
MEMORANDUM

TO: Planning Commission

FROM: Stephen Henrichsen, Planning Department SH

SUBJECT: Additional Information and Proposals for 2030 Comprehensive Plan

DATE: October 24, 2006

COPIES: Applicants & staff

The following pages provide additional information on the 7 proposals that were noted at the Planning Commission public hearing on October 18th. In addition, staff has prepared conditions of approval for Proposal #1 and #2, since they were not previously included. The map on the next page also updates the proposed changes for the east side of Adams to include the land use as well. (The following pages are numbered beginning with page 57 so that they can be added to the previous information sent to Planning Commission on October 17th.)

For Proposal #1 on the southwest corner of 84th and Adams:

Amend the Comprehensive Plan as follows:

- 1) Amend the Land Use Plan on page 17 to change approximately 22 acres from Urban Residential to Commercial on the southwest corner of N. 84th and Adams Street (as shown on page 11 of the October 17th, 2006 memo)

- 2) Amend the Business and Commerce chapter on page 41 to add the designation Neighborhood Center (Site Specific) to the southeast corner of N. 84th and Adams Street. west

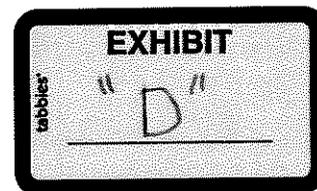
For Proposal #2 on the northeast and southeast corner of 84th and Adams:

Amend the Comprehensive Plan as follows:

- 1) Amend the Land Use Plan on page 17 land from Urban Residential to Commercial north of Adams and east of N. 84th St. as shown on the next page:

- 2) Amend the Business and Commerce chapter on page 41 to change the designation from Neighborhood Center to Community Center (Site Specific) approximately 1/4 mile north of Adams on the east side of N. 84th Street.

- 3) Amend the Business and Commerce chapter on page 41 to change the designation from Neighborhood Center to Mixed Use Office Center (Site Specific) on the southeast corner of Adams and N. 84th Street.



Proposal No. 9 N. 84th and Cornhusker

Location	Proposal
East of N. 84 th north of Cornhusker Highway	Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to 1) Change 6 to 8 acres from Agricultural to Industrial.
Recommendation: Denial of change to Land Use Plan. (Staff will recommend approval of a change of zone for about 4 acres due to limited impact of current use and applicant's initiation of action per 2025 Plan.)	

Description

The applicant is requesting six acres of land east of N. 84th and north of Cornhusker Highway be designated as Industrial in the 2030 Land Use Plan. This property and a surrounding 10 +/- acres are outside of the FEMA 100 year floodplain and floodway. The applicant began the process of initiating a change of zone under the 2025 Plan, but delayed to propose application under the 2030 Plan.

Comprehensive Plan Implications

The 2025 Comprehensive Plan designates this area as Industrial. In developing the land use map for Planning Commission, City Council and County Board review in November 2005, several updates to the land use map were made. This included changing the designation from Industrial to Agricultural or Agricultural Stream Corridor at 1) N. 56th to N. 70th, south of Salt Creek and 2) east of 84th Street, north of Cornhusker Highway. Additionally, Industrial was changed to Commercial on S. 40th Street, south of Yankee Hill Road and at S. 38th and the South Beltway.

While the applicant is proposing only a few acres of industrial use, this application must be considered in terms of the larger surrounding 50 to 100 acres out of the floodway, but in the floodplain which may also request industrial zoning, using the smaller parcel as part of the precedent for approving rezoning of the adjacent land.

The small area east of 84th and north of Cornhusker was changed to Agricultural for the following reasons:

1. The 2030 Plan on page 120 encourages **limiting rail/ vehicular/ pedestrian conflicts**, not creating land uses which will increase the number of vehicles crossing the tracks. The land was north of the Burlington Northern railroad. These **tracks carry over 35 to 40 trains a day** and often block N. 84th Street north of Cornhusker. This is a significant limitation on providing consistent and safe access to industrial development on the north side of the tracks. Public Works and Utilities also notes that they are concerned about the impact of increased traffic and "conflict with fast moving trains" at this location. (See October 23rd memo at the end of the memo.)

Unlike other areas of Lincoln that are blocked by this same line, there is not another road close to provide alternative access to the land. There are no roads between 70th and 84th, nor between 84th and 98th. To the west access is Stevens Creek and to the east is the City of Lincoln Wetland Bank. Development on the south side of Cornhusker at this location is not blocked by trains. A small refuse service may not generate much traffic, but if a larger, adjacent area were developed with industrial uses, the amount of traffic and conflicts on the tracks would increase.

