

FACTSHEET

TITLE: **USE PERMIT NO. 145**, requested by Engineering Design Consultants on behalf of Pine Lake Development, L.L.C., for approximately 192,900 sq. ft. of office and commercial floor area, with a request to waive the minimum yard requirements, on property generally located northwest of the intersection of South 84th Street and Highway 2.

STAFF RECOMMENDATION: Conditional approval, including a waiver of the side yard setback requirements.

ASSOCIATED REQUESTS: Annexation No. 02006 (03-21); Annexation and Zoning Agreement (03R-25); Change of Zone No. 3373 (03-22); and Pine Lake Plaza Preliminary Plat No. 02016 (03R-26).

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 11/13/02
Administrative Action: 11/13/02

RECOMMENDATION: Conditional Approval, including a waiver of the side yard setback requirements (7-0: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn voting 'yes'; Bills-Strand and Krieser absent).

FINDINGS OF FACT:

1. This use permit and the associated annexation request, change of zone and preliminary plat were heard at the same time before the Planning Commission.
2. The staff recommendation of conditional approval, including a waiver of the side yard setback requirements, is based upon the "Analysis" as set forth on p.5-7, concluding that, with a signed annexation agreement to guarantee participation in required improvements and with minor modifications to the plat, this use permit and the associated annexation, change of zone and preliminary plat are consistent with the Comprehensive Plan.
3. The applicant's testimony is found on p.9-12, including requests to amend the conditions of approval on the preliminary plat (Bill No. 03R-26).
4. Other testimony in support is found on p.12-13. The testimony in support focused on issues regarding the preliminary plat.
5. Testimony by Mike Morrow on behalf of the property owner to the east is found on p.13-15. Morrow indicated general support, but opposed two of the waiver requests on the preliminary plat.
6. The Commission discussion with staff is found on p.15-16.
7. The applicant's response to the opposition and staff discussion is found on p.16-17.
8. On November 13, 2002, the Planning Commission agreed with the staff recommendation and voted 7-0 to recommend conditional approval of Use Permit No. 145, including a waiver of the side yard setback requirements. The conditions of approval are found on p.7-8.
9. The Site Specific conditions of approval required to be completed prior to scheduling this application on the Council agenda have been submitted by the applicant and approved by the reviewing departments.

FACTSHEET PREPARED BY: Jean L. Walker

REVIEWED BY: _____

REFERENCE NUMBER: FS\CC\2003\UP.145 Pine Lake Plaza

DATE: January 21, 2003

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LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

This is a combined staff report for related items. This report contains a single background and analysis section for all items. However, there are separate conditions provided for each individual application.

P.A.S.: Annexation #02006 **DATE:** October 30, 2002
Change of Zone #3373
Preliminary Plat #02016 - Pine Lake Plaza
Use Permit #145

****As Revised by Planning Commission: 11/13/02****

SCHEDULED PLANNING COMMISSION MEETING: November 13, 2002

PROPOSAL: ANN#02006 - To annex all of Lots 34, 49, 50, 51, 52 and 53 I.T's., and adjacent public rights-of-way.

CZ#3373 - A change of zone from AGR to R-3 and O-3.

PP#02016 - Creates 9 lots for residential development, 12 for office/commercial, and three outlots.

UP#145 - To allow 192, 900 square feet of office and commercial floor area.

WAIVER REQUESTS:

1. To side yard setback for Lots 1, 2, 6 and 7, Block 1; Lots 3 and 4, Block 3.
2. Intersection platform at Eiger Drive and Highway 2.
3. Non-radial or perpendicular side lot lines.
4. Construction of Pine Lake Road to an urban cross-section.
5. Turning Lane length on South 84th Street at Eiger Drive.
6. Sanitary Sewer lines running opposite street grades and exceeding maximum allowed depth.
7. Sidewalks along the west side of South 84th Street, along the south side of Pine Lake Road, and along the north side of Highway 2.
8. To exceed the maximum block length of 1,320 feet.
9. Pedestrian way easement on Block 3.

LAND AREA: Approximately 39.9 acres.

CONCLUSION: With a signed annexation agreement to guarantee participation in required improvements and with minor modifications to the plat, this annexation, change of zone, use permit and preliminary plat are consistent with the Comprehensive Plan.

RECOMMENDATION:	Annexation #02006	Conditional Approval
	Change of Zone #3373	Approval
	Preliminary Plat #02016	Conditional Approval
	<u>Use Permit #145</u>	<u>Conditional Approval</u>
	WAIVER REQUESTS	
	<u>Side Yard Setback</u>	<u>Approval</u>
	Intersection Platform	Denial
	Non-radial or Perpendicular Lot Lines	Approval
	Reconstruct Pine Lake Road	Denial
	Waiver granted by Planning Commission: 11/13/02	
	Turning Lane Length on South 84 th at Eiger Drive	Denial
	Waiver granted by Planning Commission: 11/13/02	
	Sanitary Sewer Depth and Grade	Approval
	Sidewalks along South 84 th and Pine Lake Road	Denial
	See Planning Commission amendment of 11/13/02 to Condition #1.1.6 and #1.1.8 of Preliminary Plat	
	Sidewalk along Highway 2	Approval
	Excess Block Length	Approval
	Pedestrian Easement	Approval

GENERAL INFORMATION:

LEGAL DESCRIPTION:

Annexation #02006 - All of Lots 34, 49, 50, 51, 52 and 53 I.T's., and adjacent public rights-of-way.

Change of Zone #3373 - See attached.

Preliminary Plat #02016 - See attached.

Use Permit #145 - See attached.

LOCATION: Northwest of the intersection of South 84th Street and Highway 2.

APPLICANT: Pine Lake Development, LLC
3600 Village Drive, Suite 140
Lincoln, NE 68516
(402) 434-5650

OWNERS: Pine Lake Development, LLC 3600 Village Drive, Suite 140 Lincoln, NE 68516 (402) 434-5650	Mid-America Union Conference Association of Seventh Day Adventists PO Box 6128
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Lincoln, NE 68506
(402) 484-3000

Stan and Grace Portsche
5020 M Street
Lincoln, NE 68510
(402) 488-1120

CONTACT: Robert Dean
EDC
630 North Cotner Blvd Suite 105
Lincoln, NE 68505

EXISTING ZONING: AGR Agricultural Residential

EXISTING LAND USE: Church, single-family residential, and vacant.

SURROUNDING LAND USE AND ZONING:

North:	Residential	AGR
South:	Vacant, Residential	AG, AGR
East:	Regional Center under development	B-5
West:	Residential	AGR

COMPREHENSIVE PLAN SPECIFICATIONS:

Page F25 - This area is designated for commercial land use on the Future Land Use Map.

Page F27 - This area is shown within the City's Future Service Limit.

Page 8 - The area of this plat is included in Figure 2 of the Southeast Lincoln/Highway 2 Subarea Plan.

HISTORY: Preliminary Plat was submitted **July 28, 2002**.
Planning Director's letter was sent **August 28, 2002**.
Revised preliminary plat was submitted **October 11, 2002**.

UTILITIES: This site is located within the City's Future Service Limit, and City water and sewer service can be provided. Electricity, telephone and cable service can also be provided.

TRAFFIC ANALYSIS: South 84th Street and Highway 2 are both considered principal arterials in the Comprehensive Plan. In the Southeast Lincoln/Highway 2 Subarea Plan, South 84th Street is scheduled for reconstruction adjacent to this site. As part of that project, South 84th Street will be relocated east approximately 150'. The existing Pine Lake Road and South 84th Street intersection is scheduled to be moved north approximately 250'.

This plat takes access to Highway 2 via the existing Pine Lake Road intersection, to South 84th Street at Eiger Drive, and to Pine Lake Road at South 82nd Street. Roadway improvements in this area are

based upon the traffic demand anticipated by the land uses shown on the Future Land Use Map of the Comprehensive Plan.

ANALYSIS:

1. This site must be annexed to receive municipal services, and as a result an annexation agreement is required in conjunction with this development. The agreement will stipulate the timing and the amount of contribution the owners are responsible for concerning oversized water mains in Eiger Drive and South 84th Street, and for street improvements in adjacent streets.

The application to annex Pine Lake S.I.D, adjacent to the north of this development, is pending consideration before City Council. The Planning Commission recommended approval on June 10, 2002, with consideration by the City Council delayed until sanitary sewer service could be provided to the area. Sewer service has been extended to Parker's Landing subdivision north of Pine Lake S.I.D., and provisions to extend the line to the S.I.D are included in the preliminary plat of Edenton Woods - a proposed residential development immediately west of Pine Lake S.I.D. It is anticipated that connection will be made in the Spring of 2003.

2. It is noted in the attached review from Public Works dated October 22, 2002, that the additional information was required to make a determination concerning the waiver to sewer depth. Since that review, Public Works has reviewed additional information that has been submitted and is recommending approval of the waiver.
3. The grading and drainage plan must be revised, and reviewed and approved by Public Works. This includes showing Pine Lake Road graded to an urban cross-section, providing an easement to accommodate drainage for detention cell #1, and providing the required information for storm water detention. Pine Lake Road is currently only improved to a rural cross-section, and will not be adequate to handle the anticipated traffic that will be generated as a result of this development.
4. The plat shows the proposed street layout that includes vacating a portion of Pine Lake Road, with the primary connection as South 82nd Street. A Westshore Drive connection to Eiger Drive is also shown. The grade at the Highway 2 intersection does not meet design standards and is unsatisfactory. Considering the anticipated volume of traffic as a result of this development, improvements to the intersection are warranted, and the waiver to the design standard to allow the existing grade to remain is not appropriate. It should also be noted that the applicant needs to submit a separate petition to vacate Pine Lake Road.
5. During developer negotiations and in the Director's Letter review of this plat, City staff has repeatedly stated an objection to allowing Lot 6, Block 3 driveway access onto South 84th Street. The intent of the sub-area plan and planned improvements to South 84th Street have never included an access point at this location - access from this development to South 84th Street is provided by Eiger Drive. It is noted in the staff review that even if this drive were approved, the grading plan submitted does not work.

6. A waiver to design standard has been requested to reduce the length of the southbound, right-turn lane in South 84th Street at Eiger Drive from 250' to 150'. Because this is the primary entrance to the development, and a significant amount of the anticipated traffic to this site will be from the north on South 84th Street, Public Works does not support this waiver request and recommends that the required 250' long turn lane be provided for adequate vehicle queuing capacity.
7. A waiver to sidewalks along South 84th Street, along Pine Lake Road, and along Highway 2 has been requested. The applicant was asked to provide justification to waive the sidewalks along South 84th Street and along Pine Lake Road, however the rationale provided does not demonstrate any hardship or unique circumstance to support the waiver, and the sidewalks should be constructed. In the case of Highway 2, City staff agrees a sidewalk is unnecessary and supports this waiver request.
8. The owner of Lot 34 I.T. is not participating in this development and this lot is not included in the change of zone, use permit or preliminary plat. As a result, the tract is not integrated, and there is no provision to provide access to it to accommodate future development. An access easement must be provided with this plat to prevent isolated development from occurring. Additionally, the grading plan effectively prohibits any future integration of this tract into the plat due to the proposed change in grade along Eiger Drive. The grading plan must be revised to accommodate the future inclusion of this parcel into the center.
9. A waiver to the sideyard setback for Lots 1, 2, 6 and 7, Block 1, and Lots 3 and 4, Block 3 have been requested. Consistent with the subarea plan, the wetlands and drainage areas through this site are being left largely undisturbed, and the street pattern and lot layout are designed around these areas. This waiver request is specifically for those lots that are adjacent to the outlots that are being created to preserve open space and detention areas. It was previously noted in the Director's Letter to the applicant that the waiver is appropriate. Additionally, for the same reasons the waiver to radial or non-perpendicular lot lines is also appropriate.
10. A waiver to excess block length and the required pedestrian easement for a sidewalk has been requested. The block in question is Block 3, which extends along the south edge of the plat adjacent to Highway 2. While it exceeds 1,320' in length, the fact that it is adjacent to Highway 2 diminishes the concern over block length as no access to Highway 2 will be allowed along this frontage. Additionally, there will be no sidewalks along Highway 2, so a pedestrian easement through the block will serve no purpose.
11. The use permit proposes 192,900 square feet of office/commercial floor area on 12 lots. A private roadway is shown providing access to three of these lots, Lots 4, 5 and 6, Block 3, but the setback to the building envelopes on these lots must be shown. Additionally, the Southeast Lincoln/Highway 2 Subarea Plan shows open green space along the Highway 2 corridor in this area. Appian Way, the regional shopping center east of South 84th Street, was required to maintain a minimum 200' setback from the centerline of Highway 2 along this frontage to provide for open space. This development generally maintains that setback, with the exception of the building envelopes on Lots 4 and 5, Block 3. If those envelopes are shifted approximately 10' to 50' to the north (the right-of-way is irregular and varies at this location), a consistent

setback along Highway 2 can be maintained, while still allowing for adequate setbacks from internal lot lines and private roadways with little impact upon the development. Also, a specific site plan is shown for Lot 1, Block 1 and must be revised to show all required parking lot screening and landscaping required by the Design Standards.

Provided the building envelopes on Lots 4 and 5, Block 3 are modified as noted above, and all required landscaping is shown for Lot 1, Block 1, the configuration of lots and open space is consistent with the Comprehensive Plan, and complies with the requirements of the Zoning Ordinance.

