

# S. Folsom & W. Old Cheney Proposal

**Applicant:** DaNay Kalkowski on behalf of White, LLC and 1640, LLC

**Location:** Land roughly bounded by SW 12<sup>th</sup> Street, Highway 77, W. Denton Road and W. Pioneers Blvd.

**Current Future Land Use:** Urban Residential

**Current Zoning:** AG, Agriculture District

**Current Growth Tier:** Tier I, Priority C

**Proposal Details:**

- Change the growth tier for approximately 815 acres from Tier I, Priority C to B
- The land is contiguous to the existing City limits
- Phase I can be served by the existing pump station in Southwest Village. Future phases will need the trunk sewer extension in order to be served.

## **Comprehensive Plan Specifications:**

Tier I, Priority B (page 12.7):

*Areas designated for development in the first half of the planning period (to 2025) are generally contiguous to existing development and should be provided with basic infrastructure as they develop. Some of the infrastructure required for development may already be in place. Some infrastructure improvements may be made in the near term while others, such as road improvements that are generally more costly, may take longer to complete. In certain cases, areas in Priority B have special agreements that include some level of commitment to build future infrastructure. These areas move into Priority A upon approval of preliminary plans.*

Tier I, Priority C (page 12.7):

*The next areas for development, after 2025, are those which currently lack almost all infrastructure required to support urban development. In areas with this designation, the community will maintain present uses until urban development can commence. Infrastructure improvements to serve this area will not initially be included in the City's Capital Improvement Program (CIP), but will be actively planned for in the longer term capital improvement planning of the various city and county departments.*

Guidelines for Amending Priority Areas (pages 12.7-12.8):

*Infrastructure should generally be provided in different directional growth areas, depending upon limited financial resources and if there is development interest in the area.*

*The community should only approve development proposals that can be adequately served by the initial urban improvements such as electricity, water, sewer, pedestrian facilities and roads and by all urban improvements and services in the long term. Initially, roads may not be built to the full capacity; for example, rural asphalt roads may continue to be used for some period, or a two lane urban street may be built and later expanded to four lanes with turn lanes when conditions warrant. Public safety services and schools may be provided to an area by facilities that are more distant and new facilities phased in over time.*

**Staff Findings:**

This area is currently within Tier I, Priority C. The proposal area covers roughly 1.25 square miles. The southern boundary is adjacent to the existing city limits roughly ½ mile south of W. Old Cheney Road. The primary future land use for this area is urban residential, but there is a large area designated as green space along Salt Creek and between S. Folsom Street and US Highway 77. Future bike trails would traverse this property north to south along S. Folsom Street and east to west along W. Old Cheney Road.

A portion of the property has nearby access to water and sewer through the Southwest Village Planned Unit Development to the south. Phase I residential and Southwest Village commercial can be served by the lift station today. The rest of the area in this proposal would be served by a sewer main that would parallel a small drainage way of Salt Creek, so the sanitary sewer service will arrive from the northeast and extend southwest. Public Works and Utilities is conducting a study now to determine the location and size of the sewer. This sewer line is shown in the proposed Capital Improvement Program in Years 2019/2020 and 2020/2021 for construction. This improvement will be needed for additional development beyond Phase I of the proposed plan, and it will meet the current developer commitment to serve Southwest Village and remove the temporary lift station facility. Arterial street improvements on S. Folsom Street (where approximately 1/3 of a mile is unpaved) will likely be a later piece of public infrastructure to be completed, based on availability of directed impact fees, funding, and street priorities. The future of the W. Old Cheney Road/US Highway 77 intersection is yet to be determined. The Nebraska Department of Roads does plan to construct an interchange at Highway 77 and Warlick Boulevard.

In general, the southwest area has limited capacity as a future growth area for the city due to acreage development in some basins. However, this is an area that would make sense due to fewer acreages, proximity to the city limits, and nearby and planned infrastructure. There are several large tracts of undeveloped land that could be opened up for future neighborhoods and services amounting to a total of approximately 617 acres (c. 561 west of Highway 77 and c. 56 acres east of Highway 77) of potential urban development in Tier I, Priority B. This is one of a handful of small Salt Creek sub-basins in southwest Lincoln that could provide a significant area for new dwelling unit supply, diversity in land holdings, and new housing choices.

**Recommendation:**

Approval of the proposal to change this area from Tier I, Priority C to Tier I, Priority B.