2. The surrounding land north of Cornhusker Highway between 84th and 98th Street is in agricultural use or part of the City's wetland bank. The majority of the surrounding land is in the floodplain or floodway. This smaller area could easily be used as part of the surrounding agricultural use.
3. The 2030 Plan on page 111 includes a "North 70th to North 84th and Havelock Ave. to Bluff Road Study." The intent of the study is to consider how a future road could be extended from the 80th to 84th and Cornhusker area to 70th Street, over the railroad tracks to serve land west of Stevens Creek. Since only agricultural uses were shown east of Stevens Creek, **significant costs of extending bridges and roads to this area would be avoided.** Adding industrial land uses east of Stevens Creek, east of 84th Street, could add significantly to the future transportation costs.
4. The 2030 Plan on page 7 encourages commercial and **industrial development to take place within Lincoln or incorporated towns and cities.** This land was outside the Future Service Limit. Public Works and Utilities notes that sanitary sewer could not be provided today. In the future a sewer line might be extended to the south of Cornhusker Highway. To serve this land a sanitary sewer line would have to cross under Cornhusker Highway, the railroad tracks and two major water transmission lines. An alternative would be to build a siphon across Stevens Creek to the west, which would also be costly. It is cost prohibitive to serve a small area with sanitary sewer. The City does not have water distribution lines on the north side of Cornhusker Highway. Once service was extended to the area south of Cornhusker, it would require boring under Cornhusker and the railroad racks. These water mains are not in the CIP. North 84th Street is currently a gravel road.

Conclusion

After the public hearing, staff discussed with Don Bowman, attorney for the applicant, this proposal further and believe there is agreement to rezone about 4 acres of land at this location to permit the refuse service, but to not designate this land or a larger area as industrial.

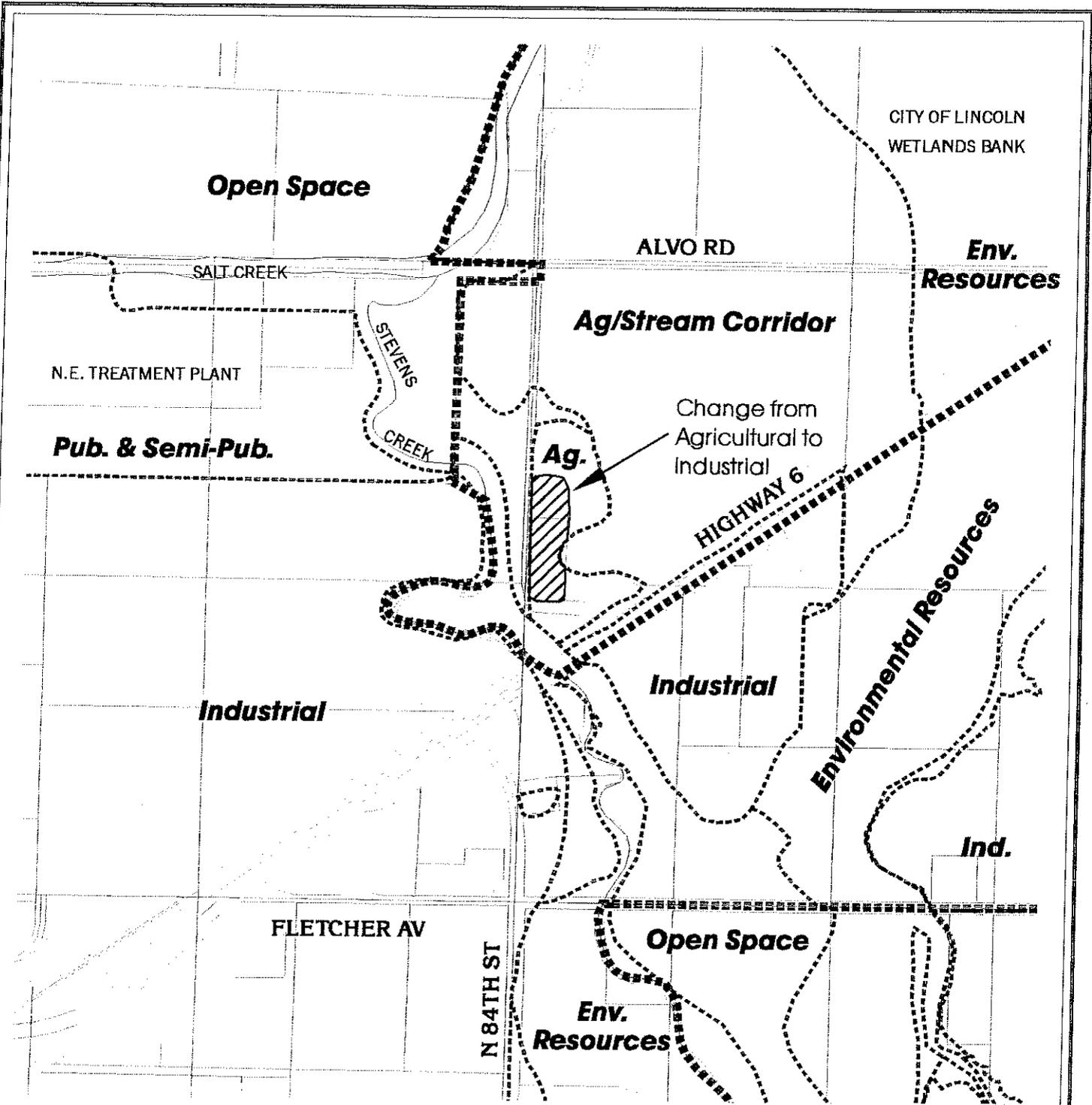
The applicant's intent was to have a few acres of zoning that would allow his refuse service to remain at the current location. The 2025 Plan designated the land as industrial, and the applicant began the process of a change of zone and subdivision in conformance with the Plan. At staff's recommendation, the applicant also submitted a proposal for changing the 2030 Plan to show the area as industrial. However, once this larger area was considered, it became clear that there are many issues and significant concerns with a larger industrial development.

