

3. Including this property inside the future service limit is in conformance with the goals and policies of the Comprehensive Plan. Specifically, the goals of the Plan encourage maintaining commercial and industrial areas within the city limits of Lincoln or in the incorporated villages of Lancaster County.
4. This property was previously excluded from the future service limit, despite the availability of services due to the concern about the impact on the Malcolm School District. However, LPS and Malcolm have both approved an agreement to address the one time impact of the Kawasaki annexation on the Malcolm district.
5. West Fletcher Avenue on the south side of Kawasaki is currently undeveloped. It is proposed to be identified in the Comprehensive Plan for improvement to urban standards in the future.
6. The Nebraska Department of Roads (NDOR) is currently underway on a Highway 34 Corridor Study. NDOR and the County have agreed to build a new half interchange at NW 27th which will allow better access to the plant from the east. Kawasaki employees have experienced significant delays gaining access to Highway 34 in the past, since the only access is from NW 31st Street.
7. Kawasaki and the City have agreed to the cost arrangements and future paving of NW 27th Street from Fletcher to Highway 34 and for West Fletcher Avenue from NW 13th to NW 27th Street.
8. The right-of-way was previously dedicated for the road extension from NW 13th to NW 27th Street. However, West Fletcher is not in the Comprehensive Plan or CIP, at this time for improvement.
9. Residents in the Highlands neighborhood have expressed concerns about speeding and safety issues on West Fletcher, east of NW 13th and along NW 13th Street by the Highland pool and golf course. The Public Works and Utilities Department has proposed design funds in the CIP to work with the neighborhood to address safety issues and on how the intersection of West Fletcher and NW 13th will function after the extension of West Fletcher.
10. The paving of NW 27th Street and West Fletcher from NW 27th to NW 20th should be completed in 2002. The extension of Fletcher from NW 13th to NW 20th is proposed for the year 2004 in order that the design and discussion with the neighborhood will have time to be completed.

CONCLUSION:

Inclusion of this property is in conformance with the goals and policies of the Comprehensive Plan. Kawasaki can be provided with all city services and an Annexation Agreement will address the financing and timing of sanitary sewer, water lines and road construction for development in this area. Thus, the inclusion in the future service limit is appropriate.

The amendment to add the interchange at NW 27th and Highway 34 is supported by the Department of Roads, Lancaster County Engineer and Lincoln Public Works and Utilities. The interchange is appropriate to improve access to the Kawasaki plant and the surrounding area.

The road projects are proposed for inclusion in the Capital Improvement Program (CIP), which was reviewed by the Planning Commission on May 9, 2001. If this amendment is recommended for approval the amendments to the CIP will be found in conformance with the Plan and included in the CIP that is forwarded to the City Council.

The Public Works and Utilities Department has proposed design funds in the CIP to work with the neighborhood to address safety issues and on how the intersection of West Fletcher and NW 13th will function after the extension of West Fletcher. The paving of the final segment of Fletcher from NW 13th to NW 20th would be delayed in order to address Highlands neighborhood concerns about safety issues on West Fletcher and on NW 13th Street.