CONDITIONS OF APPROVAL

Use Permit #145

Site Specific:

1. After the applicant completes the following instructions and submits the documents and plans to the Planning Department and the plans are found to be acceptable, the application will be scheduled on the City Council's agenda:

1.1 Revise the site plan to show:

1.1.1 The building envelopes for Lots 4 and 5, Block 3 relocated north to maintain a 200' separation from the centerline of Highway 2 consistent with the other lots in the development.

1.1.2 All setback dimensions throughout the development, including the setback from the private roadway to the building envelopes on adjacent lots.

1.1.3 All required screening and landscaping for Lot 1, Block 1.

1.1.4 The Landscape Notes on Sheet 7 of 7 revised to include a Note #4 that states "All landscaping shall be done in accordance with City of Lincoln Design Standards".

2. This approval permits 192,900 square feet of office/commercial floor area with a waiver to side yard setback.

General:

3. Before receiving building permits:

3.1 Landscaping shall be provided in accordance with the City of Lincoln Design Standards.

3.2 The construction plans shall comply with the approved plans.

Standard:

4. The following conditions are applicable to all requests:
 - 4.1 Before occupying the buildings all development and construction shall have been completed in compliance with the approved plans.
 - 4.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established property owners association approved by the City Attorney.
 - 4.3 The site plan accompanying this permit shall be the basis for all interpretations of setbacks, yards, locations of buildings, location of parking and circulation elements, and similar matters.
 - 4.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.
 - 4.5 The applicant shall sign and return the letter of acceptance to the City Clerk within 30 days following the approval of the special permit, provided, however, said 30-day period may be extended up to six months by administrative amendment. The clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filling fees therefor to be paid in advance by the applicant.

Prepared by:

Planner
Brian Will, AICP

**ANNEXATION NO. 02006;
CHANGE OF ZONE NO. 3373;
USE PERMIT NO. 145; and
PRELIMINARY PLAT NO. 02016,
PINE LAKE PLAZA**

PUBLIC HEARING BEFORE PLANNING COMMISSION:

November 13, 2002

Members present: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn; Bills-Strand and Krieser absent.

Staff recommendation: Approval of the annexation, subject to an annexation agreement; approval of the change of zone and conditional approval of the use permit and preliminary plat.

Proponents

1. Mark Hunzeker appeared on behalf of the owners and developers of this project. This proposal has been through a fairly long and laborious process to get to this point. It has gone from this property being shown in the Comprehensive Plan as Agricultural Residential, through the process of the Southeast Lincoln Subarea Plan that designated this area as potential for office type development. The developers have reached agreement with the Pine Lake neighborhood and have worked with the staff and the other neighbors. They have boiled this down to a relatively small handful of issues, which involve about seven or eight of the conditions of approval in the staff report.

Request to delete Condition #1.1.1 of the preliminary plat. The first issue has to do with Pine Lake Road. Pine Lake Road, along the south side of the Pine Lake subdivision, is an existing county blacktop road. One of the concerns that the Pine Lake neighborhood had during the Comprehensive Plan discussion was that their neighborhood, to the extent possible, remain consistent with their rural acreage lifestyle. Thus, the developer and neighbors have agreed that there is no desire to see Pine Lake Road become a through-trafficway, and for that reason it has been agreed that a portion of Pine Lake Road be proposed to be vacated in order to funnel the traffic from 84th Street to Hwy 2 through the Pine Lake Plaza site from east to west, providing a connection at the two roads that lead into the Pine Lake subdivision, but severing the connection between those two in such a way as to prevent through traffic on Pine Lake Road. Condition #1.1.1 of the preliminary plat requires that this developer regrade and rebuild Pine Lake Road to an urban cross-section, including curb and gutter. Hunzeker requested that Condition #1.1.1 be deleted.

Request to delete Condition #1.1.2 of the preliminary plat. This condition requires dedication of an easement to accommodate drainage for detention cell #1. Hunzeker believes this requirement is based upon an assumption in the Public Works report that that property is not part of this application or on property owned by others. Hunzeker submits that not to be the case. It is on property that is part of this application and this condition is not necessary.

Request to delete Condition #1.1.4 of the preliminary plat. Stan and Grace Portsche own the property at the corner of 84th and Hwy 2, which is zoned O-3. The Portsche's have owned this property for a very long time and have lost pieces several different times over the years due to expanding the rights-of-way of Hwy 2 and 84th Street. As it stands today, the Portsche's have right to an access to 84th Street. They do not have a right to an access to Hwy 2. The access proposed under this proposal is significantly set back to the north from Hwy 2, far enough that it will be well outside the beginning of the right turn lane to take you westbound on Hwy 2 at 84th. Hunzeker purported that there is more than ample room to provide a right turn access and it is the desire of the developer and the Portsche's that the 84th Street access be retained. It would detract materially from the value of the Portsche property to delete that access. Hunzeker understands that the grades of 84th Street as they may be adjusted will present some challenges to having a good access there, but the Portsche's are prepared to deal with that issue at the time it is necessary and as that improvement is made to 84th Street.

Request to delete Condition #1.1.5 of the preliminary plat. Hunzeker stated that this condition is also an issue having to do with access to 84th; however, it is at the intersection of Eiger Drive and 84th Street, and involves the distance required for right turns into the site. The traffic study indicates a minimum number of right turns into this site during the peak pm traffic; in fact, barely enough right turns to justify having a right turn lane at all. Th staff report asks for a 250' long right turn lane, which the developer regards as being way more than is necessary. Hunzeker suggested that even the 150' right turn lane which is being shown is way more than is necessary for adequate functioning of this intersection, and 250' is merely a waste of money.

Request to amend Condition #1.1.6 of the preliminary plat. This condition deals with sidewalks relating to two streets.

- a) The west side of So. 84th Street (as it will be relocated) does not abut the property being developed in this proposal. It will be moved to the east. Hunzeker requested to delete the requirement to construct sidewalks in So. 84th Street abutting this property inasmuch as it will be moved to the east. To build that sidewalk today would be wasteful and it ought to be rebuilt and installed at the time 84th Street is moved.
- b) Hunzeker requested that this development not be required to place sidewalks on the south side of Pine Lake Road, which relates back to the cross-section issue (Condition #1.1.1). If Pine Lake Road is left as a rural cross-section, it will have a ditch and it will be impossible to establish grades for sidewalks and will be out of character for the area.

Request to amend Condition #1.1.8 of the preliminary plat. Hunzeker suggested that language be added at the end of Condition #1.1.8 to reflect the proposed amendments to Condition #1.1.6 as follows:

- 1.1.8 Revise Note #21 to indicate sidewalks will be provided along both sides of the streets except Highway 2, and except as noted in Condition #1.1.6.

Request to delete Condition #1.1.10 of the preliminary plat. This condition also relates to the issue of 84th Street access to the Portsche property, and Hunzeker requested that it be deleted.

Request to amend Condition #3.2.10 of the preliminary plat. Hunzeker requested that Lot 6, Block 3, be removed from Condition #3.2.10. This also relates to the Portsche property 84th Street access.

Hunzeker agreed with all other conditions of approval, including moving the building environment away from Hwy 2 to a consistent depth. It is his understanding that parking would be allowed outside the 50' setback area and they will keep the buildings back 200' from the centerline.

Hunzeker reiterated that this project has the support of the neighbors.

Larson inquired whether there is any access to Pine Lake Road off 84th Street now. Hunzeker responded, stating that the portion of Pine Lake Road that will be closed will be west of Eastshore Drive and east of Westshore Drive. Pine Lake Road will be vacated between those two streets. The intersection of 84th and Pine Lake Road is going to be moved to the north, and access into Pine Lake will be via a frontage road that will get you back to the old Pine Lake Road. This is in conjunction with changes that are being made on the east side to facilitate development of the shopping center.

Schwinn asked whether there is a house on the Portsche property. Hunzeker indicated that there is not a house on the Portsche property. The house is on property owned by Mr. Brinkman, who is not a part of this project. He has written a letter asking not to be annexed.

Steward observed that the new property lines, or the existing property line, would cut a part of that u-shaped roadway off and that would be a one-way in and out access. Hunzeker acknowledged that he actually just noticed that yesterday and it is unclear. That particular pin has not been surveyed specifically. These property lines have been taken from aerial photos that were not necessarily ever designed to be accurate to that degree. It may be that that property line would place that drive on the outside of Brinkman's property. It has been there a long time and he may have the right to it whether it is on his property or not. There was no conscious intent to change it one way or the other.

Newman inquired as to the intended use for Lot 6. Hunzeker indicated it to be an office building lot for general office space. There is no specific user at this time.

Schwinn noted that Lot 6 is going to have access on Alcrom Court, so why does it still need access on 84th? Hunzeker explained that this property has been subject to multiple condemnations. The Portsche's believe strongly that the value of this property would be diminished considerably if denied this access. It will facilitate the ability to place two office buildings on this property, each of which would have its own front door type of access without essentially putting one behind the other. Hunzeker believes it will help to have an additional way out from this site rather than having to go back through to Eiger Drive.

Schwinn noted that the proposed South 84th Street will be moving 250' to the east. Currently, this proposed plat shows the proposed street; however, today we already have a right-of-way with 84th Street there. What happens to that parcel? Hunzeker has not read the agreement but he is told that there are some provisions in the annexation agreement relating to the property east of 84th Street. The intent is to vacate that right-of-way. He believes there are some agreements in place between the owner of the property east of 84th and at least one of the owners on the west side to trade some land once the vacation is completed. With respect to the Portsche's, he does not believe there is such an

agreement. If that roadway is vacated, the property would revert half on each side. The half on the east side, depending on the order of things, might revert to the owner of the property on the east side of the new road or it may revert to the city.

Schwinn observed that if the access is maintained on 84th Street and that property changes hands, the Portsche's would not have access to 84th anyway. Hunzeker believes the access will be established prior to the vacation.

Carlson addressed the sidewalks on 84th Street and the request to remove this obligation. What about continuing to hold that obligation until such time as 84th is moved? Hunzeker agreed that to be an option, but he does not know when that is going to happen. He would prefer that that sidewalk be built with the street.

Carlson noted that 82nd Street connects to Pine Lake Road, so he has concerns about not having Pine Lake Road up to urban standards. Hunzeker anticipates that 82nd Street will be a street of convenience for people who live in Pine Lake. It is not anticipated that very much, if any, of this developer and/or employee traffic will use 82nd simply because of the convoluted route to get back to 84th Street. It is much easier and quicker to go straight to 84th on Eiger Drive.

Carlson inquired whether there is any way for pedestrian motion to move along the property or get into the property. Hunzeker noted that there will be sidewalks on 82nd Street. There is currently no sidewalk anywhere within Pine Lake, nor on either side of Pine Lake Road. There would be sidewalks on both sides of 82nd Street.

2. Charlie Humble appeared on behalf of the **Mid-American Conference of 7th Day Adventists**, in support of the request to delete Condition #1.1.1 and the amendments to Condition #1.1.6, particularly as it relates to Pine Lake Road. The church property is located at 84th and Pine Lake Road and even after the development, it will remain as church property. The access point for the church property is from Pine Lake Road and that will continue even after any future development of office uses. While Hunzeker mentioned the fact that the neighbors' emphasis was on leaving the road as is, this is also the emphasis of the 7th Day Adventists. The idea behind the triangle and Eiger Drive is to funnel traffic through there, which would be away from the front door of the church. To do something that re-emphasizes Pine Lake Road is contrary to what the church wants to have in the future. Right now, there is temporary construction traffic coming along Pine Lake Road, and there are problems getting out onto Pine Lake Road. We want to go back to the way it was. That is why Eiger Drive was put in and the steps were taken in relation to vacating a portion of Pine Lake Road. Not only is it a neighborhood concern, it certainly is a 7th Day Adventists concern. The church sees no need for sidewalks if Pine Lake Road is maintained as a county road.

3. Douglas Curry, 8130 Pine Lake Road, immediately to the north of the proposed development, testified in support. It seems like we've been going to meetings for a long, long time over development of this area. We have been interested throughout all of those meetings in making sure that we do with Pine Lake Road that which is necessary to preserve the character and nature of the homes that we have. We understand that the developer wants this neighborhood to remain as it is and has been extremely cooperative with the neighbors. The community supports what this development proposes for the area, particularly with regard to the traffic flow. He understands the concern about sidewalks

with regard to urban density along Pine Lake Road, but he would suggest that with the way 82nd Street comes in, to make Pine Lake Road an urban cross-section would encourage the kind of traffic that this traffic flow pattern is designed to interrupt. We need to keep the shopping center and arterial traffic away from this neighborhood. Curry supports the waivers being requested and changes to the conditions of approval.

4. Naedo Henry, 8230 Pine Lake Road, testified in support of the proposed changes to conditions of approval to leave Pine Lake Road as a rural road. The speed limit in front of her house is 50 mph which is higher than Hwy 2. Therefore, she supports the interruption of Pine Lake Road at that point.

5. Kathy Conradt, 8200 Pine Lake Road, testified in support of the proposed changes to the conditions of approval with regard to the sidewalks and the maintenance of Pine Lake Road as a rural road.

6. Bevan Alvey, 8000 Dougan, appeared on behalf of the **Pine Lake Association** in support of the proposed amendments requested by Mr. Hunzeker. The Pine Lake Association worked with Mr. Hampton and the 7th Day Adventists for close to a year and hammered out an agreement that met our needs in terms of protecting our neighborhood and allowing the responsible development of that triangle. It never occurred to us to talk about the sidewalks on Pine Lake Road because we never dreamed it would become an issue. The Pine Lake Association enthusiastically supports all of the work that is being done and which is unfolding just as agreed upon. The Pine Lake Association does not support the urbanization of Pine Lake Road. It is unnecessary. With the reconfiguration of Pine Lake Road and the fact that it will have to make a turn to get to 84th Street; with the vacation of Pine Lake Road between Eastshore Drive and Westshore Drive and drawing traffic onto Eiger Road that otherwise would have gone down Pine Lake Road, it appears that there will be less traffic on Pine Lake Road than there may even be now. There will certainly not be a substantial increase. The Pine Lake Association is hopeful that Pine Lake Road will become a much quieter road like the internal roads in the Pine Lake subdivision.