For various reasons listed in this review, this area is not appropriate for substantial industrial development. The adjacent road is gravel, there are no services, the majority of the land is floodplain and access is blocked by 35 to 40 trains or more. However, the applicant's use for a few acres, which does not bring any customers to the site with limited traffic is appropriate given that

he had begun the process under the 2025 Plan. It would be inappropriate to designate industrial uses at this location to encourage a larger area of development. But a change of zone for about 4 acres at this location, given the circumstances, is acceptable.

The area east of Stevens Creek and 84th Street between Cornhusker Highway and Interstate 80 would appear to be a "natural" for commercial and industrial development. It is visible from two major highways and adjacent to a growing city and in the I-80 corridor between Omaha and Lincoln. However, this ignores the natural conditions that over 95% of the land is in the floodplain and floodway. A large portion of the land is also in conservation use and is owned by the City of Lincoln or Lower Platte South NRD. It also ignores the man-made barrier caused by the railroad tracks on the north side of Cornhusker carrying over 35 trains a day and the fact that Interstate 80 does not have an interchange in this corridor.

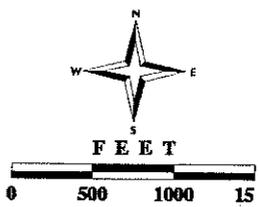
The City should expand industrial and commercial uses in the I-80 corridor, but in locations outside of the floodplain with good access to paved streets and without railroad conflicts. Sites at N. 56th and I-80 and along the south side of Cornhusker provide ample opportunities for large industrial users. The City also provides numerous locations where a small industrial use, such as a refuse hauler, could locate in close proximity to the city on industrially zoned land.



N 84th and Highway 6

2030 Comprehensive Plan Proposal # 9

- Future Service Limit
- Land Use Boundary
- Res** Land Use Category
-  From Agricultural to Industrial




LINCOLN - LANCASTER COUNTY
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Proposal No. 10
S. 56th and Rokeby Road

Location	Proposal
Between S. 48 th and S. 56 th , north of Rokeby Road	Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to 1) Change approximately 80 acres from Priority B to Priority A
Recommendation: Denial	

Description

This property is generally in agricultural use and is between S. 48th and S. 56th, north of the future Rokeby Road. It includes approximately 80 acres. The land to the north, south and east is in Low Density Residential use.

To the west of the property is the Grandale Preliminary Plat which was approved, rezoned to R-3 Residential and annexed into the city limits in May 2006. The land to the west of this property is in Priority A. The land to the north, south and east is Priority C. This 80 acre parcel is the only property designated as Priority B between 40th and 56th, from Yankee Hill Road to Rokeby Road.

This property drains by gravity to the west. A sanitary sewer line is under construction which will bring the sewer line up to S. 40th Street. Once the Grandale area develops, both water and sewer will be extending through the adjacent streets to this west property line of this land. The Grandale preliminary plat also shows that Rokeby Road would be extended from 40th to approximately 48th Street. There is not any right-of-way for Rokeby Road today between 40th and 56th Street.

Kent Seacrest, representing the buyer of this property stated it is their intent to develop this land within the next six years. He also stated that extending Rokeby Road from 40th to 56th Street has been an important part of the development for both the buyer and the adjacent acreage homeowners who are worried about cut-through traffic without Rokeby Road being constructed.

Comprehensive Plan Implications

The draft 2030 Comprehensive Plan states that:

PRIORITY AREA PLAN FOR TIER I
SETTING PRIORITIES

"The top priority for infrastructure improvements is the existing city and areas that are currently under development. In order to provide for the orderly future growth of the city,

additional land is identified in Tier I as the next area for improvement. However, the community does not have the financial resources, nor is it necessary, to provide urban services to all of the Tier I area within the next few years. So within Tier I, the community needs to prioritize areas for infrastructure improvements.

Priority A identifies a future service area of approximately 20 square miles to serve with utilities in the next six years. Developer interest exists in land in various areas which would require providing services to over 35 square miles – if financing were available. Based on population and growth projections, there is not a need for this much land in the near term. The City has developed and made public financial water and wastewater utility plans for operations and growth and the 2006 CIP based on a smaller Priority A area. User fee increases and/or impact fees as projected for water and wastewater will require additional increases, or additional private financing if projects are added or staged earlier than previously identified.

Currently, there are not adequate funds to build needed road improvements within the city limits, much less serve Priority A or other growth areas. If the City is committed to building improvements concurrent with development, then significant additional road funds will be needed, in addition to the proposed rate increases for water and wastewater.”

In the nearly 20 square miles of Priority A, over 12 square miles is outside of the floodplain or floodprone area, and is generally not in use by such uses as acreage subdivision, golf courses, parks, or other public uses. Within the next 6 years, given past trends, the City will not need 12 square miles for development. Priority A serves a larger area in part in an attempt to provide significant choice in land for development and in several different locations. As noted in the draft Plan, there are serious funding challenges to providing water and sewer to a 20 square mile area.