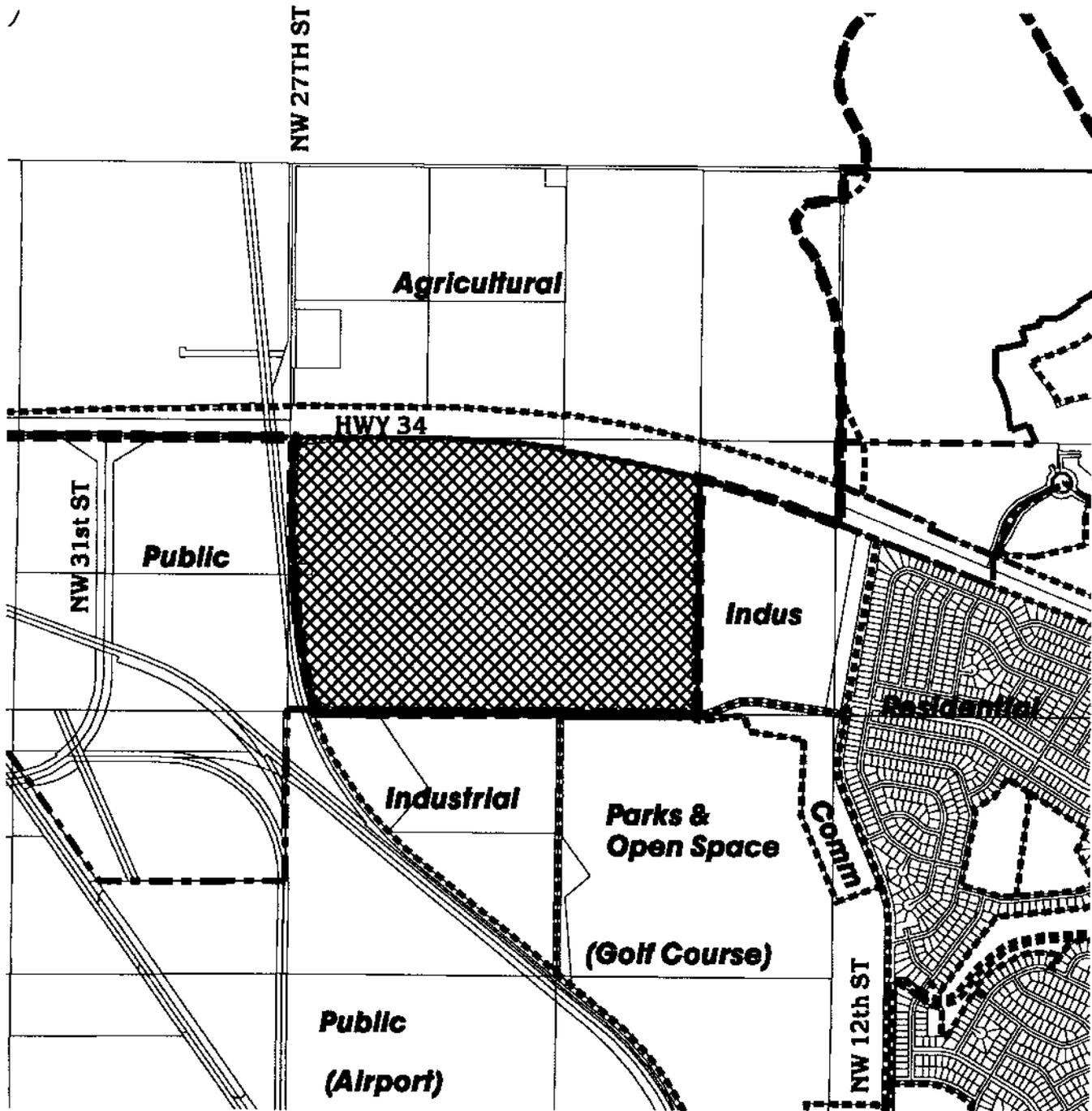
STAFF RECOMMENDATION:

Approval of the following amendment.

1. Amend Page 197, Figure 65, "Lincoln Service Limit and Phasing Plan" to designate the property shown on the map on the following page as inside the "Future Service Limit" and designate it as Phase I.
2. Amend Figure 27 "Functional Street and Road Classification: Future," page 92 to designate West Fletcher Ave. from NW 13th to NW 31st Street as an "Urban/Rural Minor Arterial."
3. Amend Figure 28, "Proposed Changes in Functional Classifications," page 93, to designate West Fletcher from NW 13th to NW 27th Street as from "Urban Collector to Minor Arterial" and West Fletcher from NW 27th to NW 31st Street as "Unclassified to Minor Arterial."
4. Amend Figure 31 "Improvements for Future Road Network: 1-25 Year Program", page 96 to add West Fletcher from NW 13th to NW 31st Street as Type "(D+) Four Through Lanes, Two Left/One Right Turn Lane, Raised Medians, 120 Ft. ROW" and to add a future interchange at the intersection of Highway 34 and NW 27th Street.
5. Amend Table 10, "Transportation Projects -Year 2025", page 97 to include West Fletcher from NW 13th to NW 31st Street under the D+ projects and the NW 27th and Highway 34 Interchange under the State Interchange Projects.