Prepared by

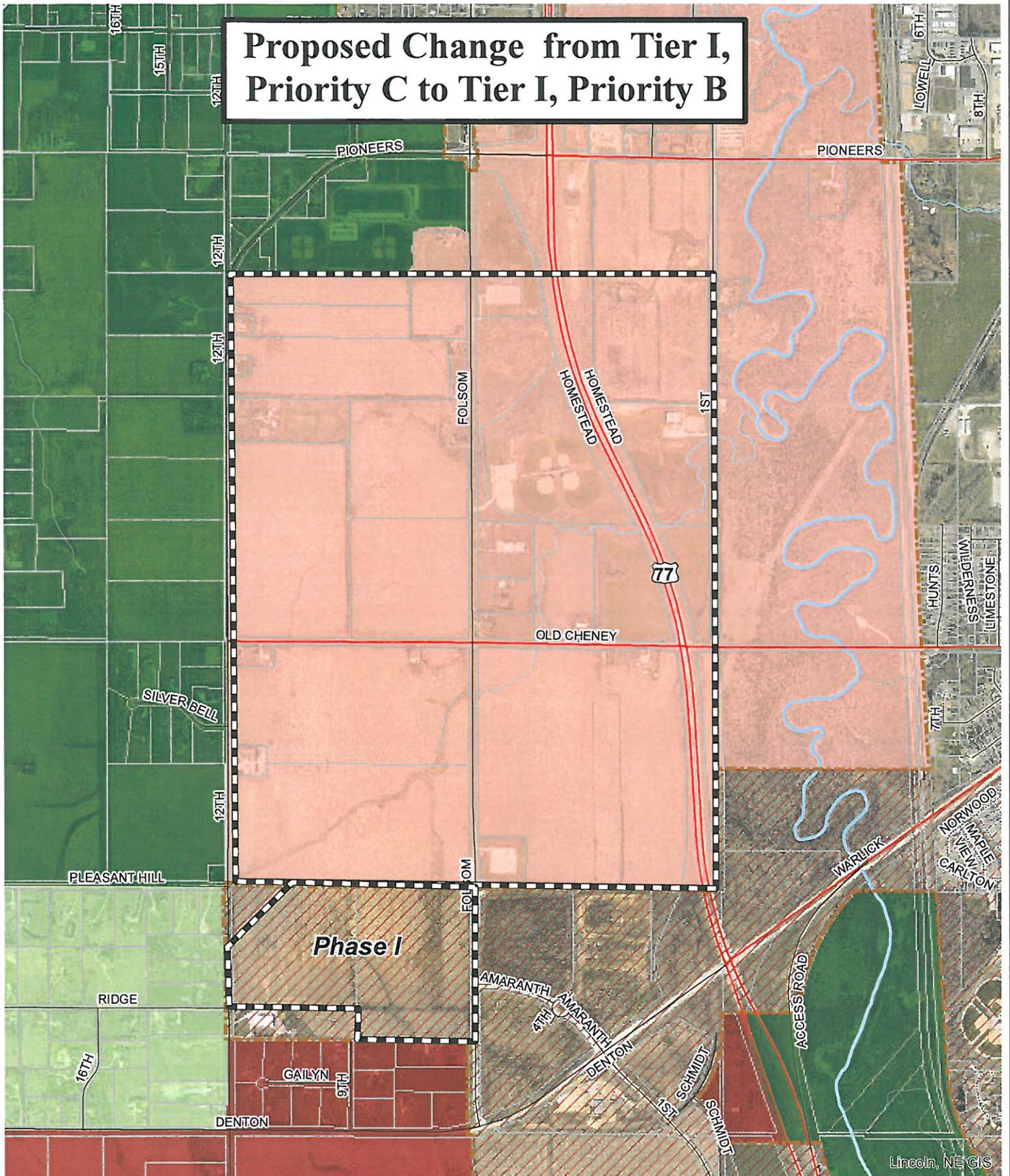


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May 25, 2016

# Proposed Change from Tier I, Priority C to Tier I, Priority B



## S. FOLSOM & W. OLD CHENEY PROPOSAL

- Project Area
- Lincoln City Limits
- Parcels
- Streams
- Major Streets and Highways
- Collector Streets
- Residential Streets
- Private Streets

Lincoln, NE GIS  
Aerial Date: April 2013

0 200 400 800 1,200 1,600  
Feet

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