Water mains between 40th and 56th are not in the current 6 Year Capital Improvement Program (CIP). It will require 1 and ½ miles of at least 16 inch water mains to provide full service to this area. These water mains are not in the CIP. Extending 12 inch water mains through Grandale would mean a long dead end service for future homes on this land.

The sanitary sewer between 48th and 56th is not in the CIP either. Previously, the applicant has expressed that potentially these facilities might be built by the developer and then reimbursed by impact fees. The paving of Rokeby Road is not in the CIP. Public Works and Utilities notes that “Priority A designation would indicate that services and necessary road improvements can be programmed within the 6 year ... period which does not appear to be feasible.”

Conclusion

The need to extend Rokeby Road from 40th to 56th Street is an important consideration for development in this area. This is one of the few areas where the mile line arterial street is not in place today. The utilities will be in place to the west in the near term and the city limits is adjacent.

However, to serve only 80 acres, there is little benefit compared to the cost to extend ½ mile of arterial street, 1 and ½ miles of 16 inch or larger water main and a ½ mile of sanitary sewer trunk line. Due to the large incremental cost to serve this 80 acres, this area should remain Priority B. If the applicant desires to fund a substantial portion of the improvements, that proposal should be reviewed as part of the CIP process in upcoming years as discussed in the Comprehensive Plan.

**Proposal No. 11
N. 56th and I-80**

Location	Proposal
West of N. 56 th Street (Highway 77) and north of Interstate 80	Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to 1) Delete "Highway Oriented Commercial" designation for N. 56 th and I-80 on page 47
Recommendation: Retain Highway Oriented Commercial designation, but amend language describing these areas.	

Description

The applicant proposed that the Highway Oriented Commercial (HOC) designation on the site on N. 56th and I-80 be removed. The applicant stated that this 120 acre area north of I-80 may include some large users not currently included in the description of HOC and would not be solely oriented to warehouses and truck stops which they felt the current language was oriented to encouraging only highway oriented uses.

Comprehensive Plan Implications

The 2030 Plan on page 46 states about HOC areas:

Center Size

These commercial areas will range in size, and due to their orientation to highway travelers, will not have an Anchor Ratio since they will not include large anchor stores (except for large tourist oriented retail stores, such as Cabela's, which are typically oriented to highway traffic.)

Description

These centers are oriented to the highway traveler and highway oriented distribution, warehouse and light manufacturing companies. Retail and service uses would include restaurants, motel/hotels, gas stations, truck stops.

Since they are oriented to the interstate, they should have landscaping and design standards to present an appropriate entryway into the community. The highway oriented commercial areas identified in the Plan are generally distant from large residential areas, so they are not appropriate locations for large discount and grocery stores or other types of anchors. Anchor stores should develop in neighborhood, community and regional centers closer to residential areas. This is particularly so since highway oriented commercial areas are often developed in a linear manner with limited pedestrian access and ties to residential areas. This limitation does not apply to large warehouses and light industrial facilities which are appropriate in Highway Oriented Commercial areas."

The Plan designates three areas as HOC :

1. West O Street Corridor
2. North 56th & I-80
3. South Beltway and S. 27th Street

While highway oriented commercial areas may include a lot of uses such as hotels and restaurants oriented to the traveling public, or warehouses, truck terminals and distribution centers oriented to highway access, other retail uses could locate in the area in some cases.

The HOC designation is helpful in determining appropriate zoning for an area and to give an indication as to the types of uses that may locate in an area. The designation is also used in traffic modeling to give an indication as to what type of uses may locate in an area. The designation is also helpful to describe existing highway oriented areas such as West O Street and 56th and Arbor Road.

However, the current language should be revised to include the opportunity for large retail stores to locate in a HOC area in some cases. The revised description should state that while these areas will probably not include large retail stores, it is possible that a few "big box" stores may find the location desirable.

Amend the Comprehensive Plan, page 46, section on Highway Oriented Commercial Areas as follows:

Center Size

These commercial areas will range in size considerably depending on market potential and land availability, and due to their orientation to highway travelers, will not have an Anchor Ratio since they will not include large anchor stores (except for large tourist oriented retail stores, such as Cabela's, which are typically oriented to highway traffic.)

Description

These centers are primarily oriented to the highway traveler and highway oriented distribution, warehouse and light manufacturing companies. Retail and service uses may include a variety of retail and service uses, ~~would including big box retail stores that have a regional draw or serve "community" center needs,~~ restaurants, motel/hotels, gas stations, and truck stops.

