dodge Place
Tom Huston
233 South 13th Street
1900 US Bank Building
Lincoln, NE 68508

OWNER: Lincoln Federal Bancorp, Inc
Leo Schumacher
1101 N Street
Lincoln, NE 68508

CONTACT: Olsson Associates
Mark Palmer
1111 Lincoln Mall, Suite 111
Lincoln, NE 68508

CHANGE OF ZONE NO. 07060A
AN AMENDMENT TO THE WILDERNESS HEIGHTS PLANNED UNIT DEVELOPMENT

PUBLIC HEARING BEFORE PLANNING COMMISSION: June 26, 2013

Members present: Sunderman, Corr, Scheer, Hove, Lust, Beecham and Cornelius; Weber absent.

There were no ex parte communications disclosed.

Staff recommendation: Conditional approval.

Staff presentation: **Christy Eichorn of Planning staff** stated that this is an amendment to a planned unit development (PUD), which is an overlay over the existing zoning district. The PUD allows adjustments to height, area and setback, and even adjustments to uses that are allowed in the underlying zoning district. In this case, we have an approved PUD on the southeast corner of 40th and Yankee Hill Road. This amendment involves only the northern part of the existing PUD. The PUD is also being reduced in size by removing a small area and changing the zoning from B-2 PUD to R-3 Residential.

The purpose of the change on the north part of the PUD is to allow for a motorized vehicle sales and service facility, i.e. auto dealership. Currently, the property is zoned B-2 and B-2 does not allow auto dealerships – it allows service and gas stations, but no auto sales. This dealership will have three main buildings with service in two of the buildings.

The applicant had two choices – either 1) rezone to H-4, which allows auto dealerships, and include that as part of the PUD, or 2) adjust the PUD to allow for this specific use. This area is identified in the Comprehensive Plan as a neighborhood services center, and the staff believes it is appropriate to have an auto dealership in this location but not necessarily all of the other uses allowed in the H-4 zoning district.

Corr observed that it appears that some of the streets outside of the area have already been formed but there are no houses. Eichorn explained that the whole area came in as a preliminary plat and PUD, so some of the area has been graded but they have not built the roads. There are no lots or residential units east of this location.

Eichorn also pointed out that there is a drainageway with a conservation easement in an outlot just east of where the car dealership will be located, providing a buffer between residential to the east of the drainageway and the dealership.

Corr inquired about the specific use of the two small buildings for service. Christy explained that the two buildings will be used to service vehicles that are part of the dealership and would involve any kind of service done to automobiles. There also might be some service inside the big building. It may be more than just one dealership.

Proponents

1. Tom Huston, 233 S. 13th Street, Suite 1900, appeared on behalf of **West Dodge Place, LLC,** the applicant and an affiliate of Performance Auto Group. This involves an 8.5 acre site at the southeast corner of the intersection. The primary use will be a Lexus dealership, which is in need of a south location to serve its customers. The proposal includes a 40,000 sq. ft. building on the northernmost portion of the property, and the service dealerships would be for Performance Toyota and Chrysler, saving their customers the travel time to N. 27th Street for those residing in the southern portion of the City.

The applicant determined that the path of least resistance is the amendment to the PUD. The original PUD authorized approximately 46,000 square feet, consisting of a bank and five restaurants and office uses. This application proposes to increase the square footage for up to 60,000 square feet, but based upon the traffic study, there will be a significant reduction in the traffic generated as compared to the higher intensity uses, resulting in approximately 60% reduction in the amount of trips generated.

From an aesthetic standpoint, Huston indicated that the applicant is agreeable to installing landscaping and additional screening which is not otherwise required. The development plan required in the PUD will contain design standards that will be incorporated within the design requirements for construction on this site.

Huston also pointed out that this site is at the intersection of two main arterials, but is isolated from any residential areas by 200+ feet. The conservation easement will accept the drainage for this and many other portions of the site.

Huston advised that there is also an amendment to the Annexation Agreement that will go along with this PUD amendment as it proceeds to the City Council. He pointed out that the widening of South 40th Street will not be required for this use. They intend to commence construction this fall.

There was no testimony in opposition.

ACTION BY PLANNING COMMISSION: June 26, 2013

Lust moved approval of the staff recommendation of conditional approval, seconded by Hove.

Lust commented that this is a good development for the corner. There are a lot of car dealerships in the area, it fits in well and it is nice to see development on this property.

Corr believes it appropriate to have this development occurring before any residential is built so that purchasers who will build houses will know it is already there. She observed and pointed out that the staff report indicates that Planning would prefer that the building be moved further toward the corner and she thinks that is important to create the neighborhood feel.

Cornelius appreciates that this lessens the impact of development in the area on South 40th Street.

Motion for conditional approval carried 7-0: Sunderman, Corr, Scheer, Hove, Lust, Beecham and Cornelius voting 'yes'; Weber absent. This is a recommendation to the City Council,

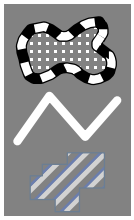
2010 aerial

Change of Zone #: CZ07060A
S 40th St & Yankee Hill Rd

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential 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