7. John Bussey, 6940 Pine Lake Court, testified in support of the proposed amendments and commended the cooperation the developer has shown. Part of the development agreement was that the contractor would attempt to leave Pine Lake Road as it is and not urbanize it. None of the six houses in his court are interested in having curbs and sidewalks.

Opposition

1. Mike Morrow appeared on behalf of **Eiger Corp.**, the owner and developer of the property to the east of 84th Street. His client is not necessarily in opposition of the plan. It is a well thought-out plan; however, Eiger Corp. would be opposed to two of the waiver requests. It is important the Commission realize that the city has let the design contract for realigned So. 84th Street from Hwy 2 to north of existing Pine Lake Road. It will be shifted fairly dramatically to the east and onto his client's property, which has been agreed upon. As part of that agreement, the city agreed to utilize its reasonable best efforts to vacate and abandon current 84th Street. His client would end up with the east half of vacated 84th Street, and the people that are the owners of the property on the west side will end up with the vacated western portion of 84th Street. In connection with his client's annexation, it was always contemplated that when 84th was realigned, there would be no access points on 84th from Hwy 2

except in Eiger Drive and Pine Lake Road itself as realigned. Eiger Corp. is generally and overall in favor of the development, as proposed; however, Morrow requested that the conditions of approval set forth in the staff report be adopted, including no access from 84th Street from realigned Hwy 2 to north of Pine Lake Road, except at Eiger Drive and at Pine Lake Road. That was the entire reason for looking at expanding 84th to a four lane facility and we should not start to make exceptions to that long range plan.

Morrow also noted that there has been a request to waive the installation of sidewalks along 84th Street. The Eiger Corp. would support that waiver to the extent it relates to existing 84th Street; however, Morrow requested that that condition be retained and require the developer to construct sidewalks along the western side of realigned 84th Street. His client is doing it on the east side and he believes it should be done on the west side.

If he understands the earlier premise on the vacation and the split, Steward believes those sidewalks will be on the Eiger property. Dennis Bartels of Public Works explained that the reason for the recommendation to show sidewalks along relocated 84th Street is because the way this plat is drawn, the lots in the subdivision are shown as if they own the property all the way to 84th Street. Therefore, in reviewing the proposal, staff assumed that Pine Lake Plaza would purchase that property because that's the way the plat was drawn.

Schwinn inquired whether there are agreements to transfer that property? Bartels stated that the full scale plat showed the lots going up to the new relocated 84th Street. At this point, he assumes they do not own it.

Schwinn recalled that during the subarea plan and the shopping center proposal, 84th Street in this particular area was de-emphasized. Aren't we taking more traffic to 91st? Bartels stated that there is another major entrance to the shopping center at 87th & Hwy 2, so Hwy 2 traffic will use the Hwy 2 entrance instead of 84th. There is still a large amount of traffic on 84th Street. The projected traffic will use all the capacity that the four lanes would provide. 84th Street will be redesigned to major arterial standards, i.e. four lane divided with dual turn lanes. There is still a large amount of traffic that will use 84th Street.

Newman asked Morrow whether he has a problem with the standards of Pine Lake Road west of 84th Street? What are we going to do with Pine Lake Road to the east of 84th? Morrow indicated that he does not have a problem with the standards west of 84th Street for Pine Lake Road. As far as going east of 84th Street, which would be along the northern side of the Eiger development, their annexation agreement provides for construction of an expanded Pine Lake Road facility and sidewalks. Eiger intends to honor these commitments made to the city. In connection with 84th Street from Hwy 2 to Pine Lake Road, Morrow pointed out that that is a city project but with development of the shopping center, his client will have a substantial investment. He acknowledged that the city is building it; however, Eiger has contributed ½ million dollars for the construction of that road, and Morrow requested that the design that was incorporated in the annexation agreement and the approval of their use permit (which does not show access to 84th Street except at Eiger Drive) be retained. He believes that 84th Street will be a major arterial. Eiger Drive east of 84th Street into the shopping center is anticipated to bring a lot of traffic into the shopping center. Hwy 2 will catch the traffic coming in from the south side. But going south on 84th Street, people will use Eiger Drive as the entrance to the shopping center.

Larson confirmed that Morrow is interested in there being no access off 84th from Hwy 2 to Pine Lake Road, except at Eiger Drive. Morrow believes the staff recommendation is that the Hampton development provide for access points internally within their development to both the Portsche property and the Brinkman property, and that those easements be granted to those owners so they can access their property through the development. Morrow believes that is appropriate. In connection with the design of realigned 84th Street, the elevation of 84th Street is going to be increased dramatically to provide a more level at-grade crossing with Hwy 2 – almost 6'. The drives that would go down into the Portsche or Brinkman property do not meet city standards. It has been proposed that existing 84th Street be retained as some type of frontage road to provide access. This is not appropriate. The access for those properties should be internalized within the Hampton development and old 84th Street vacated.

Staff questions

Carlson asked whether the staff has talked with the applicant about the easement required by Condition #1.1.2, which the applicant is requesting be deleted. Bartels indicated that the detention pond showed ponding water which backed up into the Brinkman property, with minor grading on the Brinkman property. If there is something inaccurate about the drawing, Bartels offered to clarify with the applicant before the application gets to the City Council. The issue was that it appeared that the pool backed up onto someone else's property.

Carlson asked staff to confirm the issue regarding setbacks. Brian Will agreed with the applicant's testimony and confirmed that they will be allowed to have parking within that area if the building environment is moved back as requested.

Carlson inquired about the trail that moves up Hwy 2. Where does it go now and where is it intended to go? Bartels recalled that there is a trail through the other shopping center that parallels 91st Street. The trail that dead-ends at 56th is not adjacent or near this property.

Steward asked staff to respond to the request to delete Condition #1.1.5, which requires the 250' right-turn, southbound lane in South 84th Street, which the applicant is requesting be deleted. Bartels agreed that 150' will handle the number of cars predicted by the traffic engineer. The 250' was recommended more as an operational aspect to provide a little longer lane for stacking considerations.

Steward discussed the Brinkman request to remove Lot 34 from the annexation. Everything else around this property is in track to be annexed. Is there any logic to connect this particular piece of the annexation to the roadway completion? Bartels advised that the intent is to begin construction on that road early next year. As soon as the water main goes out to the new water storage facility south of Hwy 2, the construction of the road will follow. The staff believes that Lot 34 should be annexed now.

Newman asked for further clarification of the requirement to urbanize Pine Lake Road. Bartels clarified that urban standards refer to 27' wide local street similar to the lots that front on Pine Lake Road. He does not see this as a big change for Pine Lake in general. This plat will create 8 townhouse lots and an office lot to take access to it. A rural cross-section is higher maintenance cost to the city; the urban cross-section is more of a self-maintaining section and would not be as labor intensive. If we don't put

this requirement with this plat, we would have to use street construction funds to pay for everything but the curb and gutter. Bartels believes that the nature of this plat necessitates, for maintenance purposes, the construction of a local curb and gutter street similar to what you see in the rest of Pine Lake. Putting curb and gutter in there will not add traffic to the street. The width will be similar. 26' curb and gutter should not attract more traffic. The requirement is for ease of maintenance of the street. With construction of those townhouses that take access to Pine Lake Road, Bartels believes they need a standard city street.

Schwinn noted that there is a rural street profile in Wilderness Ridge with the softened ditches on the side. Most of the neighbors maintain up to the curb on Pine Lake Road on the north side so the maintenance of the ditches is not really a concern on the north side. On the south side with the townhomes, he would assume they would put the sidewalks in anyway. If we leave that requirement for the sidewalks on the south side of Pine Lake Road, that would be treated just like any other sidewalk bond in any other residential subdivision. Bartels noted that by regrading they could probably build the sidewalk. Possibly the ditch could be regraded. Bartels also pointed out that Wilderness Ridge is all private roadways so any added maintenance costs there go to the homeowners.

Newman is worried about “watch out what you wish for”. If they improve that street and put the sidewalks on the development side, the development has to pay for it, but if the sidewalks are not required now, it is possible the owners will be assessed for the sidewalks in the future. Bartels acknowledged that the property owners would be assessed with at least a portion of it.

Response by the Applicant

Hunzeker responded to the exceptions to the waivers raised by Mr. Morrow. His objection to the access to the Portsche property strikes Hunzeker as maybe being a little “over the top”. We’re not causing any real problem with a right-in right-out on 84th Street at that location for that particular property. The grading problem described is one that is easily addressed. If the grade of 84th is raised 6', the distance between the new 84th and our current property is 100', so a 6% grade will easily make that transition. Moreover, the plan for the Portsche property is to have split-level office buildings with two stories on the back and one story on the front, which would make that kind of transition easily done and desirable.

The question about the sidewalks is one that is very legitimate. Who is going to control the strip of land abutting the west half of 84th Street? If, as Mr. Morrow indicated, the city has agreed to give to Eiger Corp as much of the right-of-way as it can, then that east half of the exiting right-of-way which will be abutting the west side of new 84th Street will be owned by Eiger Corp. and not subject to the control of any of the owners along the west side, other than those agreements that exist for sale of the property.

With respect to the urbanization of Pine Lake Road, the Commission has heard testimony from most of the people who live along the north side of Pine Lake Road who do not want that process to take place. If that road has to be changed, the changing of the existing roadway elevation and grades will have to be changed as it relates to the front yards of those properties. He is not sure what would happen in terms of the change of roadway grades or in terms of getting into the front yards of those properties.

With respect to the south side and the townhouse lots, Hunzeker explained that the lots are aligned and it would be a simple matter to provide access to the back side of the townhouses and in many ways more convenient for the builder who would not have to put in culverts along Pine Lake Road. This has not been made a condition but it is something that is very likely to occur. It might provide a more aesthetically pleasing front as well.

Schwinn agrees with the concern on the sidewalk issue from the existing Pine Lake neighborhood to get into the Eiger property. He suggested that the condition require them to provide pedestrian access from Eastshore Drive to So. 82nd Street, and then in that case that would give them the option to run the sidewalk through Outlot A and across the back of the townhouses, or sidewalks across the front. It just seems it would make sense to allow pedestrian access into the area. Newman is also concerned because there will be sidewalks on the east side of 84th so it is only natural that there should be some connection there. Schwinn is concerned that there is no pedestrian access from the existing Pine Lake neighborhood into this neighborhood. Hunzeker believes it is problematic in that there is a ditch and the established grades along those county road sections make it difficult. However, he agreed that it has been done and it can be done.

Public hearing was closed.

ANNEXATION NO. 02006

ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

November 13, 2002

Duvall moved to approve the staff recommendation of approval, subject to an annexation agreement, seconded by Carlson.

Schwinn noted that this motion does not delete Lot 34 as requested by Mr. Brinkman. It is our long time policy that when a piece of property gets surrounded by the city, you join hands and become part of the city.

Motion carried 7-0: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn voting 'yes'; Bills-Strand and Krieser absent.

CHANGE OF ZONE NO. 3373

ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

November 13, 2002

Duvall moved approval, seconded by Carlson and carried 7-0: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn voting 'yes'; Bills-Strand and Krieser absent.

USE PERMIT NO. 145

ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

November 13, 2002

Duvall moved to approve the staff recommendation of conditional approval, seconded by Carlson and carried 7-0: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn voting 'yes'; Bills-Strand and Krieser absent.

PRELIMINARY PLAT NO. 02016

PINE LAKE PLAZA

ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

November 13, 2002

Duvall moved to approve the staff recommendation of conditional approval, seconded by Carlson.

Steward made a motion to amend to delete Condition #1.1.1 (the issue regarding urbanization of Pine Lake Road), seconded by Schwinn. Discussion: Schwinn commented that there have been a lot of people in support of leaving Pine Lake Road in its particular profile so he wants to go with the neighborhood's desire. Motion to amend deleting Condition #1.1.1 carried 7-0: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn voting 'yes'; Bills-Strand and Krieser absent.

Duvall made a motion to amend to delete Condition #1.1.2 (the easement to accommodate drainage from detention cell #1). Motion failed for lack of a second.