Since they are ~~along entryways into the community oriented to the interstate,~~ they should have landscaping and design standards to present an appropriate entryway into the community. The highway oriented commercial areas identified in the Plan are generally distant from ~~are not surrounded by~~ large residential areas, so they are not appropriate typical locations for large discount and grocery stores or other types of anchors which serve local markets. However, these stores may be able to attract additional support from the population in rural areas and smaller towns in the region, along with the possibility of large specialty or destination stores such as sporting goods and furniture stores, which have the ability to attract consumers from one hundred miles and beyond. ~~Anchor stores should develop in neighborhood, community and regional centers closer to residential areas. This is particularly so since highway oriented commercial areas are often developed in a linear manner with limited pedestrian access and ties to residential areas. This limitation does not apply to large warehouses and light industrial facilities which are appropriate in Highway Oriented Commercial areas.~~

Proposal No. 12
S. 38th and South Beltway

Location	Proposal
West of S. 38 th Street and north of future South Beltway and south of Saltillo Road	Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to 1) Delete "Highway Oriented Commercial" designation for "South Beltway and S. 27 th " on page 47 and replace it with a Community Center designation or no designation
Recommendation: Retain Highway Oriented Commercial designation, but amend language describing these areas.	

Description

The applicant proposed that the Highway Oriented Commercial (HOC) designation on the site on between S. 27th and S. 38th, north of the South Beltway be removed. The applicant stated that this location may include retail uses currently not included in the description of HOC. To the north of this area are several square miles of future urban residential uses which could support large retail anchor stores, in addition to uses oriented to the highway traveler. The applicant thought the current language was to limiting.

Comprehensive Plan Implications

Note: Staff report is identical to Proposal #11

The 2030 Plan on page 46 states about HOC areas:

"Center Size

These commercial areas will range in size, and due to their orientation to highway travelers, will not have an Anchor Ratio since they will not include large anchor stores (except for large tourist oriented retail stores, such as Cabela's, which are typically oriented to highway traffic.)

Description

These centers are oriented to the highway traveler and highway oriented distribution, warehouse and light manufacturing companies. Retail and service uses would include restaurants, motel/hotels, gas stations, truck stops.

Since they are oriented to the interstate, they should have landscaping and design standards to present an appropriate entryway into the community. The highway oriented commercial areas identified in the Plan are generally distant from large residential areas, so they are not appropriate locations for large discount and grocery stores or other types of anchors. Anchor stores should develop in neighborhood, community and regional centers closer to residential areas. This is particularly so since highway oriented commercial areas are often developed in a linear manner with limited pedestrian access and ties to residential areas. This limitation does not apply to large warehouses and light industrial facilities which are appropriate in Highway Oriented Commercial areas."

The Plan designates three areas as HOC :

1. West O Street Corridor
2. North 56th & I-80
3. South Beltway and S. 27th Street

While highway oriented commercial areas may include a lot of uses such as hotels and restaurants oriented to the traveling public, or warehouses, truck terminals and distribution centers oriented to highway access, other retail uses could locate in the area in some cases.

The HOC designation is helpful in determining appropriate zoning for an area and to give an indication as to the types of uses that may locate in an area. The designation is also used in traffic modeling to give an indication as to what type of uses may locate in an area. The designation is also helpful to describe existing highway oriented areas such as West O Street and 56th and Arbor Road.

However, the current language should be revised to include the opportunity for large retail stores to locate in a HOC area in some cases. The revised description should state that while these areas will probably not include large retail stores, it is possible that a few "big box" stores may find the location desirable.

Amend the Comprehensive Plan, page 46, section on Highway Oriented Commercial Areas as follows:

"Center Size

These commercial areas will range in size considerably depending on market potential and land availability. ~~and due to there orientation to highway travelers, will not have an Anchor Ratio since they will not include large anchor stores (except for large tourist oriented retail stores, such as Cabela's, which are typically oriented to highway traffic.)~~

Description

These centers are primarily oriented to the highway traveler and highway oriented distribution, warehouse and light manufacturing companies. Retail and service uses may include a variety of retail and service uses, ~~would including big box retail stores that have a regional draw or serve "community" center needs,~~ restaurants, motel/hotels, gas stations, and truck stops.

Since they are along entryways into the community oriented to the interstate, they should have landscaping and design standards ~~to present an appropriate entryway into the community.~~ The highway oriented commercial areas identified in the Plan are generally distant from ~~are not surrounded by~~ large residential areas, so they are not appropriate typical locations for large discount and grocery stores or other types of anchors which serve local markets. However, these stores may be able to attract additional support from the population in rural areas and smaller towns in the region, along with the possibility of large specialty or destination stores such as sporting goods and furniture stores, which have the ability to attract consumers from one hundred miles and beyond. ~~Anchor stores should develop in neighborhood, community and regional centers closer to residential areas. This is particularly so since highway oriented commercial areas are often developed in a linear manner with limited pedestrian access and ties to residential areas. This limitation does not apply to large warehouses and light industrial facilities which are appropriate in Highway Oriented Commercial areas."~~

Proposal No. 13
Delete Highway Oriented Commercial

Location	Proposal
	<p>Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to</p> <p>1) Delete "Highway Oriented Commercial" designation on page 46 and 47 entirely from the Comprehensive Plan</p>
<p>Recommendation: Revise language as noted in the staff recommendation in Proposal #11 and #12. The HOC designation is helpful in determining appropriate zoning for an area and to give an indication as to the types of uses that may locate in an area. The designation is also used in traffic modeling to give an indication as to what type of uses may locate in an area. The designation is also helpful to describe existing highway oriented areas such as West O Street and 56th and Arbor Road.</p>	

Proposal No. 14 Delete Public Health & Industrial Use Principles

Location	Proposal
	Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to 1) Delete principles and references to Hazardous Materials and Pipelines on page 40
Recommendation: Retain the existing language	

Description

Peter Katt representing the Lincoln Independent Business Association has requested that all the Health Department items regarding pipelines and hazardous materials on page 40 be eliminated.