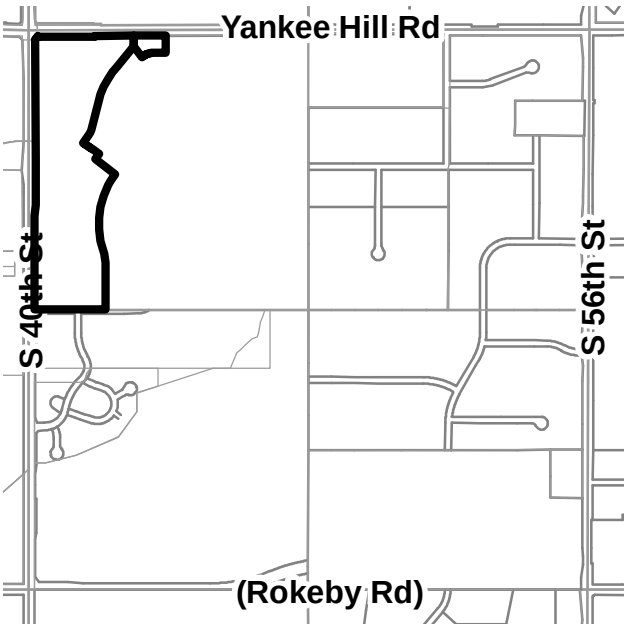
One Square Mile:
Sec.29 T09N R07E



Area of Application

Zoning Jurisdiction Lines

Lancaster County Jurisdiction



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LEGAL DESCRIPTION

A LEGAL DESCRIPTION OF A PORTION OF LOTS 49 AND 50 LOCATED IN THE NORTHWEST QUARTER (NW1/4) OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 7 EAST, OF THE 6TH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 29, TOWNSHIP 9 NORTH, RANGE 7 EAST; THENCE N89°51'08"E A DISTANCE OF 87.89 FEET TO A POINT ON THE CENTERLINE OF YANKEE HILL ROAD; THENCE S00°08'52"E A DISTANCE OF 60.00 FEET TO THE SOUTH RIGHT OF WAY OF YANKEE HILL ROAD AND THE POINT OF BEGINNING; THENCE N89°51'08"E ON SAID RIGHT OF WAY A DISTANCE OF 536.05 FEET; THENCE N00°08'52"W ON SAID RIGHT OF WAY A DISTANCE OF 10.00 FEET; THENCE N89°51'08"E ON SAID RIGHT OF WAY A DISTANCE OF 668.85 FEET; THENCE S00°05'38"W A DISTANCE OF 160.39 FEET; THENCE N89°54'22"W A DISTANCE OF 108.00 FEET; THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF 180.00 FEET, AN ARC LENGTH OF 125.66 FEET, HAVING A CHORD BEARING OF S70°05'40"W AND A CHORD DISTANCE OF 123.12 FEET; THENCE N37°40'35"W A DISTANCE OF 124.08 FEET; THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF 143.00 FEET, AN ARC LENGTH OF 2.14 FEET, HAVING A CHORD BEARING OF N38°06'19"W AND A CHORD DISTANCE OF 2.14 FEET; THENCE S39°29'21"W A DISTANCE OF 245.58 FEET; THENCE S39°26'16"W A DISTANCE OF 69.64 FEET; THENCE S35°25'05"W A DISTANCE OF 77.35 FEET; THENCE S28°14'47"W A DISTANCE OF 82.67 FEET; THENCE S22°07'14"W A DISTANCE OF 77.18 FEET; THENCE S15°38'59"W A DISTANCE OF 77.89 FEET; THENCE S13°49'53"W A DISTANCE OF 263.00 FEET; THENCE S19°12'13"W A DISTANCE OF 37.40 FEET; THENCE S33°50'05"W A DISTANCE OF 43.99 FEET; THENCE S35°26'05"W A DISTANCE OF 26.36 FEET; THENCE S17°53'32"E A DISTANCE OF 68.75 FEET; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 683.00 FEET, AN ARC LENGTH OF 46.21 FEET, HAVING A CHORD BEARING OF S54°06'59"E AND A CHORD DISTANCE OF 46.20 FEET; THENCE S52°10'41"E A DISTANCE OF 79.08 FEET; THENCE S37°48'18"W A DISTANCE OF 66.00 FEET; THENCE S52°10'41"E A DISTANCE OF 232.62 FEET; THENCE S32°02'07"W A DISTANCE OF 98.37 FEET; THENCE S25°08'50"W A DISTANCE OF 78.97 FEET; THENCE S20°15'35"W A DISTANCE OF 69.93 FEET; THENCE S15°11'46"W A DISTANCE OF 76.93 FEET; THENCE S09°47'37"W A DISTANCE OF 69.93 FEET; THENCE S04°43'47"W A DISTANCE OF 76.93 FEET; THENCE S00°40'23"E A DISTANCE OF 69.93 FEET; THENCE S05°44'12"E A DISTANCE OF 76.93 FEET; THENCE S11°27'18"E A DISTANCE OF 69.92 FEET; THENCE S15°23'46"E A DISTANCE OF 76.92 FEET; THENCE S13°12'36"E A DISTANCE OF 58.29 FEET; THENCE S07°23'08"E A DISTANCE OF 59.53 FEET; THENCE S°01°02'20"E A DISTANCE OF 61.37 FEET; THENCE S00°00'30"W A DISTANCE OF 370.06 FEET TO THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 29; THENCE S89°59'32"W ON THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 29 A DISTANCE OF 671.26 FEET TO THE EAST RIGHT OF WAY OF SOUTH 40TH STREET; THENCE N00°02'40"W ON THE EAST RIGHT OF WAY OF SOUTH 40TH STREET, A DISTANCE OF 884.86 FEET; THENCE N08°24'19"E ON SAID RIGHT OF WAY, A DISTANCE OF 102.08 FEET; THENCE N00°02'40"W ON SAID RIGHT OF WAY, A DISTANCE OF 400.00 FEET; THENCE N09°00'51"W ON SAID RIGHT OF WAY, A DISTANCE OF 32.07 FEET; THENCE N00°02'40"W ON SAID RIGHT OF WAY, A DISTANCE OF 1130.66 FEET; THENCE N45°15'17"E ON SAID RIGHT OF WAY A DISTANCE OF 39.63 FEET TO THE SOUTH RIGHT OF WAY OF YANKEE HILL ROAD AND THE POINT OF BEGINNING. SAID TRACT CONTAINS 1,742,219.97 SQUARE FEET OR 40.00 ACRES, SUBJECT TO ALL EASEMENTS, RESTRICTIONS, AND RESERVATIONS OF RECORD.

WILDERNESS HEIGHTS AMENDMENT TO THE UNIT DEVELOPMENT

GENERAL SITE NOTES

1. PARKING LOT LIGHTING, IF PROVIDED, WILL BE IN ACCORDANCE WITH THE CITY OF LINCOLN AND L.E.S. STANDARDS.
2. ALL PARKING TO BE PROVIDED IN COMPLIANCE WITH THE DESIGN STANDARDS AND LMC CHAPTER 27.67 PER THE UNDERLYING ZONING DISTRICT.
3. BLANKET EASEMENTS, EXCLUDING BUILDING ENVELOPES, ARE GRANTED ON ALL OUTLOTS.
4. BLANKET AND/OR SPECIFIC UTILITY EASEMENTS TO BE SHOWN AT THE TIME OF FINAL PLAT TO THE SATISFACTION OF LES
5. ANY RELOCATION OF EXISTING L.E.S. FACILITIES WILL BE AT DEVELOPER'S EXPENSE.
6. THE DEVELOPER AGREES TO COMPLY WITH THE DESIGN STANDARDS OF THE CITY OF LINCOLN FOR EROSION CONTROL AND SEDIMENTATION DURING AND AFTER LAND PREPARATION AND FURTHER TO SUBMIT A SEEDING AND MAINTENANCE SCHEDULE BEFORE SITE GRADING IS COMPLETE.
7. WITH EXCEPTION OF INSTALLATION, REPAIR AND DEVELOPMENT OF ROAD IMPROVEMENTS, STORM WATER AND DRAINAGE IMPROVEMENTS AND UTILITIES APPROVED WITH THIS P.U.D., ALL WETLANDS AND NATURAL DRAINAGE WAYS NOT SHOWN TO BE GRADED, ARE TO BE PRESERVED.
8. WITH THE EXCEPTION OF THE DEVELOPER OR OWNER'S RIGHT TO THIN AND TRIM TREES, REMOVE DEAD, DOWNED AND DISEASED TREES; FOR INSTALLATION, REPAIR, DEVELOPMENT AND CONSTRUCTION OF ROAD IMPROVEMENTS, STORM WATER, DRAINAGE IMPROVEMENTS, UTILITIES, SIDEWALKS AND BUILDINGS APPROVED WITH P.U.D., ALL TREES NOT SHOWN TO BE REMOVED SHALL BE PROTECTED AND PRESERVED.
9. DURING CONSTRUCTION ACTIVITIES, ALL TREES OR TREE MASSES TO BE PRESERVED SHALL BE CLEARLY MARKED.
10. LOT DIMENSIONS ARE APPROXIMATE.
11. ALL DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.
12. ALL PAVING RADII ARE TO BE 20 FEET UNLESS OTHERWISE NOTED.
13. ALL INTERSECTION ANGLES SHALL BE 90° UNLESS OTHERWISE NOTED.
14. ALL ELEVATIONS ARE BASED ON NAVD 1988 DATUM.
15. ALL SIDEWALKS ADJACENT TO STREETS ARE TO BE 4' FT. WIDE AND LOCATED IN PUBLIC R.O.W. OR PUBLIC ACCESS EASEMENTS.
16. SIGNS WILL BE IN COMPLIANCE WITH LMC CHAPTER 27.69 AND WILL FOLLOW THE UNDERLYING ZONING DISTRICT NOT THE PUD SIGN REGULATIONS.
17. RIGHT-OF-WAY WIDTHS: REFERENCE TYPICAL STREET CROSS SECTIONS, THIS SHEET.
18. TOTAL USAGE:
    - 4 OUTLOTS
    - 3 OFFICE LOTS
    - 1 RESTAURANT LOTS
    - 1 DRIVE THROUGH RESTAURANT LOT
    - 1 MULTI-FAMILY LOT
    - 5 RETAIL LOTS
    - 2 RETAIL/GAS STATION LOT
    - 1 LOT WITH USES PERMITTED IN THE R-T DISTRICT INCLUDING CHILD CARE FACILITY (FOR EITHER LESS OR MORE THAN 16 CHILDREN) AND A PRIVATE SCHOOL
    - TOTAL LOTS - 17
    - TOTAL BLOCKS - 3
19. BUILDING LAYOUT IS CONCEPTUAL. BUILDINGS MAY BE LOCATED ANYWHERE WITHIN THE BUILDING ENVELOPES DEFINED BY THE ADJUSTED SETBACKS AS SHOWN.
20. ALL REQUIRED LANDSCAPING, SCREENING AND STREET TREES TO BE PROVIDED IN COMPLIANCE WITH LMC AND DESIGN STANDARDS AT THE TIME OF BUILDING PERMIT OR FINAL PLAT AS APPROPRIATE.

