

FACTSHEET

**TITLE: COMPREHENSIVE PLAN AMENDMENT
NO. 14004** (Future Land Use Plan)

BOARD/COMMITTEE: Planning Commission

APPLICANT: Acting Director of Planning, at the request of Kent Seacrest, on behalf of the Rokeby Road Coalition Landowners.

RECOMMENDATION: Approval (9-0: Scheer, Beecham, Cornelius, Corr, Harris, Hove, Lust, Sunderman and Weber voting 'yes').

STAFF RECOMMENDATION: Approval

OTHER DEPARTMENTS AFFECTED: None.

SPONSOR: Planning Department

OPPONENTS: None.

REASON FOR LEGISLATION:

To amend the 2040 Lincoln-Lancaster County Comprehensive Plan, by changing the Future Land Use Plan designation from "Residential-Urban Density" to "Commercial" on property generally located in the Rokeby Road and South 84th Street area; from "Commercial" to "Residential-Urban Density" on property generally located southeast of Rokeby Road and South 70th Street; to modify the location of a future bike trail between Yankee Hill Road, Rokeby Road, South 70th Street, and South 84th Street; and to relocate a Neighborhood Center designation from southeast of South 70th Street and Rokeby Road to South 84th Street and Rokeby Road.

DISCUSSION / FINDINGS OF FACT:

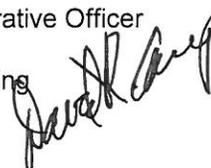
1. This proposed Comprehensive Plan Amendment is associated with Annexation No. 14004 (#14-153), Change of Zone No. 14017 (#14-154), the Annexation Agreement for Rokeby Road Coalition (#14-159) and Amendment No. 4 to the Woodlands at Yankee Hill Conditional Annexation and Zoning Agreement (#14R-313).
2. The staff recommendation to approve the comprehensive plan amendment is based upon the "Analysis" and "Summary" as set forth on p.4, concluding that the relocation of Commercial land and Neighborhood Center designation from one area to another in this vicinity of the future city is acceptable at this time. The updated future bike trail is a map clean-up item to reflect the best available information at this time. The staff presentation is found on p.6.
3. The applicant's testimony is found on p.6-7.
4. There was no testimony in opposition.
5. On July 9, 2014, the Planning Commission agreed with the staff recommendation and voted 9-0 to recommend approval of this comprehensive plan amendment.
6. On June 25, 2014, the Planning Commission voted 7-0 to recommend approval of the associated Annexation No. 14004 (#14-153) and Change of Zone No. 14017 (#14-154); and voted 7-0 to adopt Resolution No. PC-01401 approving Special Permit No. 14015, Grandview Estates First Addition Community Unit Plan, with conditions, for 316 lots with a maximum density of 760 dwelling units, generally located at South 70th Street and Rokeby Road. The special permit was not appealed to the City Council.

FACTSHEET PREPARED BY: Jean Preister, Administrative Officer

DATE: December 1, 2014

REVIEWED BY: David R. Cary, Acting Director of Planning

DATE: December 1, 2014



LINCOLN /LANCASTER COUNTY PLANNING STAFF REPORT
for July 9, 2014 Planning Commission Meeting

Project #: Comprehensive Plan Amendment #14004

PROPOSAL: Amend the 2040 Future Land Use Plan to relocate Commercial land and a Neighborhood Center from near S. 70th Street and Rokeby Road to S. 84th Street and Rokeby Road, and to update the location of a bike trail near that intersection.

CONCLUSION: Based on the draft annexation agreement for AN14004 which includes the areas of amendment, they are appropriate.

<u>RECOMMENDATION:</u>	Approval of the proposed amendment
-------------------------------	------------------------------------

GENERAL INFORMATION:

LOCATION: S. 84th Street and Rokeby Road

EXISTING LAND USE: undeveloped, agriculture, and single-family homes/farmsteads

HISTORY:

November 16, 2006 The 2030 Lincoln/Lancaster County Comprehensive Plan showed the area southeast of S. 70th Street and Rokeby Road as Commercial and the area around S. 84th Street and Rokeby Road as Urban Residential.

October 31, 2011 The 2040 Lincoln/Lancaster County Comprehensive Plan was adopted by City Council. The plan continued to show the area southeast of S. 70th Street and Rokeby Road as Commercial and the area around S. 84th Street and Rokeby Road as Urban Density Residential.