Comprehensive Plan Implications

The 2030 Comprehensive Plan states on page 40:

“The Economy chapter of the Plan provides guidance on the location needs of various businesses. In addition to principles relating to the needs of businesses, there are considerations for industrial uses in regards to the potential impact on adjacent property. In 2005 a Joint Committee of the Board of Health and Planning Commission began to meet regularly to discuss issues of common interest, including industrial uses which use and store hazardous materials . The Joint Committee developed specific recommendations in regards to the “Use and Storage of Hazardous Materials” and “Pipelines Carrying Hazardous Materials.”

Public Health & Industrial Use Principles

Prevention: *For newly developing areas, transitional uses (such as offices or commercial uses) should develop between industrial and residential uses. In redeveloping areas, lesser setbacks may be acceptable due to the existing conditions, as long as industrial zoning does not get closer to existing residences.*

Industrial zoning districts should be primarily for industrial uses.

Risk Reduction: *In areas where industrial and residential uses are already close, efforts should focus on changes in quantity and type of hazardous materials used and on increasing the distance between where hazardous materials are stored and residential districts.*

Notification: *Persons living in close proximity to businesses with hazardous materials should be notified of the hazards.*

Emergency Planning: *Businesses and government agencies should continue to work together on developing and updating Emergency Management Plans for dealing with accidents and emergencies.*

Joint Planning: *Continue joint planning and health efforts between the Board of Health and Planning Commission. The specific objectives and recommendations developed jointly by them should be further reviewed and implemented.”*

The Health Department is opposed to the change. It notes “the recommendations produced through the work of this joint committee are the result of many hours of discussion and deliberation balancing the protection of public health with local business interests.” (See October memo at the end of the report.)

Conclusion

The *Joint Committee of the Board of Health and Planning Commission* was a successful effort over the past two years. The Joint Committee met with pipeline industry representative and revised recommendations and strategies based on their input. Likewise, staff and members of the Joint Committee met with representatives of several local industries to discuss issues, including concerns industry representatives had about non-industrial uses locating in industrially zoned districts. Recommendations and strategies were revised and draft report was then sent to local groups such as the Lincoln Chamber of Commerce and Lincoln Independent Business Association for review. Staff offered to meet with LIBA on several occasions to discuss the proposal. Staff met with representatives of the Chamber of Commerce and had an initial meeting with Commercial Realtors.

The specific principles on page 40 are broad and merit retention. Reducing risks, notification of residents, and emergency management planning are all worthy goals. Finally, the type of joint planning between agencies such as the Board of Health and Planning Commission is a laudable effort and should be continued in the future.

Proposal No. 15 Delete Comprehensive Plan Population Assumptions

Location	Proposal
	Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to 1) Delete the population assumptions on page 25
Recommendation: Retain the existing language	

Description

Peter Katt representing the Lincoln Independent Business Association objected to the inclusion of population assumptions on page 25.

Comprehensive Plan Implications

The 2030 Comprehensive Plan, under the heading “**Summary of Comprehensive Plan Assumptions**” on page 25 states:

“These assumptions represent the agreement of the Comprehensive Plan Committee which assisted in the development of the Comprehensive Plan. The following assumptions guide the planning process for Lincoln and Lancaster County:

1. *A City and County population growth rate of 1.5 percent per year was used for the 25 and 50 year planning periods. This adds approximately 140,000 persons to the County over the next twenty five years and nearly 300,000 over the next fifty years. The assumed County population distribution would remain 90 percent in the City of Lincoln, 3 percent in other incorporated towns and villages, 6 percent on rural acreages, and 1 percent on farms. This would add approximately 52,100 dwelling units in the Lincoln urban area to support the additional population of 126,000 persons within the 25 year planning period.*

2. *For transportation modeling purposes, an urban residential density factor of 3 dwelling units per acre was assumed for a majority of the designated future growth areas.”*

In order to plan for the orderly growth of Lincoln and Lancaster County some assumptions must be made regarding the need for future facilities and land uses. The increase in population has a direct correlation to the need for facilities and infrastructure. Because it is impossible to know for certain what the future population will be and how it will be distributed throughout the county, some assumptions need to be made.

One of the factors used in formulating the assumption of population change is historic census information. Over the past four decades from 1960 to 2000, the annualized percentage change from one decade to the next has been 1.52%, 1.41%, 1.11%, and 1.63% respectively. An assumed annual rate of change in population of 1.5% is reasonable.

In the 1960's The population of Lancaster County began shifting toward the city, as was happening in much of the nation. In the 1960 census, approximately 83% of the county's population was found in Lincoln, but by 1970 that number had risen to 89%, a level which held steady in 1980 and rose just slightly to 90% in the 1990 and 2000 census.