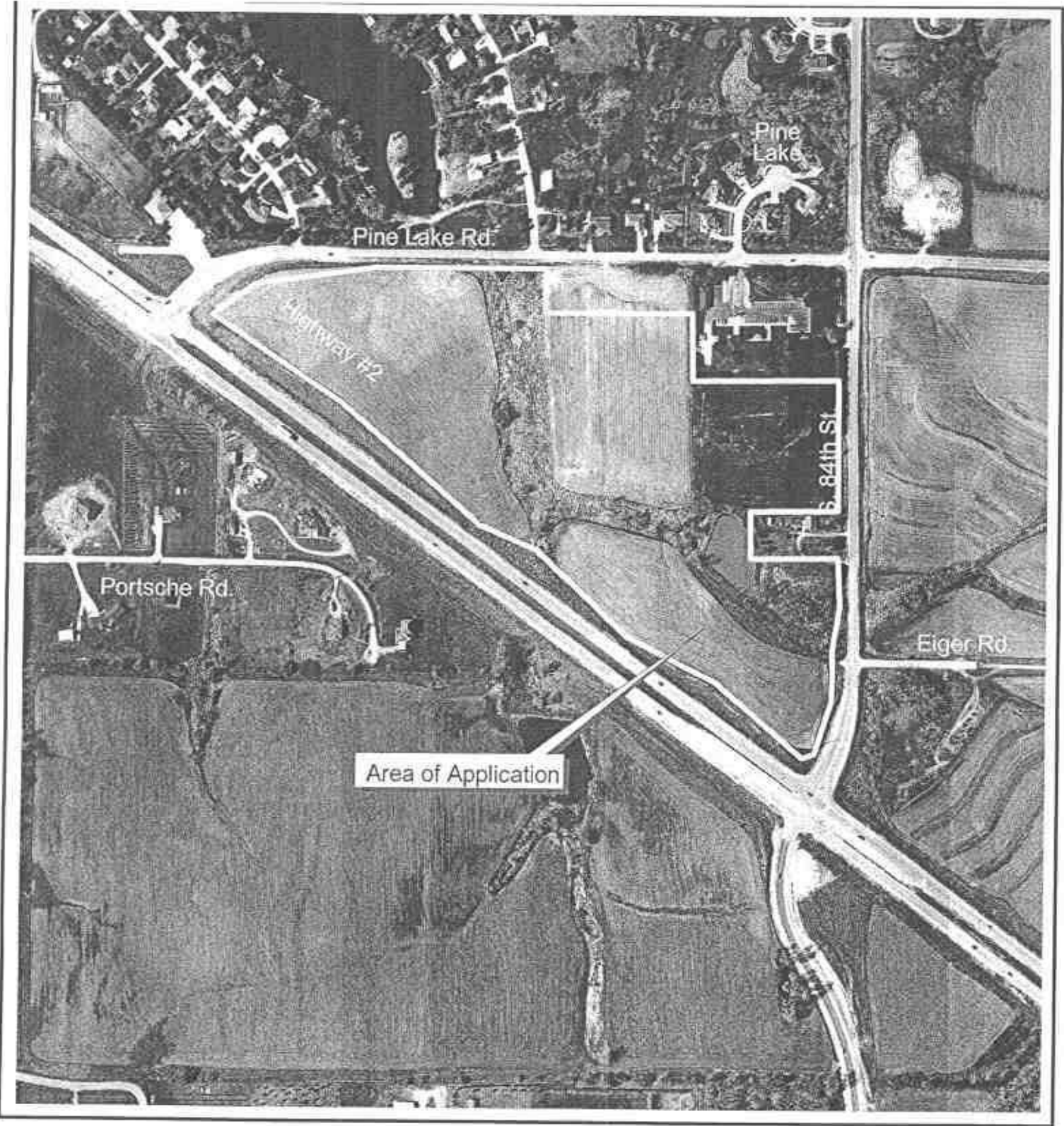
Steward made a motion to amend to delete Condition #1.1.5, the impact of which accepts the 150' right-turn, southbound lane in South 84th Street as proposed, seconded by Duvall and carried 7-0: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn voting 'yes'; Bills-Strand and Krieser absent.

Schwinn made a motion to amend to amend Condition #1.1.6 as follows: "Sidewalks along both sides of Eiger Drive, South 82nd Street, and Alcrom Court; along the west side of realigned South 84th Street; and along the south side of Pine Lake Road to provide pedestrian access from Eastshore Drive to Pine Lake Court onto South 82nd Street.", seconded by Duvall and carried 7-0: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn voting 'yes'; Bills-Strand and Krieser absent.

Steward made a motion to amend to amend Condition #1.1.8 as follows: "Revise Note #21 to indicate sidewalks will be provided along both sides of the streets except Highway 2, and except as noted in Condition #1.1.6.", seconded by Duvall and carried 7-0: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn voting 'yes'; Bills-Strand and Krieser absent.

Main motion for conditional approval, as amended, carried 7-0: Newman, Carlson, Larson, Duvall, Steward, Taylor and Schwinn voting 'yes'; Bills-Strand and Krieser absent.

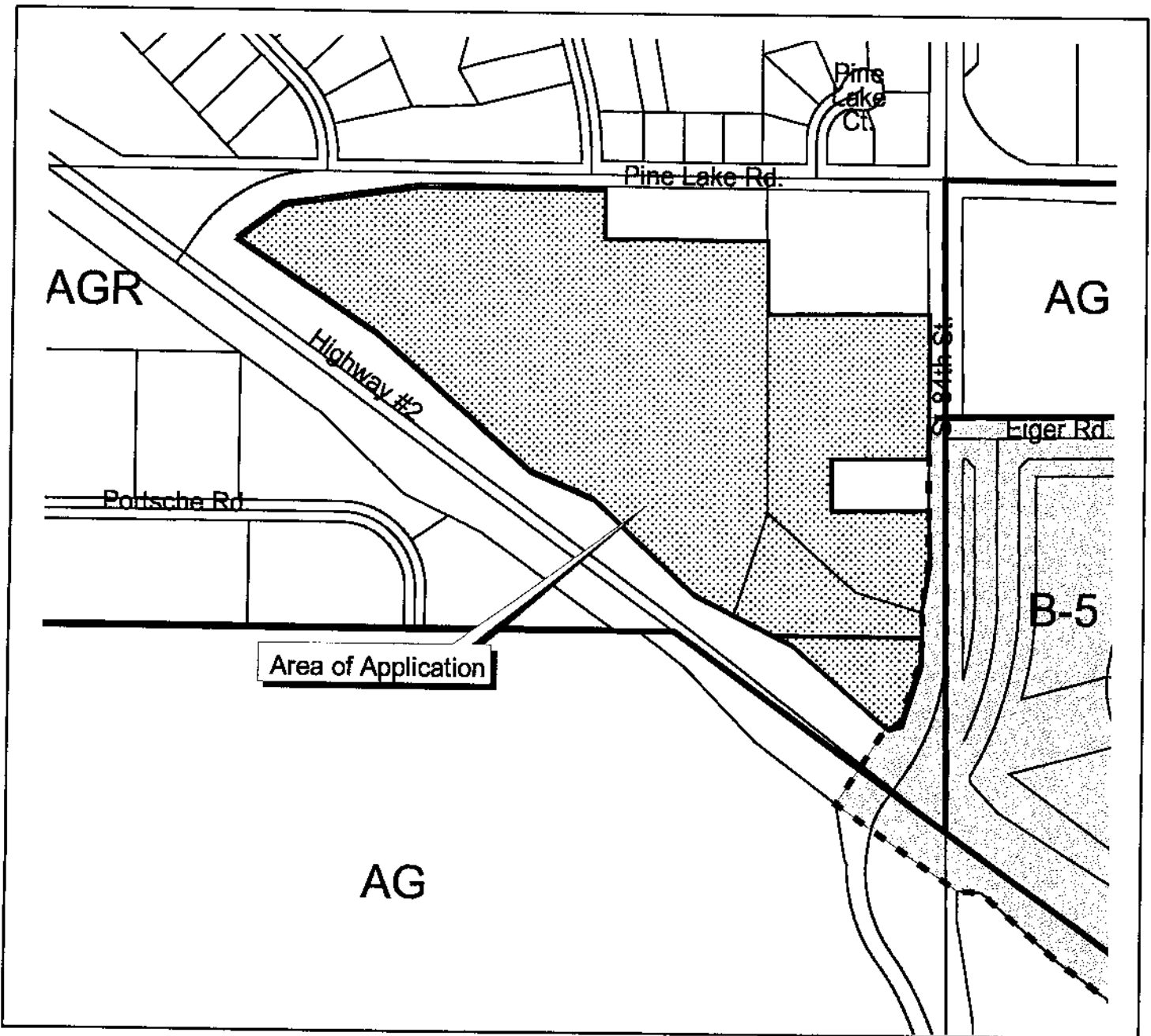
(Editorial Note: Conditions #1.1.2, #1.1.4, #1.1.10 and #3.2.10 were not deleted or amended by the Planning Commission).



**Use Permit #145
Pine Lake Plaza
S. 84th & Pine Lake Rd.**



019

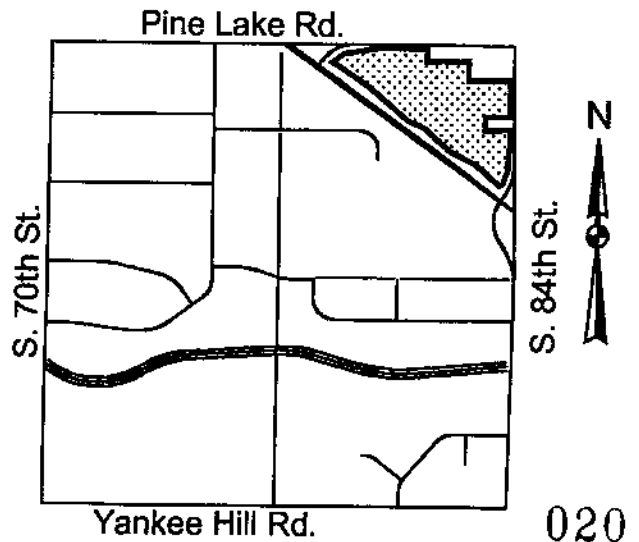
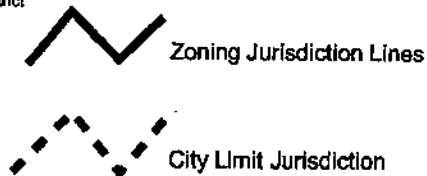


**Use Permit #145
Pine Lake Plaza
S. 84th & Pine Lake Rd.**

Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conservation 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. 22 T9N R7E



LEGAL DESCRIPTION

PRELIMINARY PLAT BOUNDARY

A METES AND BOUNDS DESCRIPTION OF LOT 49, 50, 51, 52, AND 53 IRREGULAR TRACTS LOCATED IN THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 8TH P.M., LANCASTER COUNTY, NEBRASKA AND MORE FULLY DESCRIBED AS FOLLOWS:

REFERRING TO THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE: N90°00'00"W, ON THE NORTH LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 50.00 FEET; THENCE: S00°49'15"E, A DISTANCE OF 33.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SOUTH 84TH STREET AND THE POINT OF BEGINNING; THENCE: CONTINUING S00°49'15"E, ON SAID LINE, A DISTANCE OF 776.82 FEET; THENCE: S89°10'45"W, A DISTANCE OF 290.40 FEET; THENCE: S00°49'15"E, A DISTANCE OF 150.00 FEET; THENCE: N89°10'45"E, A DISTANCE OF 290.40 FEET, TO A POINT ON SAID WEST RIGHT-OF-WAY LINE; THENCE: S00°49'15"E, ON SAID LINE, A DISTANCE OF 143.94 FEET; THENCE: S07°41'34"W, ON SAID LINE, A DISTANCE OF 141.50 FEET; THENCE: S04°54'04"E ON SAID LINE, A DISTANCE OF 71.70 FEET; THENCE: S06°39'38"W, ON SAID LINE, A DISTANCE OF 92.43 FEET; THENCE: S18°00'22"W, ON SAID LINE, A DISTANCE OF 177.89 FEET; THENCE: S71°59'18"W, A DISTANCE OF 41.95 FEET; THENCE: N49°58'12"W, ON THE NORTHERLY RIGHT-OF-WAY LINE OF HIGHWAY 2, A DISTANCE OF 371.21 FEET; THENCE: N63°29'11"W, ON SAID LINE, A DISTANCE OF 323.87 FEET; THENCE: N47°28'49"W, ON SAID LINE, A DISTANCE OF 403.11 FEET; THENCE: N67°17'09"W, ON SAID LINE, A DISTANCE OF 205.00 FEET; THENCE: N49°22'04"W, A DISTANCE OF 602.52 FEET; THENCE: N56°53'20"W, ON SAID LINE, A DISTANCE OF 500.38 FEET; THENCE: N53°50'27"E, ON THE SOUTHERLY RIGHT-OF-WAY LINE OF PINE LAKE ROAD, A DISTANCE OF 188.93 FEET; THENCE: N82°00'32"E, ON SAID LINE, A DISTANCE OF 402.47 FEET; THENCE: N90°00'00"E, ON SAID LINE, A DISTANCE OF 1504.78 FEET TO THE POINT OF BEGINNING AND CONTAINING 21 LOTS, 3 OUTLOTS, AND A CALCULATED AREA OF 39.976 ACRES MORE OR LESS.