SITE SPECIFIC NOTES

ALLOWED USES ARE THOSE FOR THE B-2 ZONING DISTRICT PER LMC, EXCEPT FOR LOTS 1, 2, 3 OF BLOCK 1 WHICH IS PERMITTED FOR MOTORIZED VEHICLE SALES, AND, LOT 1, BLOCK 3 (R-T PERMITTED USES), AND LOT 1, BLOCK 2 (MULTIPLE-FAMILY RESIDENTIAL) PER SITE SPECIFIC NOTE #2 UNLESS REVISED BY ADMINISTRATIVE AMENDMENT.

2. LOTS & USE
   - LOT 1, BLK 1 AUTOMOBILE SALES AND SERVICE
   - LOTS 2, BLK 1 AUTOMOBILE SERVICE
   - LOT 3, BLK 1 AUTOMOBILE SERVICE
   - LOT 1, BLK 2-MULTI FAMILY
   - LOTS 2-5, BLK 2-RETAIL
   - LOT 6, BLK 2-RETAIL/GAS STATION
   - LOT 7, BLK 2-DRIVE THROUGH RESTAURANT
   - LOT 8-9, BLK 2-RETAIL/SERVICE STATION
   - LOTS 10-11, BLK 2-OFFICE
   - LOT 1, BLK 3-USES PERMITTED IN THE R-T ZONING DISTRICT INCLUDING A CHILD CARE FACILITY FOR EITHER LESS OR MORE THAN 16 CHILDREN AND A PRIVATE SCHOOL.

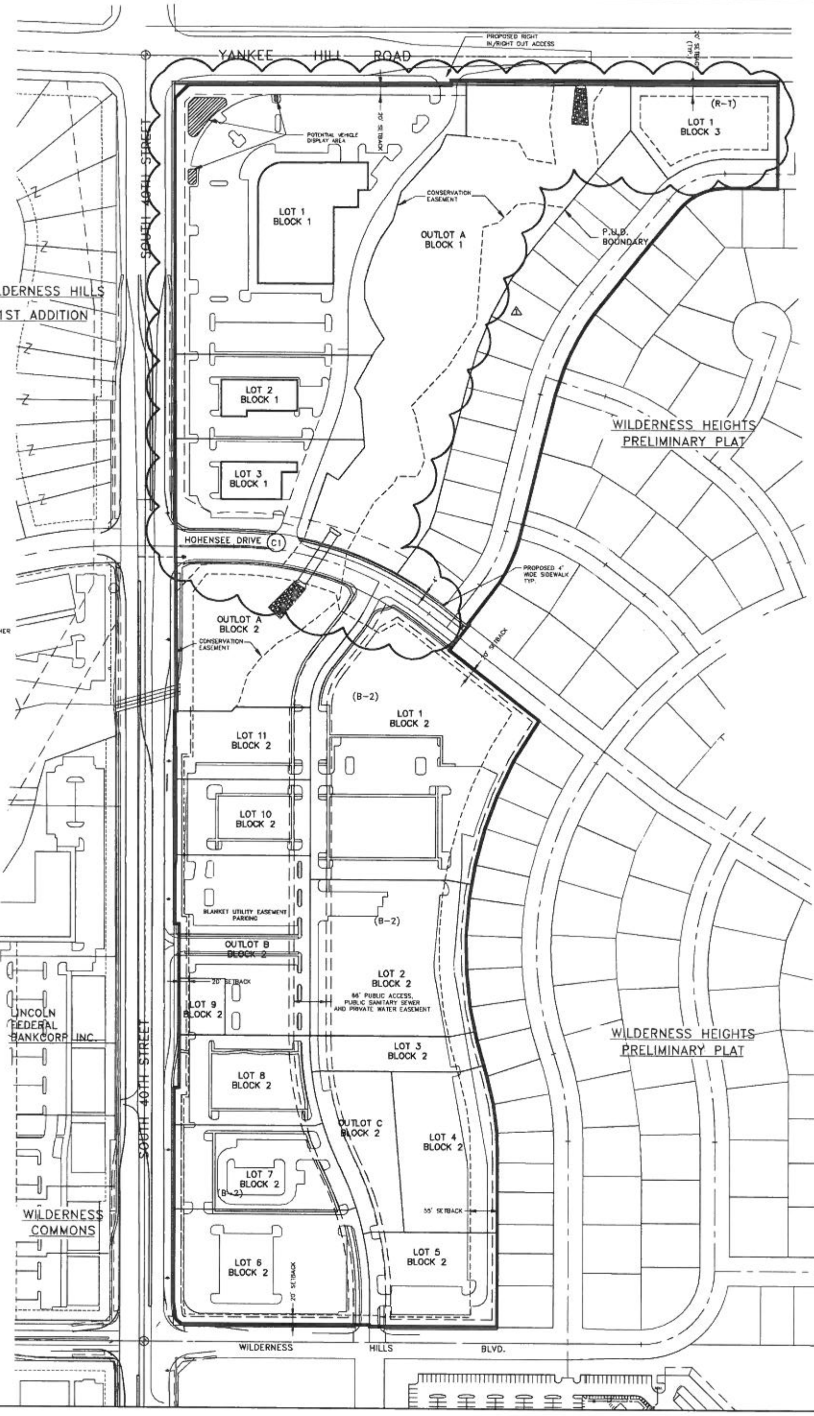
   OUTLOTS & USE
   - OUTLOT A, BLK 1-CONSERVATION EASEMENT, OPENSPACE, DRAINAGE AND DETENTION
   - OUTLOT A, BLK 2-CONSERVATION EASEMENT AND PARKING
   - OUTLOT B, BLK 2-PARKING AND BLANKET UTILITY EASEMENT
   - OUTLOT C, BLK 2-PARKING AND BLANKET UTILITY EASEMENT
3. ALIGNMENT AND DESIGN OF SOUTH 40TH STREET TO BE DETERMINED BY THE CITY OF LINCOLN.
4. BLANKET UTILITY EASEMENTS ARE GRANTED ON OUTLOTS A BLOCK 1, OUTLOTS A AND B, BLOCK 2.
5. CROSS ACCESS AND PARKING EASEMENT RIGHTS ARE TO BE GRANTED ON OUTLOTS A AND B, BLOCK 2.
6. DIRECT VEHICULAR ACCESS TO PUBLIC STREETS IS RELINQUISHED AS FOLLOWS: YANKEE HILL ROAD AND SOUTH 40TH STREET EXCEPT FOR WILDERNESS HILLS BOULEVARD AND HOHENSEE DRIVE AND A RIGHT-IN, RIGHT-OUT AT OUTLOT B AND FOR LOT 1, BLOCK 1 @ YANKEE HILL RD. AS SHOWN ON THE PLAN.
7. THE CONSERVATION EASEMENT SHOWN IS SUBJECT TO FINAL AGREEMENT BETWEEN THE OWNER AND THE CITY OF LINCOLN.
8. DEVELOPMENT SHALL BE RESTRICTED WITHIN THE FLOOD PRONE AREA (AS DEFINED BY THE PROPOSED CONSERVATION EASEMENT) PER THE TERMS AND CONDITIONS OF THE CONSERVATION EASEMENT WHEN APPROVED.
9. ALL SITE IMPROVEMENTS SHALL CONFORM TO THE CONDITIONS OF THE PENDING CONSERVATION EASEMENT. LIMITS OF THE CONSERVATION EASEMENT DISPLAYED ARE INTENDED TO BE AN ACCURATE REPRESENTATION OF THE LATEST DRAFT OF THE EASEMENT. FINAL DEFINITION OF THE EASEMENT WILL BE AS DESCRIBED IN THE OFFICIAL RECORDED DOCUMENT FILED WITH THE LANCASTER COUNTY REGISTER OF DEEDS. NO CONSTRUCTION OTHER THAN INSTALLATION OF UNDERGROUND UTILITIES AND OVERHEAD ELECTRIC TRANSMISSION LINES SHALL BE PERFORMED WITHIN THE PROPOSED EASEMENT AREA PRIOR TO ITS DEDICATION.
10. THE STREET AND LOT LAYOUT WITHIN THE PUD IS CONCEPTUAL WITH THE LAYOUT TO BE DETERMINED AT THE TIME OF FINAL PLAT PROVIDED IT IS IN GENERAL COMPLIANCE WITH THE APPROVED SITE PLAN, AND THAT CONNECTIVITY AMONG PARKING LOTS THROUGHOUT THE DEVELOPMENT WILL BE PROVIDED AT THE TIME OF BUILDING PERMIT.
11. INDIVIDUAL LOT LANDSCAPE PLANS, PARKING LOT DESIGN, AND PEDESTRIAN CIRCULATION PLAN FOR BLOCK 2 SHALL BE REVIEWED AT TIME OF BUILDING PERMIT.
12. THE DEVELOPER SHALL WORK WITH THE CITY OF LINCOLN ON A LOCATION FOR A TRANSIT STOP IF REQUESTED BY THE CITY.
13. B-2 LOT REGULATIONS SUMMARY