The population in incorporated villages and cities other than Lincoln in the 1960's and 1970's comprised about 2% of the county's population, and rose to about 3% in the 1980's and 1990's. The 2000 census shows about 2.6% of the county's population in small towns.

Over the past four decades the percentage of the population that resides on farms has fallen from 4% in 1960 to 1% in 2000. The remaining population that lies outside the corporate limits of Lincoln or any other town, and is not considered a farm, changed from 6% in 1960 to about 6.2% in 2000.

While the Comprehensive Plan uses the historical figures to create assumptions of future trends, a part of the ongoing work of the Plan is the monitoring of census data through the Benchmark Indicators Report. When trends are detected in this annual report, those trends are used to review the Comprehensive Plan assumptions during the revision and updating process for future Plans.

The Comprehensive Plan in several places encourages growth in Lincoln and the incorporated cities and villages of Lancaster County, including the Vision Statements on page 5 and 7. The Plan also provides for low density residential uses and addresses appropriate locations for acreage subdivisions.

Conclusion

The Plan encourages the direction of development to the incorporated cities and village of Lancaster County in order to make the most of infrastructure, benefit existing businesses and residents in these places, and preserve the valuable open space and farmland of Lancaster County. These are all core values expressed in the Comprehensive Plan Vision. The population assumptions on page 25 should be retained.



Public Works and Utilities Department

MEMORANDUM

Date: October 23, 2006

To: Stephen Henrichsen, Planning

From: Mike Brienzo, Transportation Planning 

Subject: *Comments on Proposals & Changes for the Planning Commission Review Edition of the Comprehensive Plan*

Copies To: Karl Fredrickson, Roger Figard, Randy Hoskins, Dennis Bartels, Virendra Singh, Marvin Krout, Kent Morgan, David Cary

Public Works Department: Engineering Services has reviewed the second set of Proposals and Changes to the Planning Commission Review Edition of the proposed 2030 Comprehensive Plan (as proposed at Public Hearing of October 18, 2006) and is offering a few comments.

Proposal #9. North 84th and Cornhusker, East of N. 84th north of Cornhusker Highway, change, 10+ acres from Agricultural to Industrial.

This is located outside the 2030 Future Service limit and on the north side of the BNSF Railroad's main line through Lincoln (having approximately 45 trains per day). Concern with locating industrial development to the north of the RR tracks is the potential of having high traffic volumes crossing these tracks to access US 6 (Cornhusker Hwy) in conflict with fast moving trains. The higher the exposure rate (vehicles times trains) at this location, the greater the safety risk.

Proposal #10. South 56th and Rokeby Road, between S. 48th and S. 56th Streets and north of Rokeby Road, change approximately 80 acres from Priority B to Priority A.

The Public Works Department concern is for the provision of services to this area in a timely manner. The "Priority A" designation would indicate that services and necessary road improvements can be programmed within the 6 year capital programming period which does not appear to be feasible. A "Priority B or C" designation would better allow programming activities for necessary improvements to be pursued in an effort to support development in this area.

Proposal #11. North 56th and I-80, west of N. 56th Street (Highway 77) and north of Interstate 80, delete "Highway Oriented Commercial" designation for N. 56th and I-80 on page 47 of the Comprehensive Plan.

Long Range Transportation Planning and Engineering has no comment.

*Comments on Proposals & Changes for the Planning Commission
Review Edition of the Comprehensive Plan*

October 23, 2006

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Proposal #12. South 38th Street and South Beltway, west of S. 38th Street and north of future South Beltway and south of Saltillo Road, delete “Highway Oriented Commercial” designation for “South Beltway and S. 27th” on page 47 and replace it with a Community Center designation or no designation.

The Public Works Department concern is the intensification of projected land uses which have not been adequately reviewed to determine the impacts and necessary infrastructure improvements.

Proposal #13. Delete “Highway Oriented Commercial” designation entirely from the Comprehensive Plan.

Long Range Transportation Planning and Engineering has no comment.

Proposal #14. Delete principles and references to Hazardous Materials and Pipelines on page 40 of the Comprehensive Plan.

The principles in the Comprehensive Plan have value in that they promote safety issues and emergency planning within the community.

Proposal #15. Delete Comprehensive Plan population assumptions on page 25 of the 2030 Lincoln/ Lancaster County Comprehensive Plan.

Long Range Transportation Planning and Engineering has no comment.

If you have any questions or need additional information, please feel free to contact me in the Public Works & Utilities Department at 441-6369.

**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT
INTER-OFFICE COMMUNICATION**

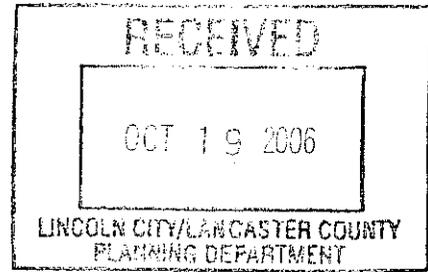
TO: Steve Henrichsen	DATE: October 23, 2006
DEPARTMENT: Planning	FROM: Chris Schroeder
ATTENTION:	DEPARTMENT: Health
CARBONS TO: EH File EH Administration	SUBJECT: Proposed Comp Plan Amendments 2006 Proposals 9-15

The Lincoln-Lancaster County Health Department (LLCHD) has reviewed the proposed additional comprehensive plan amendments.