LEGAL DESCRIPTION

USE PERMIT BOUNDARY

A LEGAL DESCRIPTION OF A TRACT OF LAND LOCATED IN THE NORTHEAST QUARTER OF SECTION 22, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 8TH P.M., LINCOLN, LANCASTER COUNTY, NEBRASKA AND MORE FULLY DESCRIBED AS FOLLOWS:

REFERRING TO THE NORTHEAST CORNER OF SAID NORTHEAST QUARTER; THENCE: N90°00'00"W, (AN ASSUMED BEARING), ON THE NORTH LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 50.00 FEET; THENCE: S00°49'15"E, A DISTANCE OF 33.00 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SOUTH 84TH STREET; THENCE: CONTINUING S00°40'15"E, ON SAID LINE, A DISTANCE OF 357.24 FEET TO THE POINT OF BEGINNING; THENCE: CONTINUING S00°40'15"E, ON SAID LINE, A DISTANCE OF 419.58 FEET; THENCE: S89°10'45"W, A DISTANCE OF 290.40'; THENCE S00°49'15"E, A DISTANCE OF 150.00 FEET; THENCE: N89°10'45"E, A DISTANCE OF 290.40 FEET TO A POINT ON SAID WEST RIGHT-OF-WAY LINE; THENCE: S00°49'15"E, ON SAID LINE, A DISTANCE OF 143.94 FEET; THENCE: S07°41'34"W, ON SAID LINE, A DISTANCE OF 141.50 FEET; THENCE: S04°54'04"E, ON SAID LINE, A DISTANCE OF 71.70 FEET; THENCE: S06°39'38"W, ON SAID LINE, A DISTANCE OF 92.43 FEET; THENCE: S18°00'22"W, ON SAID LINE, A DISTANCE OF 177.89 FEET; THENCE: S71°59'18"W, A DISTANCE OF 41.95 FEET; THENCE: N49°58'12"W, ON THE NORTHERLY RIGHT-OF-WAY LINE OF HIGHWAY 2, A DISTANCE OF 371.21 FEET; THENCE: N63°29'11"W, ON SAID LINE, A DISTANCE OF 323.87 FEET; THENCE: N47°28'49"W, ON SAID LINE, A DISTANCE OF 403.11 FEET; THENCE: N67°17'09"W, ON SAID LINE, A DISTANCE OF 205.00 FEET; THENCE: N49°22'04"W, ON SAID LINE, A DISTANCE OF 602.52 FEET; THENCE: N56°53'20"W, ON SAID LINE, A DISTANCE OF 500.38 FEET; THENCE: N53°50'27"E, ON THE SOUTHERLY RIGHT-OF-WAY LINE OF PINE LAKE ROAD, A DISTANCE OF 188.93 FEET; THENCE: N82°00'32"E, ON SAID LINE, A DISTANCE OF 402.47 FEET; THENCE: N90°00'00"E, ON SAID LINE, A DISTANCE OF 550.88 FEET; THENCE: S00°14'48"E, A DISTANCE OF 142.58 FEET; THENCE: N89°19'18"E, A DISTANCE OF 216.03 FEET; THENCE: S87°53'55"E, A DISTANCE OF 86.08 FEET; THENCE: N89°19'18"E, A DISTANCE OF 198.44 FEET; THENCE: S00°49'15"E, A DISTANCE OF 214.03 FEET; THENCE: S89°37'25"E, A DISTANCE OF 475.07 FEET TO THE POINT OF BEGINNING AND CONTAINING 12 LOTS, 3 OUTLOTS, AND A CALCULATED AREA OF 34.542 ACRES MORE OR LESS.

ANDERMATT

LOT 56

Proposed Water
Main By Others (Typ.)

S04°54'04"E
71.70'

W24"
Existing Water
Main (Typ.)

S06°39'36"W
92.43'

**PINE LAKE PLAZA
PRELIMINARY PLAT / USE PERMIT**

CITY COUNCIL APPROVAL

ENGINEER

OWNERS & DEVELOPERS

THE LANE DEVELOPMENT, LTD.
3000 VICTORIA DRIVE, SUITE 100
DALLAS, TEXAS 75219
PHONE: 972-791-1000
PROJECT: 98-100-110

CONSIDERING MAJOR CHANGES
TO THIS PLAT, THE CITY ENGINEER
IS NOT RECOMMENDING PERMITTING
FOR THIS PROJECT.

APPROVED UNDER COMPENSATION
AS ENGINEER OF RECORD FOR THE
SUBMITTAL OF THIS PRELIMINARY
PLAT AND USE PERMIT TO THE
CITY OF LINCOLN.

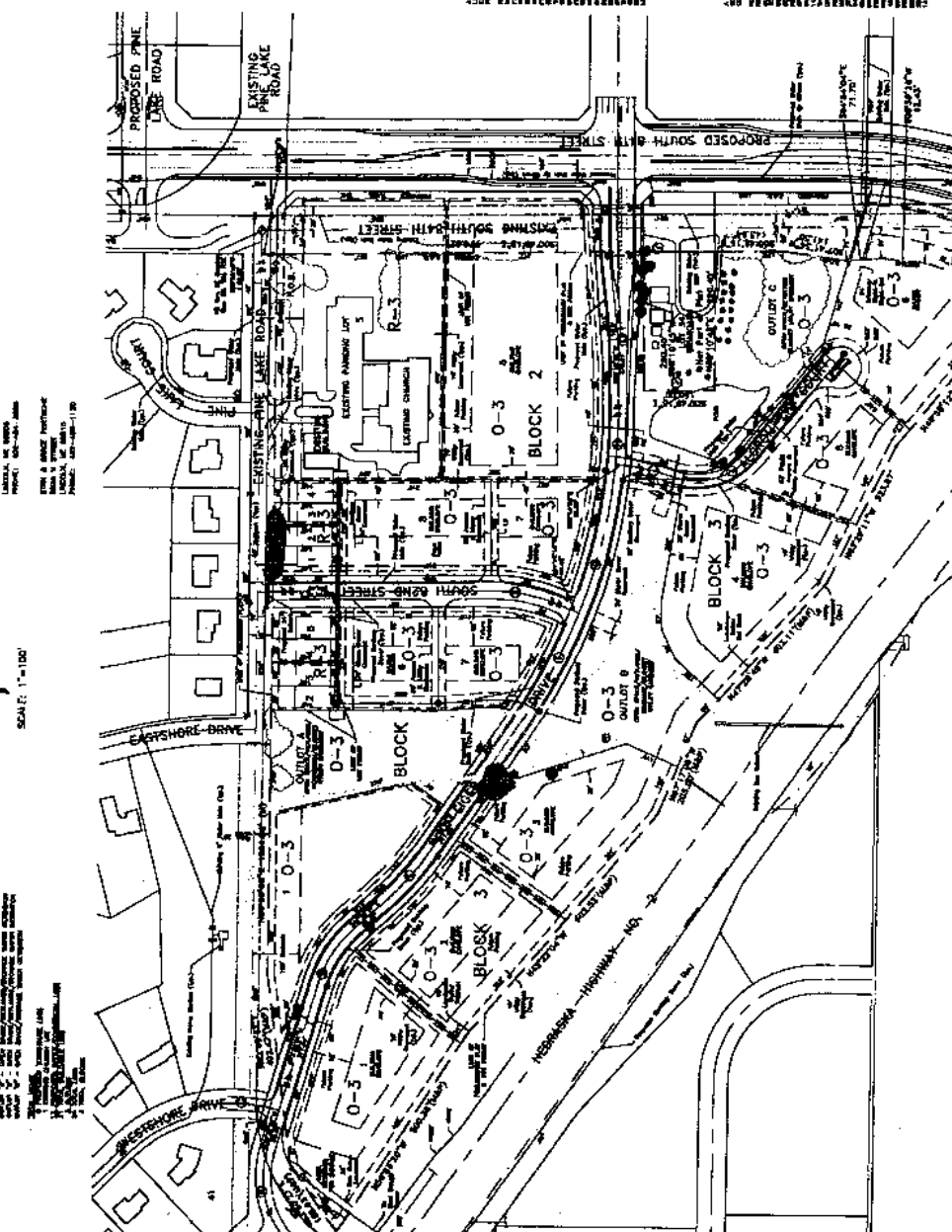
DATE: 08-28-1998

SCALE: 1" = 100'

INDEX

1. COVER SHEET
2. PRELIMINARY PLAT & CALCULATIONS
3. LEGEND
4. CITY COUNCIL APPROVAL
5. CITY ENGINEER APPROVAL
6. SURVEYOR'S CERTIFICATE

NO.	DATE	DESCRIPTION	BY	CHKD
1	08-28-98	PRELIMINARY PLAT	EDC	EDC
2	08-28-98	LEGEND	EDC	EDC
3	08-28-98	CITY COUNCIL APPROVAL	EDC	EDC
4	08-28-98	CITY ENGINEER APPROVAL	EDC	EDC
5	08-28-98	SURVEYOR'S CERTIFICATE	EDC	EDC



**LINCOLN CITY - LANCASTER COUNTY
PLANNING COMMISSION APPROVAL**

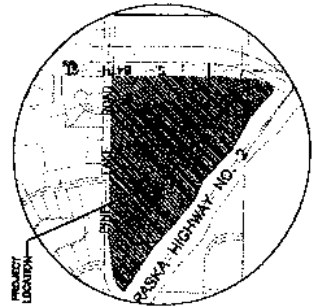
THE FOREGOING PRELIMINARY PLAT HAS BEEN REVIEWED AND APPROVED BY THE LINCOLN CITY-LANCASTER COUNTY
PLANNING COMMISSION ON THE _____ DAY OF _____, 1998.

CITY COUNCIL APPROVAL

THE FOREGOING PRELIMINARY PLAT HAS BEEN REVIEWED AND APPROVED BY THE CITY
COUNCIL ON THE _____ DAY OF _____, 1998.

GENERAL NOTE:

1. THE CITY ENGINEER HAS REVIEWED THIS PLAT FOR CONFORMANCE WITH THE CITY ENGINEERING REGULATIONS AND THE CITY ENGINEER IS NOT RECOMMENDING PERMITTING FOR THIS PROJECT.
2. THE CITY ENGINEER HAS REVIEWED THIS PLAT FOR CONFORMANCE WITH THE CITY ENGINEERING REGULATIONS AND THE CITY ENGINEER IS NOT RECOMMENDING PERMITTING FOR THIS PROJECT.
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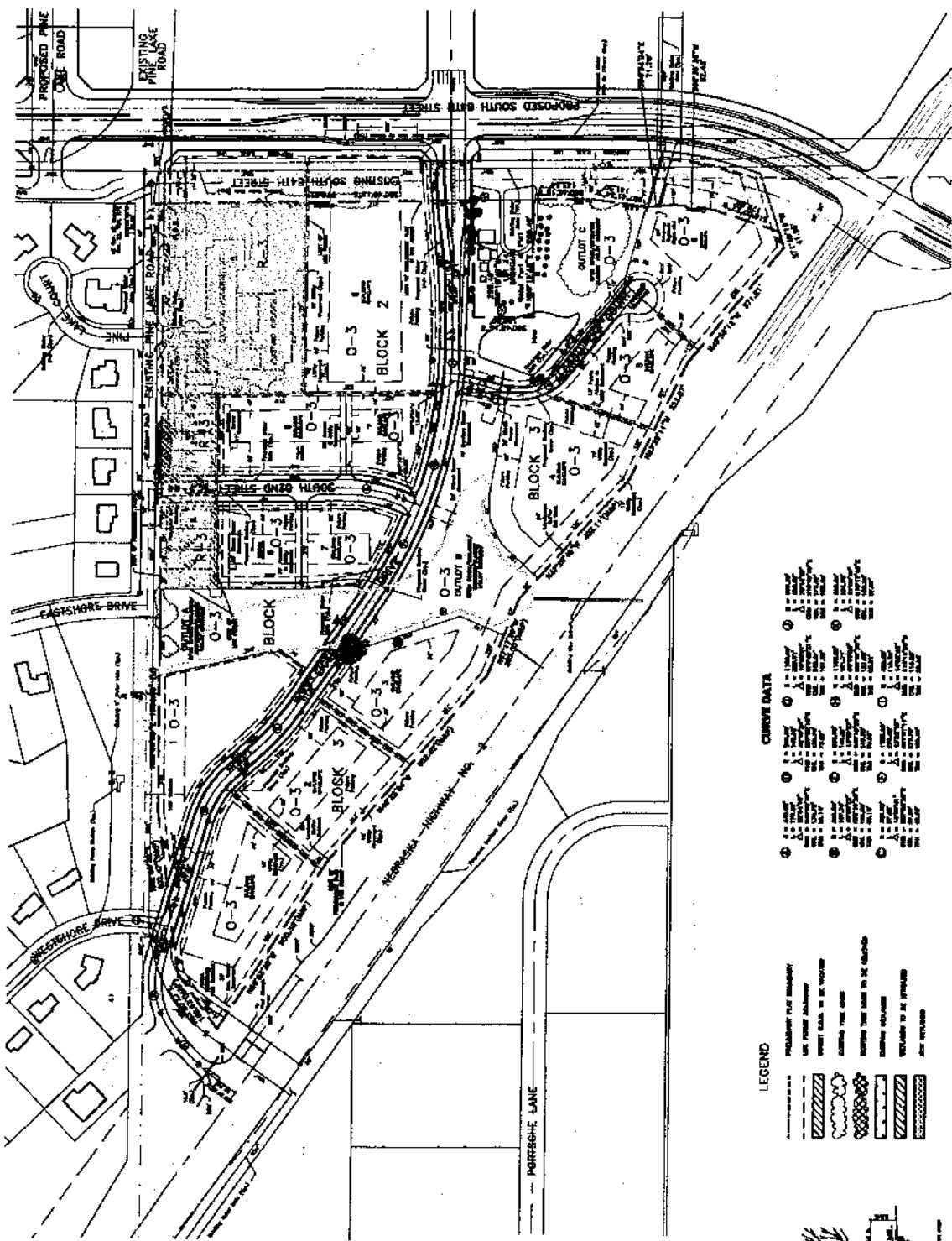
PINE LAKE PLAZA PRELIMINARY PLAT / USE PERMIT



City of Omaha
 Planning Department
 1500 S. 13th Street
 Omaha, NE 68108
 Phone: 402-442-3333
 Fax: 402-442-3334

PRELIMINARY PLAT / USE PERMIT
 PINE LAKE PLAZA
 SITE PLAN

SHEET
2 OF 7

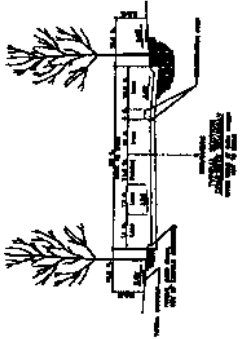
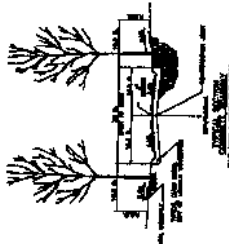
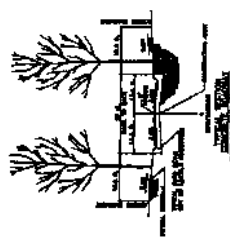