B-2 REQ.	LOT AREA SQ. FT.	FRONT YARD SETBACK	SIDE YARD SETBACK	REAR YARD SETBACK	HEIGHT
FOR PERMITTED USES	0'	0'	0', 20' WHEN ABUTTING RESIDENTIAL DISTRICT	5', 50' WHEN ABUTTING RESIDENTIAL DISTRICT	55'
* WHEN A SIDE OR REAR YARD ADJOINS A RESIDENTIAL DISTRICT, IT SHALL BE SCREENED IN CONFORMANCE WITH THE LANDSCAPE DESIGN STANDARDS ADOPTED BY THE CITY OF LINCOLN					

14. THE REAR SETBACK FOR LOTS 1-5, BLOCK 2 TO BUILDINGS IS 55', BUT IS 20' FOR PARKING, DRIVING AISLES, AND GARAGES.
15. LOTS 1, 2, AND 3 BLOCK 1 ARE PERMITTED FOR MOTOR VEHICLE SALES AND SERVICE IN THE B-2 ZONING AREA. THE CONSERVATION EASEMENT SHALL PROVIDE THE REQUIRED REAR YARD SETBACK FOR BLOCK 1 AND THE NEIGHBORING RESIDENTIAL ZONED PROPERTY TO THE EAST.
16. LOT 5, BLOCK 2 DENOTED AS RETAIL IS PERMITTED FOR THE USES AS OUTLINED IN CHAPTER 26 OF THE L.M.C. ADDITIONAL PERMITTED USES WILL INCLUDE DRIVE THRU.
17. PEDESTRIAN CIRCULATION IS SHOWN FOR BLOCK 2, BUT FINAL CONSTRUCTION WILL COMPLY WITH THE DESIGN STANDARDS FOR PEDESTRIAN CIRCULATION IN COMMERCIAL AND INDUSTRIAL AREAS AT THE TIME OF BUILDING PERMITS AND ADDITIONAL IMPROVEMENTS WILL BE INSTALLED IF REQUIRED BASED UPON ACTUAL FINAL DEVELOPMENT.
18. ALL REQUIRED PARKING AND DRIVE AISLES TO BE PROVIDED IN COMPLIANCE WITH LMC AND DESIGN STANDARDS AT THE TIME OF BUILDING PERMIT. CONNECTIVITY AMONG PARKING LOTS THROUGHOUT THE BLOCK 2 DEVELOPMENT WILL BE PROVIDED AT TIME OF BUILDING PERMITS.
19. THE MINIMUM NUMBER OF DWELLING UNITS ON LOT 1, BLOCK 2 SHALL BE NO LESS THAN 66, THE REQUIRED NUMBER TO MAINTAIN CONSISTENCY WITH THE INCENTIVE CRITERIA.
20. APPEARANCE DESIGN STANDARDS FOR THE BLOCK 2 COMMERCIAL CENTER TO BE APPROVED SEPARATELY BY ADMINISTRATIVE AMENDMENT.
21. ARCHITECTURAL PERFORMANCE CRITERIA FOR THE BLOCK 1 AREA SHALL BE PER THE CRITERIA SUBMITTED BY CARLSON WEST PORONDRA (C.W.P.) ARCHITECTS AND APPROVED WITH THIS PUD AMENDMENT
22. THE OWNER OF LOT 1, BLOCK 1, LOT 2, BLOCK 1, AND LOT 1, BLOCK 3 SHALL NOTIFY PURCHASERS OF LOTS ADJACENT TO YANKEE HILL ROAD OF THE APPROXIMATE LOCATION OF THE HIGH PRESSURE GAS PIPELINE UNDER THE EASTBOUND LANES OF YANKEE HILL ROAD.
23. DISPLAY PARKING FOR AUTOMOBILES SHALL CONFORM TO THE LANDSCAPE SCREENING REQUIREMENTS OF PARKING LOTS.

WAIVERS - (CITY OF LINCOLN SUBDIVISION REGULATIONS AND DESIGN STANDARDS)

1. TITLE 26, SECTION 26.23.130 - TO ALLOW BLOCK LENGTHS TO EXCEED 1,320 FEET.



0 50' 100' 200'
SCALE: 1"=100'

DEVELOPER/OWNER

LINCOLN FEDERAL BANCORP, INC.
1101 'N' STREET,
LINCOLN, NEBRASKA 68508
PHONE: (402) 474-1400

LEGEND

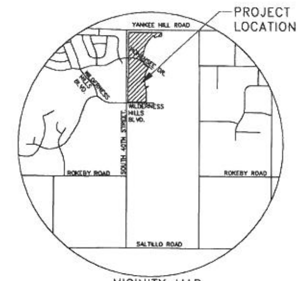
— — — —	EASEMENT
- - - - - -	PROPOSED SETBACK
————	PROPOSED ROW
————	P.U.D. BOUNDARY
▬ ▬ ▬	PROPOSED LIMITS OF CONSERVATION EASEMENT
————	HIGH-PRESSURE GAS PIPELINE