- **#9** N. 84th and Cornhusker Change 10+ acres from Agricultural to Industrial. The LLCHD does not object to this proposed change.
- **#10** S. 56th and Rokeby Road Change approximately 80 acres from Priority B to A. The LLCHD does not object to this proposed change.
- **#11** Delete “Highway Oriented Commercial” designation for N. 56th and I-80 on page 47. The LLCHD does not object to this proposed change.
- **#12** Delete “Highway Oriented Commercial” designation for “South Beltway and S. 27th on page 47 and replace it with a Community Center designation or no designation. The LLCHD does not object to this proposed change.
- **#13** Delete “Highway Oriented Commercial” designation entirely from the Comprehensive Plan. The LLCHD does not object to this proposed change.
- **#14** Delete principles and references to Hazardous Material and Pipelines on page 40. For obvious reasons, the LLCHD will *not* support this proposed Comprehensive Plan change. In April 2005, a joint committee consisting of four Board of Health members and four Planning Commission members was created to address land-use issue relative to public health and the built environment. Specifically relevant to this proposal, the committee was tasked with examining the use and storage of hazardous materials in our community. The recommendations produced through the work of this joint committee are the result of many hours of discussion and deliberation balancing the protection of public health with local business interests.
- **#15** Delete Comprehensive Plan Population Assumption. The LLCHD does not object to this proposed change.

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October 19, 2006

HAND DELIVERY

Jon Carlson, Chairman
Lincoln-Lancaster County Planning Commission
P.O. Box 83733
Lincoln, NE 68501

RE: Steven Harms
Changes to Comp Plan

Dear Mr. Carlson:

I am providing this letter as a supplement to my remarks before the Commission on Wednesday, October 18, 2006. I represent Steve and Laurie Harms who own approximately 135 acres immediately north of Highway 6 at 84th Street. This consists of 130.01 acres known as Lot 39 in the West One-Half of 35-11-7, and approximately 4.7 acres known as Lot 37, West One-Half of 35-11-7.

Mr. and Mrs. Harms purchased the 4.7 acres in 2004, as it was contiguous with their 130-acre parcel and also had previous designation as industrial use. Approximately 8 additional acres owned by the Harms surrounding the 4.7-acre parcel had the same designation.

Mr. Harms owns and operates a refuse business which began operating in 1931 and is now a fourth generation business culminating 75 years of serving the community. As a part of that business, Mr. Harms has constructed a metal building on Lot 39 to park his trucks in.

On October 2, 2006, Mr. Harms met with Ray Hill and Brian Will at the Planning Department. Their recommendation was to apply for an Administrative Subdivision Permit for approximately six acres of

I-Zoning, which would include the 4.7 acres and the metal building. They also recommended tearing down an old house on the property, which Mr. Harms stated he would do. Based on that recommendation, Mr. Harms employed Russell Orr to survey the property and begin the Application process.

Approximately, two days later the Planning staff advised Mr. Harms that they had changed their minds after noticing that the 2030 Plan is recommending the removal of the I designation from this small parcel. As far as we have been able to ascertain, there is no other parcel which is being changed back to AG in this 2030 Plan.

Steve Hendrickson advised you at the hearing that the basis for their recommendation of removing this from I back to AG was the railroad track and the number of trains passing over it daily. While that may be important if the entire area were commercial or industrial zoning, it is not important with regard to this small piece. Mr. Harms is seeking only a parcel of approximately six to seven acres of I-Zoning which would permit his use as a refuse hauler. He has no plans other than his own private use. Thus, the train traffic is really not relevant to this particular parcel or use.

Mr. Harms would provide his own septic system, water and other amenities. This is very similar to the commercial and industrial properties immediately south of this property, such as Hamilton Equipment and Telex, both of which have their own septic systems and wells. There is an existing septic system and well serving this parcel, and if new or upgraded systems were need, Mr. Harms would provide them himself.

It should be noted that the Planning staff did not have a problem with the I Zoning until they realized that they were already recommending its removal from this parcel. Indeed, they were supportive of the administrative subdivision and zoning change to permit the use Mr. Harms needs. Thus, the argument about the trains is really not valid.

We recognize this is a relatively small item in the overall picture that is before you relating to the 2030 Plan. However, to Mr. Harms it is of critical importance. We are therefore requesting your serious review and consideration of our request that the I designation not be removed from this parcel as proposed by Planning staff.

Jon Carlson, Chairman
October 19, 2006
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If any further information is needed or desired, please feel free to contact me. Thank you for your consideration.

Very truly yours,



Donald H. Bowman

DHB:cas

cc: Steven Harms
cc: Eugene Carroll, Vice-Chair
cc: Mary F. Strand, Commissioner
cc: Gerry Krieser, Commissioner
cc: Roger Larson, Commissioner
cc: Dick Esseks, Commissioner
cc: Michael Cornelius, Commissioner
cc: Lynn Sunderman, Commissioner
cc: Tommy Taylor, Commissioner