Prepared by:

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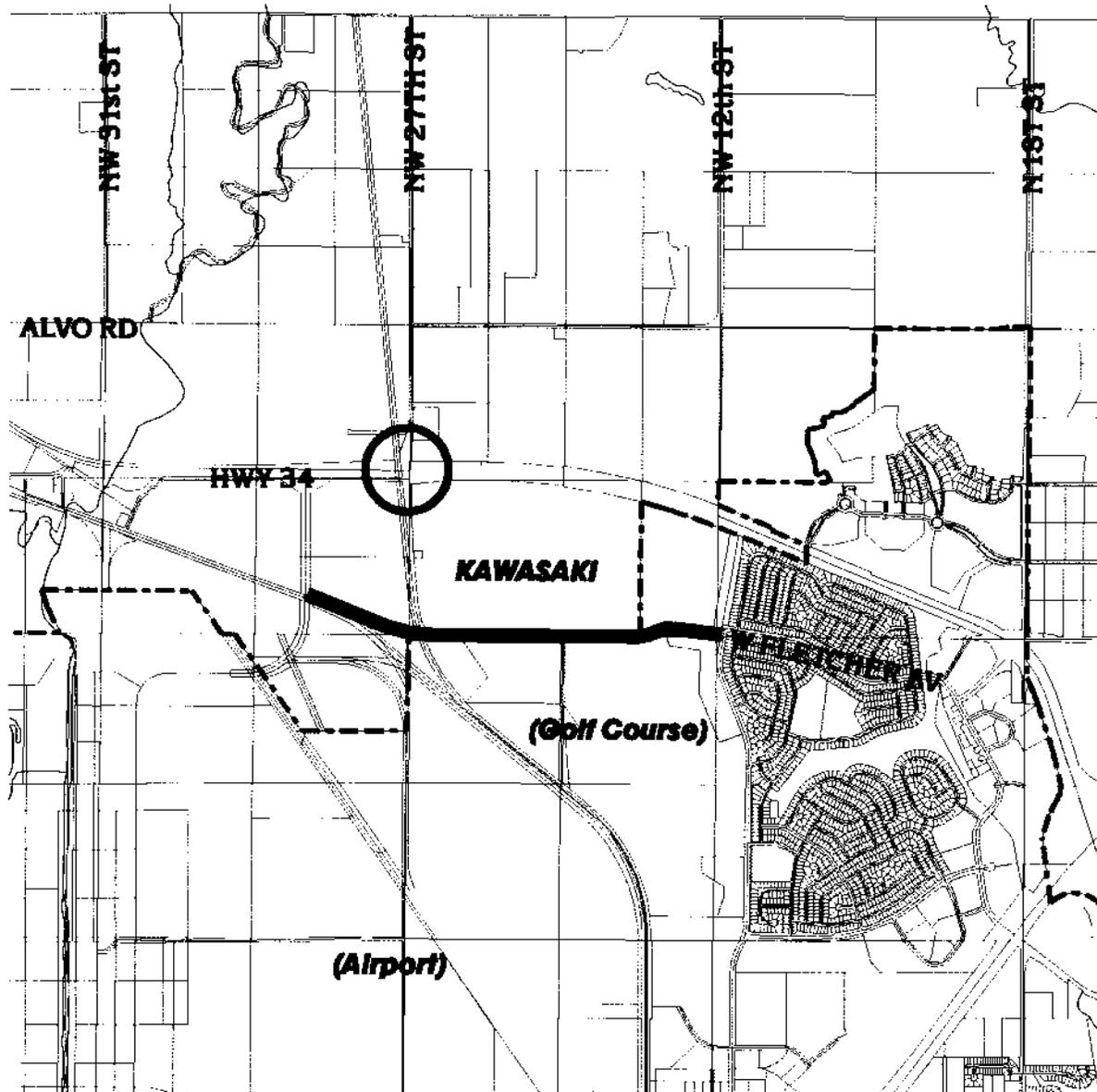


Comprehensive Plan Amendment 94-61

Change to Future Service Limit NW 27th & W Fletcher Av.

- Land Use Boundary
- - - - Lincoln Corporate Limit
- ■ ■ ■ Future Service Limit
- Res** Land Use Category
- ▨ Area to Add to Future Service Limit





Comprehensive Plan Amendment 94-61

**Amendment to Chapter IV Transportation
 W Fletcher Av from NW 31st to NW 12th
 Interchange at NW 27th and Highway 34**

- Lincoln Corporate Limit
- W Fletcher Av
- Interchange