SHEET INDEX

COVER SHEET	SHEET 1
SITE PLAN	SHEET 2
GRADING & DRAINAGE PLAN	SHEET 3
UTILITY PLAN	SHEET 4
STREET PROFILES	SHEET 5

BENCH MARK

1. SOUTH 40th STREET AND YANKEE HILL ROAD - SQUARE IN NORTH ISLAND NOSE. ELEV: 1,267.31

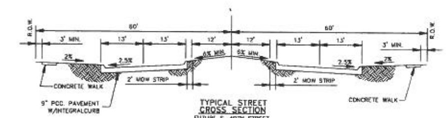


VICINITY MAP
NO SCALE

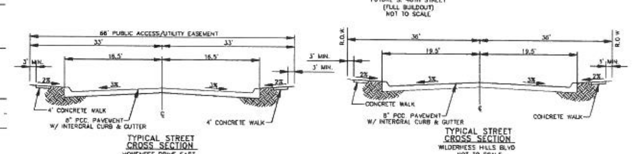
LEGAL DESCRIPTION

A LEGAL DESCRIPTION OF A PORTION OF LOTS 49 AND 50 LOCATED IN THE NORTHWEST QUARTER (NW1/4) OF SECTION 29, TOWNSHIP 9 NORTH, RANGE 7 EAST, OF THE 6TH PRINCIPAL MERIDIAN, LANCASTER COUNTY, NEBRASKA. SAID TRACT OF LAND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID SECTION 29, TOWNSHIP 9 NORTH, RANGE 7 EAST; THENCE N89°51'08"E A DISTANCE OF 87.69 FEET TO A POINT ON THE CENTERLINE OF YANKEE HILL ROAD; THENCE S00°08'52"E A DISTANCE OF 60.00 FEET TO THE SOUTH RIGHT OF WAY OF YANKEE HILL ROAD AND THE POINT OF BEGINNING; THENCE N89°51'08"E ON SAID RIGHT OF WAY A DISTANCE OF 536.05 FEET; THENCE N00°08'52"W ON SAID RIGHT OF WAY A DISTANCE OF 10.00 FEET; THENCE N89°51'08"E ON SAID RIGHT OF WAY A DISTANCE OF 668.85 FEET; THENCE S00°05'38"W A DISTANCE OF 160.39 FEET; THENCE N89°54'22"W A DISTANCE OF 108.00 FEET; THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF 180.00 FEET, AN ARC LENGTH OF 125.86 FEET, HAVING A CHORD BEARING OF S70°05'40"W AND A CHORD DISTANCE OF 123.12 FEET; THENCE N37°40'35"W A DISTANCE OF 124.08 FEET; THENCE ON A CURVE TO THE LEFT HAVING A RADIUS OF 143.00 FEET, AN ARC LENGTH OF 2.14 FEET, HAVING A CHORD BEARING OF N38°06'19"W AND A CHORD DISTANCE OF 2.14 FEET; THENCE S39°29'21"W A DISTANCE OF 245.58 FEET; THENCE S39°26'16"W A DISTANCE OF 69.64 FEET; THENCE S35°25'05"W A DISTANCE OF 77.35 FEET; THENCE S28°14'47"W A DISTANCE OF 82.67 FEET; THENCE S22°07'14"W A DISTANCE OF 77.18 FEET; THENCE S15°38'59"W A DISTANCE OF 77.89 FEET; THENCE S13°49'53"W A DISTANCE OF 263.00 FEET; THENCE S19°12'13"W A DISTANCE OF 37.40 FEET; THENCE S33°50'05"W A DISTANCE OF 43.99 FEET; THENCE S35°28'05"W A DISTANCE OF 26.36 FEET; THENCE S17°53'32"E A DISTANCE OF 68.75 FEET; THENCE ON A CURVE TO THE RIGHT HAVING A RADIUS OF 683.00 FEET, AN ARC LENGTH OF 46.21 FEET, HAVING A CHORD BEARING OF S54°06'59"E AND A CHORD DISTANCE OF 46.20 FEET; THENCE S52°10'41"E A DISTANCE OF 79.08 FEET; THENCE S37°48'18"W A DISTANCE OF 66.00 FEET; THENCE S52°10'41"E A DISTANCE OF 232.62 FEET; THENCE S32°02'07"W A DISTANCE OF 98.37 FEET; THENCE S25°08'50"W A DISTANCE OF 78.97 FEET; THENCE S20°15'35"W A DISTANCE OF 69.93 FEET; THENCE S15°11'46"W A DISTANCE OF 76.93 FEET; THENCE S09°47'37"W A DISTANCE OF 69.93 FEET; THENCE S04°43'47"W A DISTANCE OF 76.93 FEET; THENCE S00°40'23"E A DISTANCE OF 69.93 FEET; THENCE S05°44'12"E A DISTANCE OF 76.93 FEET; THENCE S11°27'18"E A DISTANCE OF 69.92 FEET; THENCE S15°23'46"E A DISTANCE OF 76.92 FEET; THENCE S13°12'36"E A DISTANCE OF 58.29 FEET; THENCE S07°23'08"E A DISTANCE OF 59.53 FEET; THENCE S°01°02'20"E A DISTANCE OF 61.37 FEET; THENCE S00°00'30"W A DISTANCE OF 370.06 FEET TO THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 29; THENCE S89°59'32"W ON THE SOUTH LINE OF THE NW 1/4 OF SAID SECTION 29 A DISTANCE OF 671.26 FEET TO THE EAST RIGHT OF WAY OF SOUTH 40TH STREET; THENCE N00°02'40"W ON THE EAST RIGHT OF WAY OF SOUTH 40TH STREET, A DISTANCE OF 884.86 FEET; THENCE N08°24'19"E ON SAID RIGHT OF WAY, A DISTANCE OF 102.08 FEET; THENCE N00°02'40"W ON SAID RIGHT OF WAY, A DISTANCE OF 400.00 FEET; THENCE N09°00'51"W ON SAID RIGHT OF WAY, A DISTANCE OF 32.07 FEET; THENCE N00°02'40"W ON SAID RIGHT OF WAY, A DISTANCE OF 1130.66 FEET; THENCE N45°15'17"E ON SAID RIGHT OF WAY A DISTANCE OF 39.63 FEET TO THE SOUTH RIGHT OF WAY OF YANKEE HILL ROAD AND THE POINT OF BEGINNING. SAID TRACT CONTAINS 1,742,219.97 SQUARE FEET OR 40.00 ACRES, SUBJECT TO ALL EASEMENTS, RESTRICTIONS, AND RESERVATIONS OF RECORD.



TYPICAL STREET CROSS SECTION
FUTURE S. 40TH STREET (FULL BUILDOUT)
NOT TO SCALE



TYPICAL STREET CROSS SECTION
HOHENSEE DRIVE EAST OF TRAFFIC CIRCLE
NOT TO SCALE

TYPICAL STREET CROSS SECTION
WILDERNESS HILLS BLVD
NOT TO SCALE

APPROVAL

THE FOREGOING USE PERMIT WAS APPROVED BY THE LINCOLN CITY-LANCASTER COUNTY PLANNING COMMISSION ON THIS______DAY OF_________20 ____

ATTEST:________________
CHAIR

OLSSON® ASSOCIATES
1111 Lincoln Mall, Suite 111
P.O. Box 84608
Lincoln, NE 68501-4608
TEL 402 474 6311
FAX 402 474 5160
www.olssonassociates.com

NOT FOR CONSTRUCTION
PRELIMINARY
NOT FOR CONSTRUCTION

REV NO	DATE	REVISIONS DESCRIPTION
1	4-16-13	

REVISIONS

WILDERNESS HIGHTS
PLANNED UNIT DEVELOPMENT

COVER SHEET

2013

LINCOLN, NEBRASKA

drawn by	CAD
checked by	ENG
approved by	ENG
QA/QC by	ENG
project no.	012-2770
drawing no.	
date	4.16.13

SHEET
1 of 5

DWG: I:\Projects\012-2770_LDVP\Preliminary_Plans\Wilderness Heights PUD base 4-15-13.dwg USER: jauer
DATE: Apr 17, 2013 12:02pm XREFS: 122770_STOPO

3

GENERAL SITE NOTES

1. PARKING LOT LIGHTING, IF PROVIDED, WILL BE IN ACCORDANCE WITH THE CITY OF LINCOLN AND L.E.S. STANDARDS.

2. ALL PARKING TO BE PROVIDED IN COMPLIANCE WITH THE DESIGN STANDARDS AND LMC CHAPTER 27.67 PER THE UNDERLYING ZONING DISTRICT.

3. BLANKET EASEMENTS, EXCLUDING BUILDING ENVELOPES, ARE GRANTED ON ALL OUTLOTS.

4. BLANKET AND/OR SPECIFIC UTILITY EASEMENTS TO BE SHOWN AT THE TIME OF FINAL PLAT TO THE SATISFACTION OF LES.

5. ANY RELOCATION OF EXISTING L.E.S. FACILITIES WILL BE AT DEVELOPER'S EXPENSE.

6. THE DEVELOPER AGREES TO COMPLY WITH THE DESIGN STANDARDS OF THE CITY OF LINCOLN FOR EROSION CONTROL AND SEDIMENTATION DURING AND AFTER LAND PREPARATION AND FURTHER TO SUBMIT A SEEDING AND MAINTENANCE SCHEDULE BEFORE SITE GRADING IS COMPLETE.