CURVE DATA

Stationing	Radius	Delta	Length	PC	PT	PI	Curve Type
1+00.00	1000.00'	30.00°	157.08'	1+00.00'	1+157.08'	1+157.08'	Left
1+157.08	1000.00'	30.00°	157.08'	1+157.08'	1+314.16'	1+314.16'	Right
1+314.16	1000.00'	30.00°	157.08'	1+314.16'	1+471.24'	1+471.24'	Left
1+471.24	1000.00'	30.00°	157.08'	1+471.24'	1+628.32'	1+628.32'	Right
1+628.32	1000.00'	30.00°	157.08'	1+628.32'	1+785.40'	1+785.40'	Left
1+785.40	1000.00'	30.00°	157.08'	1+785.40'	1+942.48'	1+942.48'	Right
1+942.48	1000.00'	30.00°	157.08'	1+942.48'	1+1099.56'	1+1099.56'	Left
1+1099.56	1000.00'	30.00°	157.08'	1+1099.56'	1+1256.64'	1+1256.64'	Right
1+1256.64	1000.00'	30.00°	157.08'	1+1256.64'	1+1413.72'	1+1413.72'	Left
1+1413.72	1000.00'	30.00°	157.08'	1+1413.72'	1+1570.80'	1+1570.80'	Right
1+1570.80	1000.00'	30.00°	157.08'	1+1570.80'	1+1727.88'	1+1727.88'	Left
1+1727.88	1000.00'	30.00°	157.08'	1+1727.88'	1+1884.96'	1+1884.96'	Right
1+1884.96	1000.00'	30.00°	157.08'	1+1884.96'	1+2042.04'	1+2042.04'	Left
1+2042.04	1000.00'	30.00°	157.08'	1+2042.04'	1+2199.12'	1+2199.12'	Right
1+2199.12	1000.00'	30.00°	157.08'	1+2199.12'	1+2356.20'	1+2356.20'	Left
1+2356.20	1000.00'	30.00°	157.08'	1+2356.20'	1+2513.28'	1+2513.28'	Right
1+2513.28	1000.00'	30.00°	157.08'	1+2513.28'	1+2670.36'	1+2670.36'	Left
1+2670.36	1000.00'	30.00°	157.08'	1+2670.36'	1+2827.44'	1+2827.44'	Right
1+2827.44	1000.00'	30.00°	157.08'	1+2827.44'	1+2984.52'	1+2984.52'	Left
1+2984.52	1000.00'	30.00°	157.08'	1+2984.52'	1+3141.60'	1+3141.60'	Right

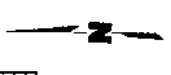
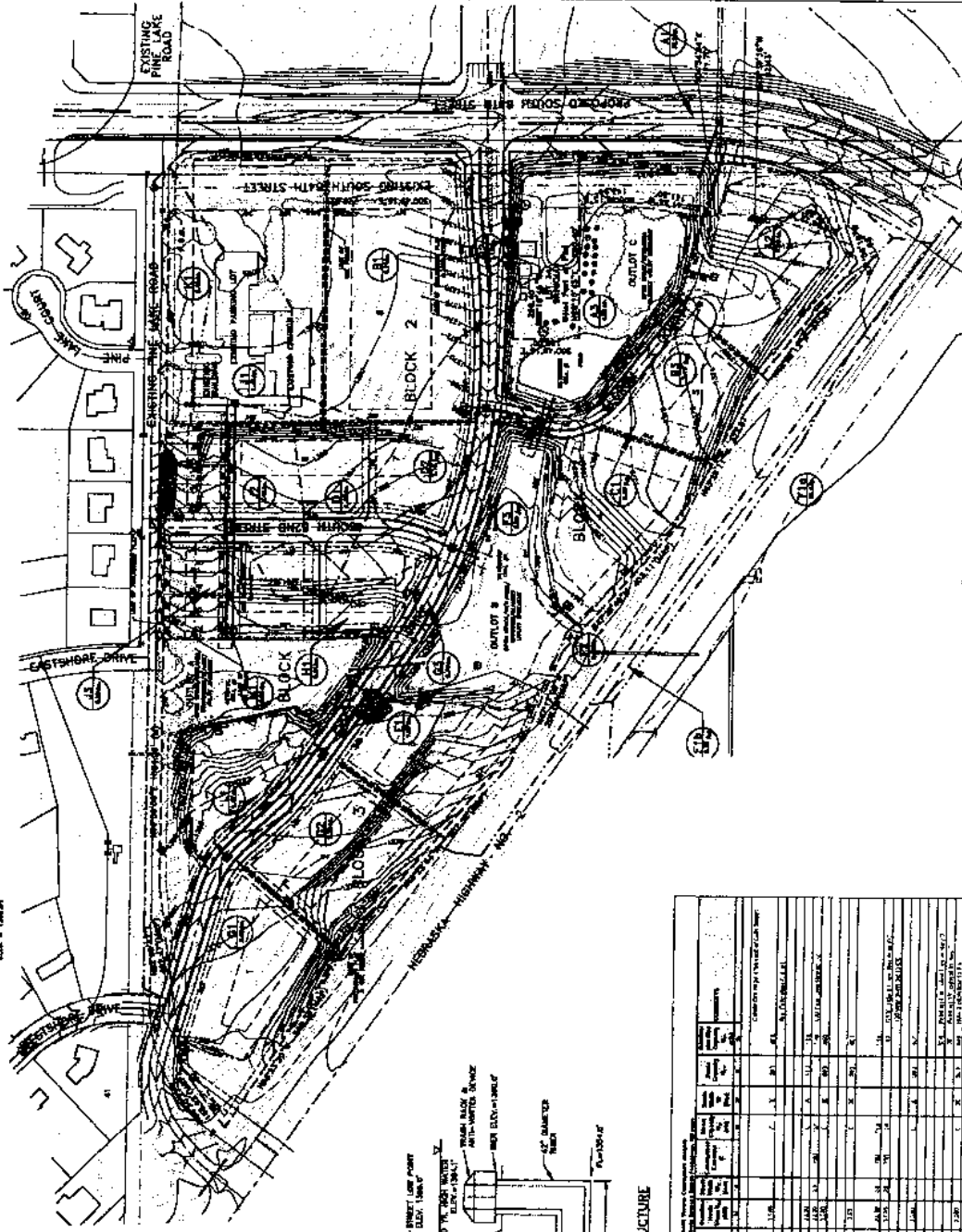
LEGEND

[Symbol]	PRELIMINARY PLAT BOUNDARY
[Symbol]	EXISTING PLAT BOUNDARY
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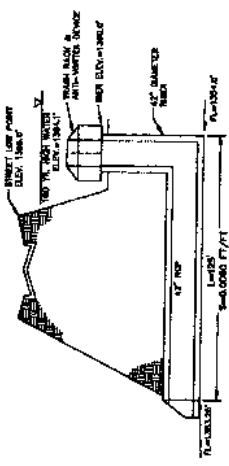


PINE LAKE PLAZA PRELIMINARY PLAT / USE PERMIT

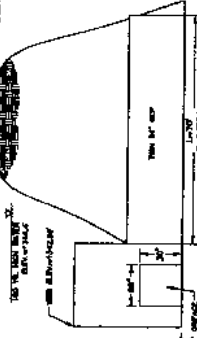
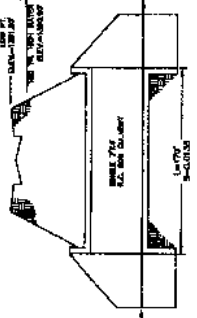
CITY MARCH 1985
DATE OF THE LAST CITY PERMIT: 12/15/84
DATE OF THE LAST CITY PERMIT: 12/15/84



NO.	DESCRIPTION
1	EXISTING PAVED ROAD
2	EXISTING SIDEWALK
3	EXISTING DRIVEWAY
4	EXISTING UTILITY
5	EXISTING CURB
6	EXISTING DRIVEWAY
7	EXISTING SIDEWALK
8	EXISTING DRIVEWAY
9	EXISTING SIDEWALK
10	EXISTING DRIVEWAY
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ALCRON COURT OUTLET STRUCTURE
NO SCALE