7. WITH EXCEPTION OF INSTALLATION, REPAIR AND DEVELOPMENT OF ROAD IMPROVEMENTS, STORM WATER AND DRAINAGE IMPROVEMENTS AND UTILITIES APPROVED WITH THIS P.U.D., ALL WETLANDS AND NATURAL DRAINAGE WAYS NOT SHOWN TO BE GRADED, ARE TO BE PRESERVED.

8. WITH THE EXCEPTION OF THE DEVELOPER OR OWNER'S RIGHT TO THIN AND TRIM TREES, REMOVE DEAD, DOWNED AND DISEASED TREES; FOR INSTALLATION, REPAIR, DEVELOPMENT AND CONSTRUCTION OF ROAD IMPROVEMENTS, STORM WATER, DRAINAGE IMPROVEMENTS, UTILITIES, SIDEWALKS AND BUILIDINGS APPROVED WITH P.U.D., ALL TREES NOT SHOWN TO BE REMOVED SHALL BE PROTECTED AND PRESERVED.

9. DURING CONSTRUCTION ACTIVITIES, ALL TREES OR TREE MASSES TO BE PRESERVED SHALL BE CLEARLY MARKED.

10. LOT DIMENSIONS ARE APPROXIMATE.

11. ALL DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.

12. ALL PAVING RADII ARE TO BE 20 FEET UNLESS OTHERWISE NOTED.

13. ALL INTERSECTION ANGLES SHALL BE 90° UNLESS OTHERWISE NOTED.

14. ALL ELEVATIONS ARE BASED ON NAVD 1988 DATUM.

15. ALL SIDEWALKS ADJACENT TO STREETS ARE TO BE 4' FT. WIDE AND LOCATED IN PUBLIC R.O.W. OR PUBLIC ACCESS EASEMENTS.

16. SIGNS WILL BE IN COMPLIANCE WITH LMC CHAPTER 27.69 AND WILL FOLLOW THE UNDERLYING ZONING DISTRICT NOT THE PUD SIGN REGULATIONS.

17. RIGHT-OF-WAY WIDTHS: REFERENCE TYPICAL STREET CROSS SECTIONS, THIS SHEET.

18. TOTAL USAGE:
    4 OUTLOTS
    3 OFFICE LOTS
    1 RESTAURANT LOTS
    1 DRIVE THROUGH RESTAURANT LOT
    1 MULTI-FAMILY LOT
    5 RETAIL LOTS
    2 RETAIL/GAS STATION LOT
    1 LOT WITH USES PERMITTED IN THE R-T DISTRICT INLCUDING CHILD CARE FACILITY (FOR EITHER LESS OR MORE THAN 16 CHILDREN) AND A PRIVATE SCHOOL
    TOTAL LOTS - 17
    TOTAL BLOCKS - 3

19. BUILDING LAYOUT IS CONCEPTUAL. BUILDINGS MAY BE LOCATED ANYWHERE WITHIN THE BUILDING ENVELOPES DEFINED BY THE ADJUSTED SETBACKS AS SHOWN.

20. ALL REQUIRED LANDSCAPING, SCREENING AND STREET TREES TO BE PROVIDED IN COMPLIANCE WITH LMC AND DESIGN STANDARDS AT THE TIME OF BUILDING PERMIT OR FINAL PLAT AS APPROPRIATE.

WILDE

1ST

114

SITE SPECIFIC NOTES

ALLOWED USES ARE THOSE FOR THE B-2 ZONING DISTRICT PER LMC, EXCEPT FOR LOTS 1, 2, 3 OF BLOCK 1 WHICH IS PERMITTED FOR MOTORIZED VEHICLE SALES, AND, LOT 1, BLOCK 3 (R-T PERMITTED USES), AND LOT 1, BLOCK 2 (MULTIPLE-FAMILY RESIDENTIAL) PER SITE SPECIFIC NOTE #2 UNLESS REVISED BY ADMINISTRATIVE AMENDMENT.

2. LOTS & USE

LOT 1, BLK 1 AUTOMOBILE SALES AND SERVICE
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OUTLOTS & USE

OUTLOT A, BLK 1-CONSERVATION EASEMENT, OPENSPACE, DRAINAGE AND DETENTION
OUTLOT A, BLK 2-CONSERVATION EASEMENT AND PARKING
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7. THE CONSERVATION EASEMENT SHOWN IS SUBJECT TO FINAL AGREEMENT BETWEEN THE OWNER AND THE CITY OF LINCOLN.

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9. ALL SITE IMPROVEMENTS SHALL CONFORM TO THE CONDITIONS OF THE PENDING CONSERVATION EASEMENT. LIMITS OF THE CONSERVATION EASEMENT DISPLAYED ARE INTENDED TO BE AN ACCURATE REPRESENTATION OF THE LATEST DRAFT OF THE EASEMENT. FINAL DEFINITION OF THE EASEMENT WILL BE AS DESCRIBED IN THE OFFICIAL RECORDED DOCUMENT FILED WITH THE LANCASTER COUNTY REGISTER OF DEEDS. NO CONSTRUCTION OTHER THAN INSTALLATION OF UNDERGROUND UTILITIES AND OVERHEAD ELECTRIC TRANSMISSION LINES SHALL BE PERFORMED WITHIN THE PROPOSED EASEMENT AREA PRIOR TO ITS DEDICATION.

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11. INDIVIDUAL LOT LANDSCAPE PLANS, PARKING LOT DESIGN, AND PEDESTRIAN CIRCULATION PLAN FOR BLOCK 2 SHALL BE REVIEWED AT TIME OF BUILDING PERMIT.

12. THE DEVELOPER SHALL WORK WITH THE CITY OF LINCOLN ON A LOCATION FOR A TRANSIT STOP IF REQUESTED BY THE CITY.

13. B-2 LOT REGULATIONS SUMMARY

B-2 REQ.	LOT AREA SQ. FT.	FRONT YARD SETBACK	SIDE YARD SETBACK	REAR YARD SETBACK	HEIGHT
FOR PERMITTED USES	0'	0'	0', 20' WHEN ABUTTING RESIDENTIAL DISTRICT	5', 50' WHEN ABUTTING RESIDENTIAL DISTRICT	55'
* WHEN A SIDE OR REAR YARD ADUBTS A RESIDENTIAL DISTRICT, IT SHALL BE SCREENED IN CONFORMANCE WITH THE LANDSCAPE DESIGN STANDARDS ADOPTED BY THE CITY OF LINCOLN					

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19. THE MINIMUM NUMBER OF DWELLING UNITS ON LOT 1, BLOCK 2 SHALL BE NO LESS THAN 66, THE REQUIRED NUMBER TO MAINTAIN CONSISTENCY WITH THE INCENTIVE CRITERIA.

20. APPEARANCE DESIGN STANDARDS FOR THE BLOCK 2 COMMERCIAL CENTER TO BE APPROVED SEPARATELY BY ADMINISTRATIVE AMENDMENT.

21. ARCHITECTURAL PERFORMANCE CRITERIA FOR THE BLOCK 1 AREA SHALL BE PER THE CRITERIA SUBMITTED BY CARLSON WEST PORONDRA (C.W.P.) ARCHITECTS AND APPROVED WITH THIS PUD AMENDMENT

22. THE OWNER OF LOT 1, BLOCK 1, LOT 2, BLOCK 1, AND LOT 1, BLOCK 3 SHALL NOTIFY PURCHASERS OF LOTS ADJACENT TO YANKEE HILL ROAD OF THE APPROXIMATE LOCATION OF THE HIGH PRESSURE GAS PIPELINE UNDER THE EASTBOUND LANES OF YANKEE HILL ROAD.