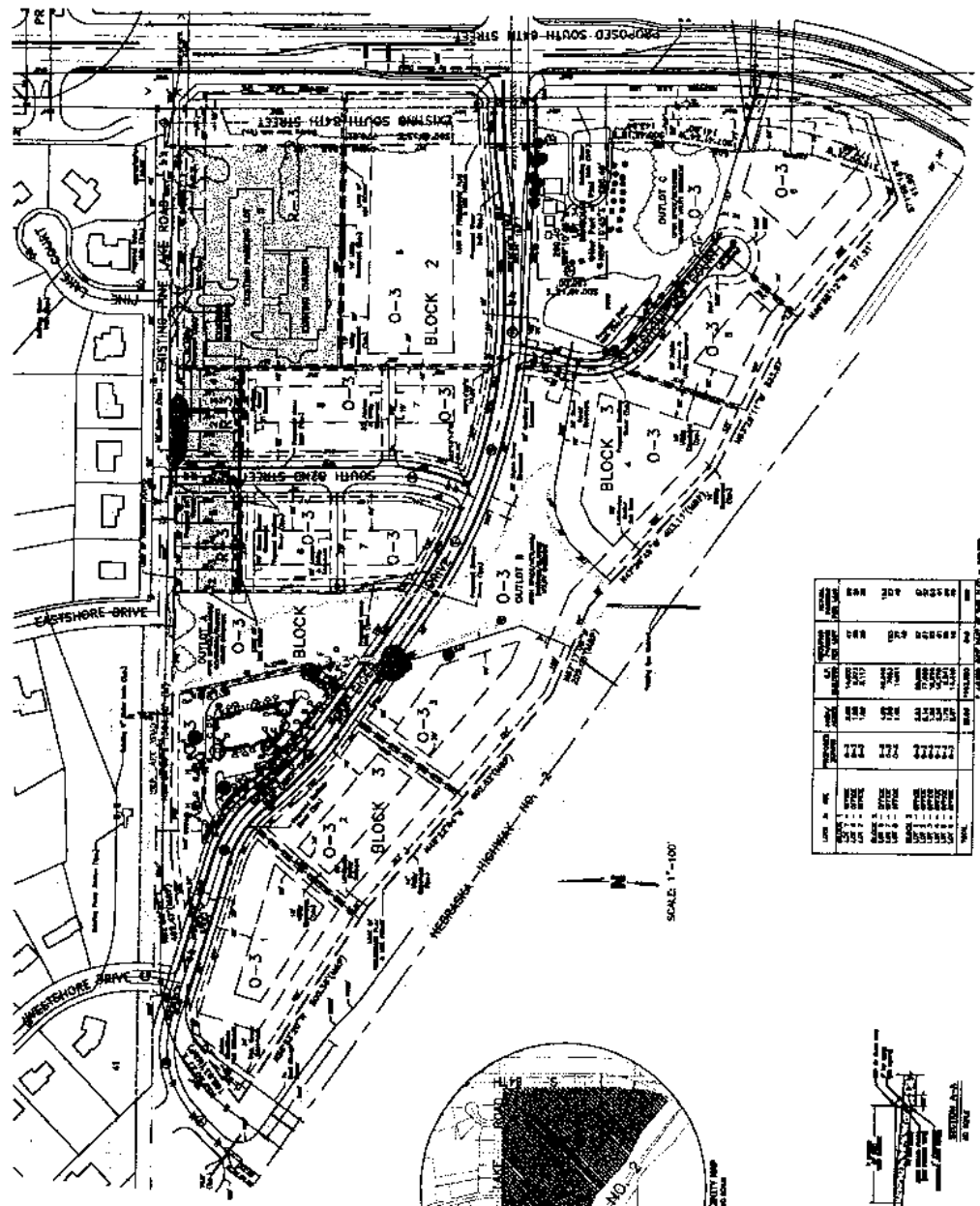


EGER DRIVE BOX CULVERT
NO SCALE

PINE LAKE ROAD OUTLET STRUCTURE
NO SCALE

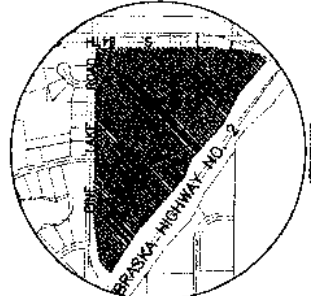
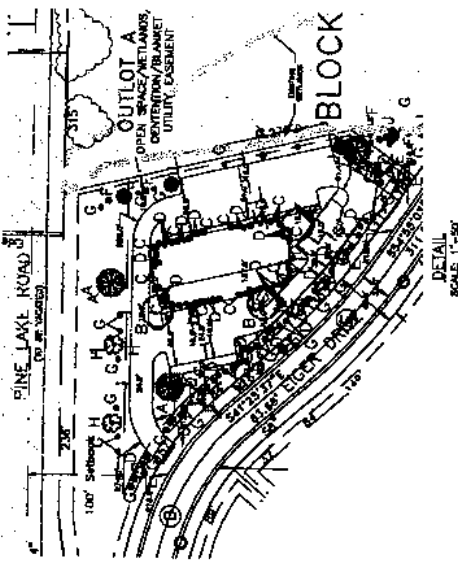
NO.	DESCRIPTION	AMOUNT	UNIT	TOTAL	PERCENT
1	CONCRETE	100	CU YD	100	100%
2	STEEL	50	TON	50	50%
3	WOOD	20	CU YD	20	20%
4	BRICK	10	CU YD	10	10%
5	ASPHALT	5	CU YD	5	5%
6	GRAVEL	3	CU YD	3	3%
7	SAND	2	CU YD	2	2%
8	CEMENT	1	CU YD	1	1%
9	IRON	0.5	TON	0.5	0.5%
10	COPPER	0.2	TON	0.2	0.2%
11	ZINC	0.1	TON	0.1	0.1%
12	LEAD	0.05	TON	0.05	0.05%
13	ALUMINUM	0.02	TON	0.02	0.02%
14	SILVER	0.01	TON	0.01	0.01%
15	GOLD	0.005	TON	0.005	0.005%
16	PLATINUM	0.002	TON	0.002	0.002%
17	PALLADIUM	0.001	TON	0.001	0.001%
18	IRIDIUM	0.0005	TON	0.0005	0.0005%
19	ROSEMARY	0.0002	TON	0.0002	0.0002%
20	THYME	0.0001	TON	0.0001	0.0001%
21	ORIGANUM	0.00005	TON	0.00005	0.00005%
22	SAGE	0.00002	TON	0.00002	0.00002%
23	BAZIL	0.00001	TON	0.00001	0.00001%
24	PARSLEY	0.000005	TON	0.000005	0.000005%
25	CELERY	0.000002	TON	0.000002	0.000002%
26	CORIANDER	0.000001	TON	0.000001	0.000001%
27	DILL	0.0000005	TON	0.0000005	0.0000005%
28	FENNEL	0.0000002	TON	0.0000002	0.0000002%
29	CARROT	0.0000001	TON	0.0000001	0.0000001%
30	POTATO	0.00000005	TON	0.00000005	0.00000005%
31	ONION	0.00000002	TON	0.00000002	0.00000002%
32	LEGGHORN	0.00000001	TON	0.00000001	0.00000001%
33	COCKEREL	0.000000005	TON	0.000000005	0.000000005%
34	HEN	0.000000002	TON	0.000000002	0.000000002%
35	CHICKEN	0.000000001	TON	0.000000001	0.000000001%
36	DUCK	0.0000000005	TON	0.0000000005	0.0000000005%
37	GOOSE	0.0000000002	TON	0.0000000002	0.0000000002%
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39	PEACOCK	0.00000000005	TON	0.00000000005	0.00000000005%
40	PHEASANT	0.00000000002	TON	0.00000000002	0.00000000002%
41	QUAIL	0.00000000001	TON	0.00000000001	0.00000000001%
42	PARTRIDGE	0.000000000005	TON	0.000000000005	0.000000000005%
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44	WILSON	0.000000000001	TON	0.000000000001	0.000000000001%
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46	SHOOT	0.0000000000002	TON	0.0000000000002	0.0000000000002%
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PINE LAKE PLAZA
PRELIMINARY PLAT / USE PERMIT

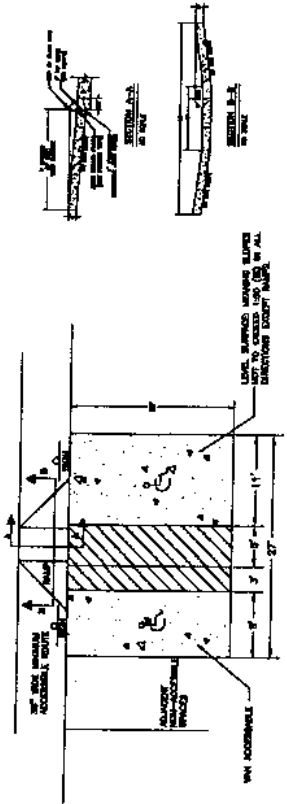


NO.	DATE	DESCRIPTION	BY	CHKD.
1	11/15/00	PRELIMINARY PLAT	J. J. JONES	J. J. JONES
2	11/15/00	REVISIONS	J. J. JONES	J. J. JONES
3	11/15/00	REVISIONS	J. J. JONES	J. J. JONES
4	11/15/00	REVISIONS	J. J. JONES	J. J. JONES
5	11/15/00	REVISIONS	J. J. JONES	J. J. JONES
6	11/15/00	REVISIONS	J. J. JONES	J. J. JONES
7	11/15/00	REVISIONS	J. J. JONES	J. J. JONES
8	11/15/00	REVISIONS	J. J. JONES	J. J. JONES
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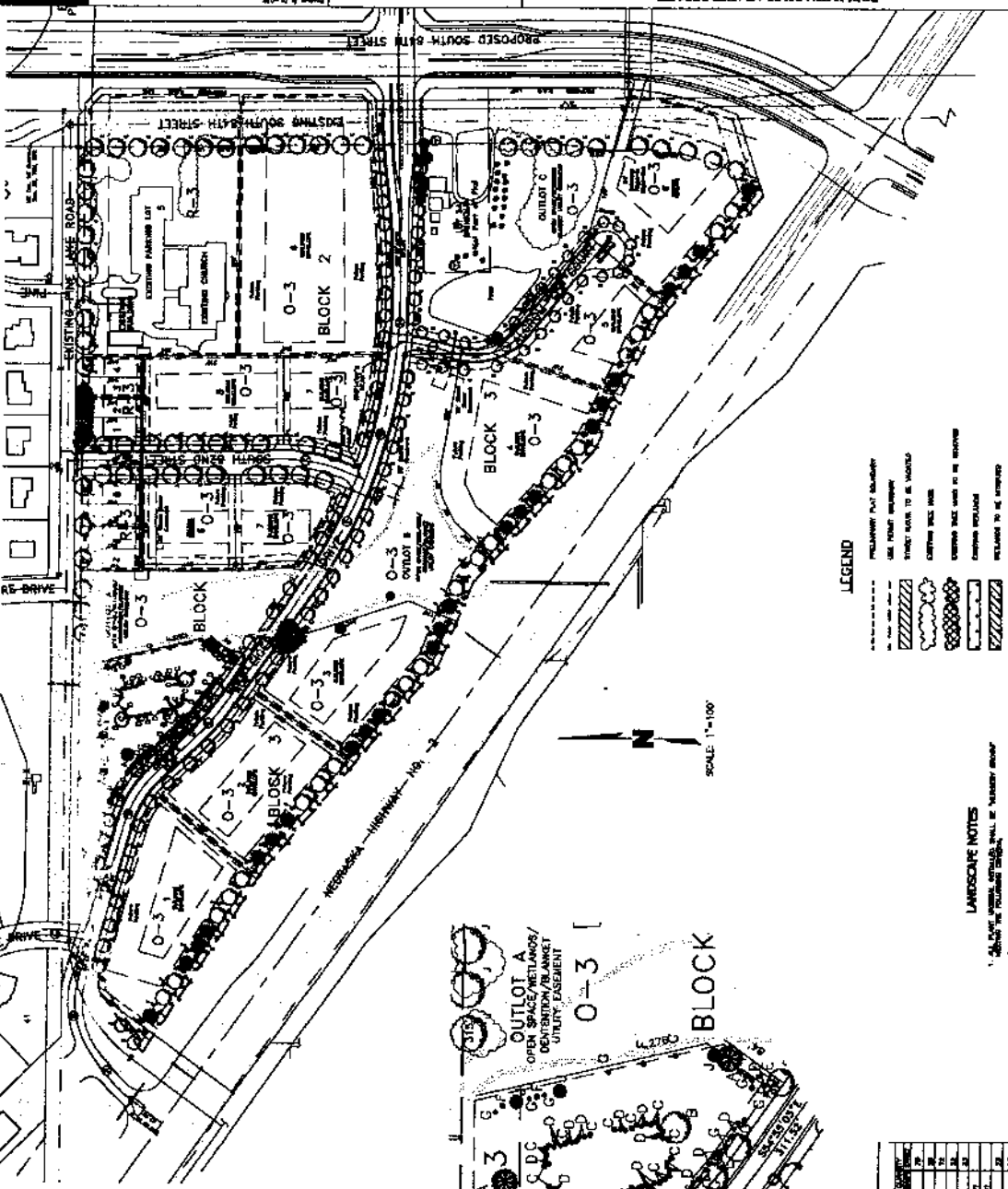
CITY MARCH MARKS
 SHALL BE SET OUT BY THE CITY ENGINEER
 WITHIN 10 DAYS OF THE DATE OF THE PERMIT
 EXPIRES 12 MONTHS FROM THE DATE OF THE PERMIT
 IF NOT RENEWED



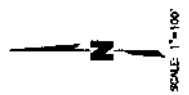
- LEGEND**
- 1. EXISTING IMPROVEMENTS
 - 2. PROPOSED IMPROVEMENTS
 - 3. EXISTING LOT LINES
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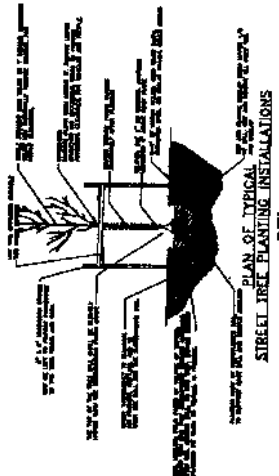
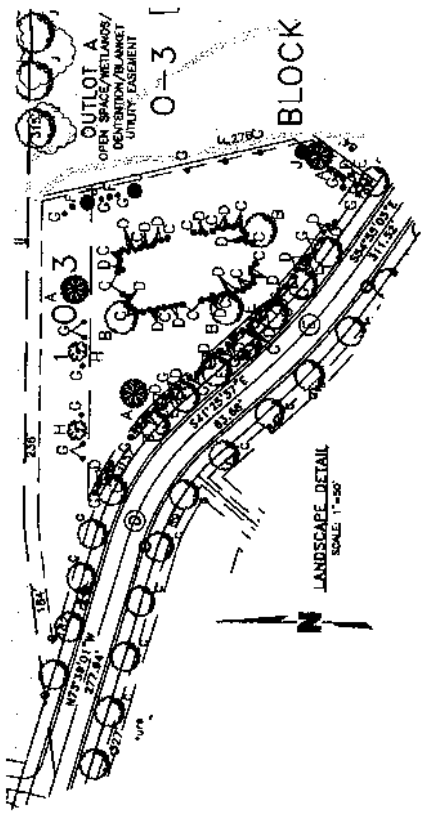
**PINE LAKE PLAZA
PRELIMINARY PLAT / USE PERMIT**



- LEGEND**
- PRELIMINARY PLAT BOUNDARY
 - SEE PLANT SCHEDULE
 - STREET TREES TO BE INSTALLED
 - CURBLINE TREE LINE
 - LANDSCAPE TREES TO BE INSTALLED
 - LANDSCAPE PLANTINGS
 - SEE SCHEDULE



- LANDSCAPE NOTES**
1. ALL TREE PLANTINGS SHALL BE HARDY SPECIES
 2. PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF MINNEAPOLIS PLANTING STANDARDS
 3. PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF MINNEAPOLIS PLANTING STANDARDS
 4. ALL PLANTINGS SHALL BE INSTALLED IN ACCORDANCE WITH THE CITY OF MINNEAPOLIS PLANTING STANDARDS



STREET TREES AND LANDSCAPE SCHEDULE						
NO.	COMMON NAME	SCIENTIFIC NAME	HEIGHT	SPACING	PLANTING	NOTES
1	White Birch	Betula papyrifera	15-20'	10-12'	1" x 1" x 1"	10-12'
2	Black Birch	Betula nigra	15-20'	10-12'	1" x 1" x 1"	10-12'
3	Red Birch	Betula pendula	15-20'	10-12'	1" x 1" x 1"	10-12'
4	White Pine	Pinus strobus	15-20'	10-12'	1" x 1" x 1"	10-12'
5	Black Pine	Pinus nigra	15-20'	10-12'	1" x 1" x 1"	10-12'
6	Red Pine	Pinus resinosa	15-20'	10-12'	1" x 1" x 1"	10-12'
7	White Spruce	Picea canadensis	15-20'	10-12'	1" x 1" x 1"	10-12'
8	Black Spruce	Picea mariana	15-20'	10-12'	1" x 1" x 1"	10-12'
9	Red Spruce	Picea canadensis	15-20'	10-12'	1" x 1" x 1"	10-12'
10	White Fir	Abies balsamea	15-20'	10-12'	1" x 1" x 1"	10-12'
11	Black Fir	Abies balsamea	15-20'	10-12'	1" x 1" x 1"	10-12'
12	Red Fir	Abies balsamea	15-20'	10-12'	1" x 1" x 1"	10-12'
13	White Cedar	Juniperus horizontalis	15-20'	10-12'	1" x 1" x 1"	10-12'
14	Black Cedar	Juniperus horizontalis	15-20'	10-12'	1" x 1" x 1"	10-12'
15	Red Cedar	Juniperus horizontalis	15-20'	10-12'	1" x 1" x 1"	10-12'
16	White Elm	Ulmus americana	15-20'	10-12'	1" x 1" x 1"	10-12'
17	Black Elm	Ulmus americana	15-20'	10-12'	1" x 1" x 1"	10-12'
18	Red Elm	Ulmus americana	15-20'	10-12'	1" x 1" x 1"	10-12'
19	White Ash	Fraxinus americana	15-20'	10-12'	1" x 1" x 1"	10-12'
20	Black Ash	Fraxinus americana	15-20'	10-12'	1" x 1" x 1"	10-12'
21	Red Ash	Fraxinus americana	15-20'	10-12'	1" x 1" x 1"	10-12'
22	White Oak	Quercus alba	15-20'	10-12'	1" x 1" x 1"	10-12'
23	Black Oak	Quercus alba	15-20'	10-12'	1" x 1" x 1"	10-12'
24	Red Oak	Quercus alba	15-20'	10-12'	1" x 1" x 1"	10-12'
25	White Maple	Acer saccharum	15-20'	10-12'	1" x 1" x 1"	10-12'
26	Black Maple	Acer saccharum	15-20'	10-12'	1" x 1" x 1"	10-12'
27	Red Maple	Acer saccharum	15-20'	10-12'	1" x 1" x 1"	10-12'
28	White Birch	Betula papyrifera	15-20'	10-12'	1" x 1" x 1"	10-12'
29	Black Birch	Betula nigra	15-20'	10-12'	1" x 1" x 1"	10-12'
30	Red Birch	Betula pendula	15-20'	10-12'	1" x 1" x 1"	10-12'



October 4, 2002

Brian Will
Planning Department
555 South 10th Street
Lincoln, NE 68508

630 North Corner Blvd., Suite 105
Lincoln, Nebraska 68505

RE: Pine Lake Plaza
Re-submittal for Preliminary Plat #02016
EDC Job # 01-038

Dear Brian:

Enclosed, please find the following documents for the above-mentioned project. This is a re-submittal of the Preliminary Plat for Pine Lake Plaza.