23. DISPLAY PARKING FOR AUTOMOBILES SHALL CONFORM TO THE LANDSCAPE SCREENING REQUIREMENTS OF PARKING LOTS.

WAIVERS - (CITY OF LINCOLN SUBDIVISION REGULATIONS AND DESIGN STANDARDS)

1. TITLE 26, SECTION 26.23.130 - TO ALLOW BLOCK LENGTHS TO EXCEED 1,320 FEET.

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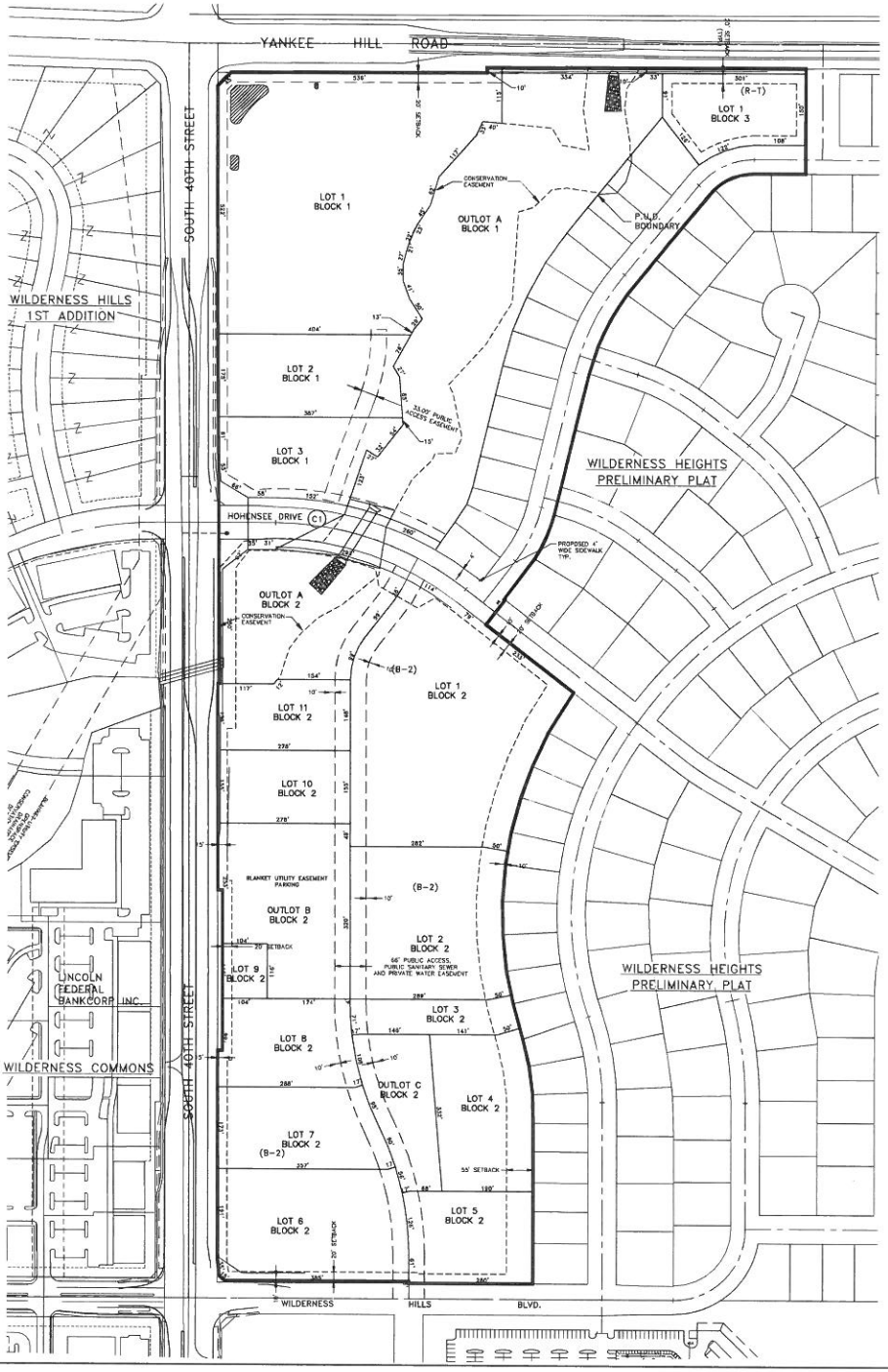
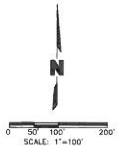
WILDERNESS HEIGHTS PLANNED AMENDMENT TO THE UNIT DEVELOPMENT





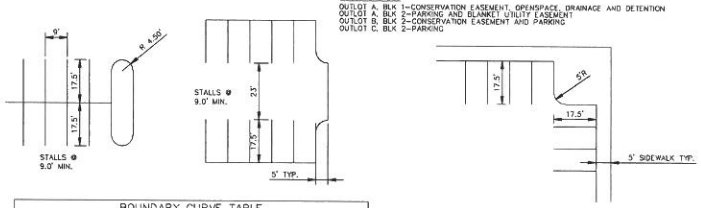
LEGEND

- EASEMENT
- PROPOSED SETBACK
- PROPOSED ROW
- P.U.D. BOUNDARY
- PROPOSED LIMITS OF CONSERVATION EASEMENT
- EXISTING UNDERGROUND GAS PIPELINE

NOTE: 1. THE 55' SETBACK SHOWN IS FOR BUILDINGS AND THE 20' SETBACK SHOWN IS FOR PARKING, DRIVE AISLES, AND GARAGES.

2. LOTS & USE
LOT 1, AUTOMOBILE SALES AND SERVICE
LOTS 2, AUTOMOBILE SERVICE
LOT 3, AUTOMOBILE SERVICE
LOT 1, BLK 2–MULTI FAMILY
LOTS 2–5, BLK 2–RETAIL
LOT 6, BLK 2–RETAIL/GAS STATION
LOT 7, BLK 2–DRIVE THROUGH RESTAURANT
LOT 8–9, BLK 2–RETAIL/SERVICE STATION
LOTS 10–11, BLK 2–OFFICE
LOT 1, BLK 3–USES PERMITTED IN THE R-1 ZONING DISTRICT INCLUDING A CHILD CARE FACILITY FOR EITHER LESS OR MORE THAN 16 CHILDREN AND A PRIVATE SCHOOL

OUTLOTS & USE
OUTLOT A, BLK 1–CONSERVATION EASEMENT, OPENSPACE, DRAINAGE AND DETENTION
OUTLOT A, BLK 2–PARKING AND BLANKET UTILITY EASEMENT
OUTLOT B, BLK 2–CONSERVATION EASEMENT AND PARKING
OUTLOT C, BLK 2–PARKING



BOUNDARY CURVE TABLE

CURVE	DELTA	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	38°59'58"	125.66'	180.00'	S70°06'40"W	123.12'
C2	00°51'28"	2.14'	143.00'	N38°06'18"W	2.14'
C3	03°52'35"	46.21'	683.00'	S36°08'59"E	46.20'

STREET CURVE TABLE

CURVE	DELTA	ARC LENGTH	RADIUS	CHORD BEARING	CHORD LENGTH
C1	37°51'59"	429.58'	650.00'	S71°6'41"E	421.81'