1. 14 copies of the Site Plan (Sheet 1 of 7)
2. 6 copies of the complete set of Pine Lake Plaza (Sheets 1 - 7)

We are requesting the following waivers to the design standards:

Side yard set backs:

Lots 1, 2, 6, and 7, Block 1; Lots 3 and 4, Block 3. These lots abut wetlands.

Intersection Platforms:

Eiger Drive & Highway 2. Because of the slope of the existing driveway at the fire station, a standard intersection platform cannot be maintained.

Non-Radial or Perpendicular Side Lot Lines:

Lot 1, Block 1; Lots 3 and 4, Block 3. These lot lines follow wetlands boundaries. Lots 5 and 6, Block 3 have established lot lines from previous lots. The attached single-family lots are revised to fall within the 3:1 depth ratio. In adjusting these lots, the rear lot lines for lot 5, block 1 and lot 1, block 2 are no longer perpendicular to South 82nd Street. Ref

Re-construction of Pine Lake Road to Urban Section

This request is the desire of the Pine Lake SID to the north of our development. The SID request that traffic from this development does not find their way into the Pine Lake neighborhood and wishes to vacate Pine Lake Road between West Shore Drive and East Shore Drive with West Shore Drive ending in a cul-de-sac. East Shore Drive shall continue east on Pine Lake Road to South 84th Street. The vacated right-of-way shall be used as a landscape buffer for Pine Lake SID.

Turning Lane Depth

Reduce the 250-foot southbound right turn lane on South 84th Street at Eiger Drive to 150-foot. The traffic study by does not warrant more than a 150-foot southbound right turn lane into this site at Eiger Drive from South 84th Street.

Sewer system running opposite street grades and deeper than standard.

Proposed sanitary sewer service shall be provided through the Beal Slough Sanitary Sewer extension, requiring a deeper sewer line. Two options were addressed with this project. To extend the sanitary sewer line in the Highway 2 right-of-way or extend it where we have it on the plat. Both plans required deeper than standard sewer extensions. We chose the extension with the least amount of disruption to the traffic.

Phone: (402) 464-4011

OCT 7 2002

Fax: (402) 464,4058

027

CITY/LANCASTER
PLANNING DEPARTMENT

Sidewalks along the west side of South 84th Street and the south side of Pine Lake Road.

Proposed relocation of South 84th Street has included into the project, location of sidewalk along this street. Pine Lake SID has requested to vacate right-of-way on Pine lake Road, and to keep traffic at a minimum, because of this request, we ask for a waiver of sidewalks along the south side of Pine Lake road.

Block exceeding length requirements and required pedestrian way easement.

Block 3 runs parallel to Highway 2. A roadway to divide this block is not practical because of Highway 2 and the wetlands. The required pedestrian way easement is not practical either because of the state highway with high speed traffic, we request the waiver for length of block and pedestrian way easement.

Pine Lake Plaza

Response to Planning Staff Letter, August 28, 2002

1. Internal water mains shall connect to the existing 24-inch water main in Pine Lake Road. Connection shall be made at South 84th Street in conjunction with the relocation of South 84th Street, the installation of a 48-inch water main and the conversion of the existing 24 inch water main to a distribution line. The developers request the city to fund the oversize mains.
2. The water main easement is dimensioned 15 feet east of the main as it appears on Alcrom (formerly Alpine) Court.
3. An explanation of waiver for the proposed sanitary sewer system running opposite street grades and is deeper than standard, is requested above.
4. The sanitary sewer easement is dimensioned 15 feet west of the sewer system as it appears on Alcrom Court.
5. The existing basin model for Beal's Slough Master plan not been updated to include the surrounding developments in this area.
6. Detention Cell # 3 is proposed an enhancement of and existing pond with an undersized principal spillway. The existing emergency spillway elevation is approximately 1163.0. The 100-year design high water under proposed conditions is 1164.0 – approximately the same as existing conditions. The street low point is proposed at 1165.0 which will prevent water levels from reaching any existing structures in the event the principal spillway fails to function.
7. Discharge rates for sub-basin A1 were provided by Olsson Associates and HWS Consulting Engineers based on design of drainage facilities to the east.
8. The drainage study indicates that storm sewer will be extended to service Lot 6, Block 2. Any extension of the system beyond the right-of-way will be designed as a private system. Without a specific plan for development of this lot any further storm sewer design would be purely speculative. Also note that lot 5 and 6 of Block 2 are under common ownership.
9. The drainage area label south of Alcrom Court has been corrected to B3.

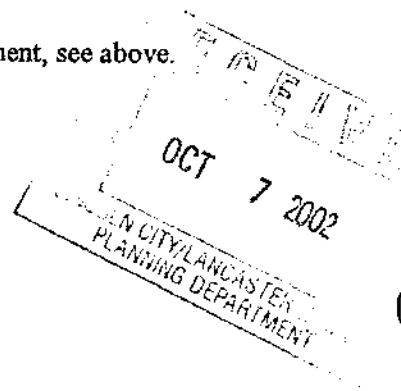
RECEIVED
OCT 7 2002
LANCASTER CITY/PLANNING DEPARTMENT

10. Pine Lake SID wishes to maintain the atmosphere of the neighborhood and does not wish to urbanize Pine Lake Road in this area. Refer to requested waivers, above.
11. Details of detention outlet structures are specified in the detention report submitted with the plat. Schematic drawings of the proposed structures have been added to Sheet 3. Extents of the 100-year flood pool have been identified on Sheet 3. Detention is proposed in areas of existing wetlands. No improvements are proposed to the bottom of the ponds in order to minimize impacts to the wetlands.
12. Easements are added to the plan, as requested. Storm sewer not shown within public right-of-way or easements will be private systems.
13. Refer to requested waivers above, for standard platform.
14. Refer to requested waivers above, for 250-foot right turn lane in 84th Street at Eiger Drive.
15. We do not agree to the removal of the driveway access from Lot 6, Block 3 to 84th Street.
16. No comment.
17. Note 21, sheet 1 is revised to require sidewalks along both sides of all interior public and private streets, including Alcrom Court. We do not agree to sidewalks along South 84th Street and Pine Lake Road. Refer to the waiver above.
18. A formal request to vacate Pine Lake Road; between East Shore Drive to West Shore Drive; will be submitted during the Final Plat process.
19. Additional easements are shown on this plat, as required in the August 9, 2002 LES memo. Blanket easements on outlots are labeled, as requested.
20. Building envelopes and setbacks are dimensioned, as requested.
21. The relocation of and intersection improvements for Pine Lake Road/South 84th Street intersection are not a part of this plat.
22. The future cul-de-sac is removed from this drawing, as requested.
23. Note 25, is revised, as requested.
24. Note 26, is revised, as requested.
25. We do not agree to the removal of note 28.
26. A 20-foot front yard set back line for future parking areas is added to the drawing and note 29, indicating that driving aisles shall not be located in the front yard set back, is added, as requested.
27. At the time of the developer negotiation last February, an agreement was made to maintain a 50-foot set back/landscape buffer along Highway 2. This plat was designed using this required

OCT 7 2002
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PLANNING DEPARTMENT

easement. Granting another 150 feet to have a 200-foot easement along Highway 2 would cause hardship to the developers and lot owners in Block 3, to the south.

28. Note 32, is revised to indicate Lots 6 through 8, Block 2.
29. Note 22, is revised to say that sidewalks along the private roadway shall be within the public access easement.
30. Alcrom Court is located in O-3 zoning and has a 33-foot public access easement. It does not require front yard setbacks beyond the public access easement.
31. No comment.
32. The number of square feet for each office use is added to the "Lots & Use" table. "Attached single family dwelling" is added to the table, as requested.
33. "& use permit" is removed from the Planning Commission approval block, as requested.
34. Justifications for waivers are provided, as requested.
35. Wetlands are clarified and match the legend on Sheet 3. Mitigated wetlands (increased area by 1.5) are indicated on the drawing, as requested.
36. No comment
37. The tree boundary cloud is revised, as requested.
38. Landscaping along Highway 2 is revised, as requested.
39. The attached single-family lots are revised to fall within the 3:1 depth ratio. In adjusting these lots, the rear lot lines for lot 5, block1, and lot 1, block 2, are no longer perpendicular to South 82nd Street. Refer to waivers above.
40. Alcrom Court is labeled "Private Roadway".
41. Telephone numbers are provided for developer and owner on this plat.
42. A note is added to the site plan indicating that Lot 6, Block 2 and Lot 6, Block 3 shall have building, driving aisle, and parking setbacks of 20 feet from the South 84th Street right-of-way at the time of building permit. Parking is not permitted in the front yard setback, including Highway 2 and South 84th Street.
43. We request a waiver for length of block and pedestrian way easement, see above.
44. Dimensions are on all lots, as requested.
45. The project location is shaded in the vicinity map, as requested.



46. "Limits of preliminary plat & use permit" is on the drawing, as requested.
47. Smooth Sumac is substituted for Pyracantha, as requested.
48. Kentucky Coffee Tree in on Pine Lake Road and Swamp White Oak is on South 84th Street, as requested.
49. Alpine Court is renamed to Alcrom Court, as requested.
50. Lot 52 I.T is included in the Preliminary Plat legal description, as requested.

Thank you for working with us as we proceed through our development review. Please call me if you have any further questions. We look forward to hearing from you.

Sincerely,



Paula Dicero

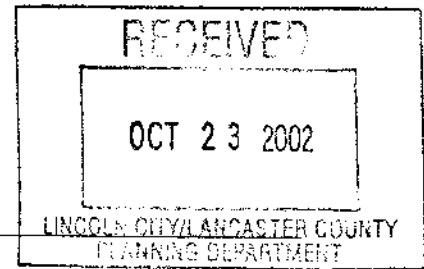
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Enclosures



031

Memorandum



To: Brian Will, Planning

From: Dennis Bartels, Public Works & Utilities

Subject: Pine Lake Plaza Preliminary Plat and Use Permit

Date: October 22, 2002

cc: Randy Hoskins, Ben Higgins, Nicole Fleck-Tooze, Randy Wilson, Nick McElvain

Engineering Services has reviewed the preliminary plat Pine Lake Plaza located between Pine Lake Road and Highway 2 west of 84th Street and has the following comments:

1. Water - The water system shown is satisfactory. The developer's share of the cost of construction of the water system needs to be addressed in the annexation agreement for this property.
2. Sanitary Sewer - Waivers are needed to design standards to build the sanitary sewer needed to serve this plat. Public Works is willing to approve waivers provided that assumed depths are shown and are reasonable. Proposed critical depths previously requested are still not shown.
3. Drainage and Grading - As noted in the previous review drainage from areas A2 and B1 are shown to be picked up at a single point and a single inlet will not handle the projected drainage. Since no plans exist for the use permit for the underlying lot, the study should as a minimum be revised to note that a drainage study will be provided when the lot development plans are submitted.

The proposed grading and detention cell storage for Cell #1 is outside the limits of this plat. This is unsatisfactory unless an easement is provided to accommodate the drainage.

Public Works still recommends Pine Lake Road be graded to an urban section and the grading plan and drainage study revised accordingly.

The required information for storm water detention has not been provided. The required information for a plat in the Beals Slough drainage basin has not been provided in accordance with design standards. The design standards require comparison to the Beals Slough master plan.

4. Street System - Public Works recommends revision of the Eiger Drive street grades to meet design standards at the intersection of Highway 2. The 4.81% grade is unsatisfactory.

Brian Will
Page 2
October 22, 2002

The driveway from Lot 6, Block 3 to the new 84th Street is unsatisfactory and must be removed. It is noted that the grading plan submitted does not work as submitted even if the driveway is approved over our objections.

Public Works still recommend a 250' long right turn lane for southbound 84th at Eiger Drive.

Contributions for arterial street improvements need to be addressed in the conditions of an annexation agreement for this plat.

Sidewalks should be required along both sides of all interior public and private streets, along the south side of Pine Lake Road and the west side of relocated 84th Street.

5. General - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system and public storm sewer system has been reviewed to determine if the sizing and general method of providing service is satisfactory. Design considerations including, but not limited to, location of water main bends around curves and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant locations, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connecting storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.