OFFICE – COMMERCIAL AREA – B-2 ZONING

LOT/BLOCK	ZONING (USE)	LOT AREA (ACRE)	BUILDING AREA (SQUARE FEET)	PARKING (PER SQ. FT.)	PARKING (REQUIRED)	PARKING (PROVIDED)
LOT 1/ BLOCK 1	MOTOR VEHICLE SALES/SERVICE	5.93	40,000	1/300	133	353
LOT 2/ BLOCK 1	MOTOR VEHICLE SALES/SERVICE	1.54	10,000	1/300	34	76
LOT 3/ BLOCK 1	MOTOR VEHICLE SALES/SERVICE	1.25	10,000	1/300	34	52
LOT 1/BLOCK 2	(B-2) MULTI-FAMILY	4.38	–	1/UNIT	–	–
LOT 2/ BLOCK 2	(B-2) RETAIL	2.38	55,000	1/300	184	31
LOT 3/ BLOCK 2	(B-2) RETAIL	0.58	15,000	1/300	50	6
LOT 4/ BLOCK 2	(B-2) RETAIL	1.52	33,200	1/300	111	35
LOT 5/ BLOCK 2	(B-2) RETAIL	1.17	14,400	1/300	48	53
LOT 6/ BLOCK 2	(B-2) RETAIL/GAS STATION	2.13	10,000	1/300	34	55
LOT 7/ BLOCK 2	(B-2) DRIVE-THRU RESTAURANT	1.35	3,400	1/100	34	87
LOT 8/ BLOCK 2	(B-2) OFFICE	1.19	18,000	1/300	60	56
LOT 9/ BLOCK 2	(B-2) RETAIL/GAS STATION	0.25	–	–	–	17
LOT 10/ BLOCK 2	(B-2) OFFICE	0.99	10,000	1/300	34	65
LOT 11/BLOCK 2	(B-2) OFFICE	0.89	20,000	1/300	67	33
LOT 1/ BLOCK 3	(R-1)	1.16	–	1/300	–	–
OUTLOT A/ BLOCK 1	(B-2) CONSERVATION EASEMENT	5.74	–	–	–	0
OUTLOT A/ BLOCK 2	(B-2) CONSERVATION EASEMENT	2.02	–	–	–	23
OUTLOT B/ BLOCK 2	(B-2) PARKING	2.05	–	–	–	184
OUTLOT C/ BLOCK 2	(B-2) PLAZA/COMMON AREA	0.87	–	–	–	32
TOTAL LOTS 1-3 BLOCK 1, LOTS 1-11 BLOCK 2, LOT 1 BLOCK 3, OUTLOTS A, BLOCK 1; OUTLOTS B-C BLOCK 2		37.49	239,000	–	802	1,133

OLSSON ASSOCIATES
1111 Lincoln Mall, Suite 111
P.O. Box 84608
Lincoln, NE 68501-4608
TEL 402.474.6311
FAX 402.474.5160
www.olsonassociates.com

NOT FOR CONSTRUCTION
PRELIMINARY
NOT FOR CONSTRUCTION

REV NO	DATE	REVISIONS DESCRIPTION

REVISIONS

WILDERNESS HIGHTS
PLANNED UNIT DEVELOPMENT

SITE PLAN

LINCOLN, NEBRASKA

2013

drawn by	DAO
checked by	ENG
approved by	ENG
QA/QC by	ENG
project no	B12-2770
drawing no	
date	4.19.13

SHEET 2 of 5

DWG. F:\Projects\012-2770_L3\dwg\Preliminary_Plans\Wilderness Heights PUD base 4-15-13.dwg USER: fauer
DATE: Apr 17, 2013 12:02pm XREFS: 122770_STDAD

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OLSSON ASSOCIATES

April 17, 2013

Mr. Marvin S. Krout, Director
Lincoln Lancaster Planning Department
County-City Building
555 South 10th Street, Suite 213
Lincoln, NE 68508

Re: Wilderness Heights
Amendment to the Planned Unit Development (PUD) CZ#07060

Dear Mr. Krout:

Enclosed find the following documents for the above-referenced project:

- Planned Unit Development Amendment Application
- Application Fee, $792
- 8 ½ x 11 site plan
- Traffic Study Memorandum
- Architectural Guideline document for Block 1

On behalf of the Developer, West Dodge Place, LLC, I am requesting an Amendment to the Planned Unit Development CZ#07060 (the "PUD") which governs the development of the property in Wilderness Heights located southeast of the intersection of South 40th Street and Yankee Hill Road. The requested amendment seeks to permit "Motorized vehicle sales and service" for the lots located in Block 1 of the PUD. The land uses assigned to this block have been revised to permit only "Automobile sales and service".

West Dodge Place, LLC plans to develop three (3) buildings on three (3) separate lots in Block 1. Lot 1 is planned to be an automobile sales and service for a new Lexus dealership in south Lincoln. Lots 2 and 3 are projected to be separate dealership service centers.

This Amendment substantially reduces the traffic generated by the prior designated uses for this development as a number of high traffic generating uses have been replaced by the automobile dealership on Block 1. A Traffic Study Memorandum is included in this submittal. This Memorandum identifies the reduction of AM and PM trips resulting from the proposed change in use. As a result of the trip reduction, the site plan has been revised to eliminate the roundabout that was previously planned on Hohensee Drive and the Block 2 Southbound Commercial Drive. The reduction of traffic trips shows this roundabout is unnecessary.

We have been informed that the original PUD plans have not been given final approval by the Planning department and there are some outstanding conditions yet to be completed. Final plans will be submitted for the original Use Permit to complete the original Use Permit Approval.

017

1111 Lincoln Mall, Suite 111
P.O. Box 84608
Lincoln, NE 68501 4608

TEL 402.474.6311
FAX 402.474.5160

www.oaconsulting.com

A Narrative of the general Architectural standards for the Block 1 Uses has also been submitted by Mike Lacy with Carlson West Povondra Architects. The Architectural design of the three (3) buildings will incorporate building materials that are consistent while still providing for individual identities of each user.

The necessary plans and documents will be uploaded to the project dox site once I receive the Project Dox notification.

Please contact me if you have any questions or require additional information.

Sincerely,

Mark C Palmer, PE

cc: Tom Huston, Cline Williams Wright Johnson & Oldfather L.L.P.
Mickey Anderson, West Dodge Place LLC.
Mike Lacy, Carlson West Povondra Architects.

CARLSON WEST POVONDRA
ARCHITECTS

April 17, 2013

Mark Palmer
Olsson Associates
1111 Lincoln Mall, Suite 111
Lincoln, Nebraska 68508

Re: Future Auto Dealership
PUD Amendment
CWPA Project No. 13113

Dear Mark:

Below is a narrative to be utilized for the PUD Amendment for the proposed new Auto Dealership in Lincoln.

PROPOSED SITE FOR THE NEW AUTO DEALERSHIP – 40TH & YANKEE HILL ROAD

The project shall consist of approximately a 9 acre site incorporating a two-story full service automotive dealership in addition to two remote stand alone independent, one-story Service Centers. The proposed auto dealership building will accommodate approximately 30,000 square feet initially, providing service, parts and carwash with provisions for future expansion. The exterior materials proposed shall consist of glazed aluminum storefront and curtainwall systems combined with stone facing and or special glazed colored masonry materials with Aluminum Composite Panel accents surrounding the showroom portions on both street frontages. The materials at the rear service portions would consist of glazed, colored or textured masonry materials.

The proposed Service Centers shall each consist of approximately 10,000 square feet with exterior materials similar to compliment the Auto dealership to incorporate some consistencies while still providing individual identities.

If you have any questions, please do not hesitate to contact me.

Sincerely,
Carlson West Povondra Architects

Michael Lacey
Principal

5960 Dodge Stree Omaha, Ne 68132
Te 02.55 1500 Fax 402 551 9488
www.cwparch tects.com

Public Works and Utilities - Engineering Services Comments

Revise the plans to show Hohensee drive paving dimensions. Also dimensions the right-of-way for Hohensee. Paving widths,lengths and lanes should match the traffic study. The street needs to be graded the full ROW width. My interpretation of the plan is that it is not shown to be graded that way in the vicinity of the box culvert crossing.

Minimum floor elevations should be shown for the new lots.

The plans need to show full grading of the Yankee Hill ROW for construction of the future urban cross section roadway. It is not clear that the lots shown, especially Lot1, Block 3 is graded to meet that requirement.

The acces to Yankee Hill Road is taking access to temporary paving. I request that the improvements needed to Yankee Road needed at this driveway be dimensioned to show the extent of construction needed. I am specifically referencing the required temporary left and right turn lanes.

40th Street is shown with full build out of the urban section paving. The extent of buildout for this project needs to be clarified and approved. I recommend the buildout that is approved be detailed on these plans.

A traffic study has been submitted and is still under review by Engineering Services.