COMPREHENSIVE PLAN SPECIFICATIONS:

The Future Land Use Plan in the 2040 Comprehensive Plan identifies these areas as Commercial and Urban Density Residential. (p. 1.9)

Provide flexibility to the marketplace in siting future commercial and industrial locations. (p. 5.2)

Disperse Commercial Centers throughout the community to support convenience of access and to lessen impacts on infrastructure. (p. 5.7)

Discourage "four corner commercial development." (p. 5.2)

Neighborhood Centers

Center Size (p. 5.11)

Neighborhood Centers typically range in size from 50,000 to 150,000 square feet of commercial space, with those meeting the incentive criteria having up to 225,000 square feet. Existing centers may vary in size from 50,000 to 225,000 square feet.

Description (p. 5.11-5.12)

Neighborhood centers provide services and retail goods oriented to the neighborhood level, with significant pedestrian orientation and access. A typical center will have numerous smaller shops and offices and may include one or two anchor stores. Residential mixed use is encouraged. In general, an anchor store should occupy about a third to half of the total space. In centers meeting the incentive criteria, anchor store(s) may be larger, however the goals of Neighborhood Centers are to be diverse and not simply one store. Examples include Lenox Village at S. 70th Street and Pioneers Boulevard, and Coddington Park Center at West A Street and Coddington Avenue. These smaller centers will not include manufacturing uses. Neighborhood Centers may be considered a "Mixed Use Redevelopment Node" if they generally conform to the strategies listed in the "Mixed Use Redevelopment" chapter.

During the planning period, several additional neighborhood centers will be needed. These centers are not identified on the future land use plan and will instead be located as part of plans for future neighborhoods based on the commercial guidelines.

Market Area (p. 5.12)

These centers typically serve the neighborhood level. It is anticipated that there will be no more than two neighborhood centers per one square mile of urban use. For areas of less than one square mile, the number of the centers will be reduced.

Center Spacing (p. 5.12)

Neighborhood Centers should be located approximately ½ mile apart, depending upon their size, scale, function and the population of the surrounding area. When located at intersections, they should also not be located across an arterial street from a Community Center or another Neighborhood Center.

Criteria (p. 5.12)

Future Neighborhood Centers are not sited in advance, but are identified once approved or built and are added to the land use plan during the annual review process. Neighborhood Centers should generally not develop at corners of intersections of two arterial streets due to limited pedestrian accessibility and impact on the intersection – locations 1/4 to 1/2 mile from major intersections are encouraged, particularly if there is to be more than one Commercial Center within a square mile of urban residential use. There may be circumstances due to topography or other factors where centers at the intersection may be the only alternative. When a square mile of urban use contains a Community or Regional Center, then only one neighborhood center should be sited within that square mile.

Siting Process (p. 5.12)

The exact location and land use composition of the Center should be determined as part of development proposals.

Floor Area Incentive (p. 5.12)

New Neighborhood Centers will typically range from 50,000 to 150,000 square feet of floor area per square mile of urban use. For centers meeting the incentive criteria, a 50% floor area bonus of up to 25,000 square feet of retail space and 50,000 square feet of office space could be added to the 150,000 square feet total, for a center total of 225,000 square feet.

Urban Residential. Multi-family and single family residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre. (p. 12.4)

Commercial. Areas of retail, office, service and residential mixed uses. Commercial uses may vary widely in their intensity of use and impact. Individual areas designated as commercial in the land use plan may not be appropriate for every commercial zoning district. (p. 12.4)

Green Space. Public or privately-owned areas predominantly used for recreation, such as parks, golf courses, soccer or ball fields, and trails. Many green space areas also serve functions such as buffers between incompatible uses and as stormwater management areas. In some cases, privately-owned Green Space such as golf courses may also be appropriate to be considered for future Urban Residential development. (p. 12.4)

ANALYSIS:

1. The areas of Commercial change are zoned AG Agriculture.
2. Planning staff has added to the request a designation of an “Unbuilt Approved Neighborhood Center” on the east side of the S. 84th Street and Rokeby Road intersection on Page 5.6 of the 2040 Comprehensive Plan. Essentially this request moves the current designation for a future Neighborhood Center from the S. 70th Street and Rokeby Road area to the S. 84th Street and Rokeby Road area.
3. Staff proposes that the most recent version of the future bike trail in this vicinity be shown on the future land use map.
4. Urban Density Residential areas are planned adjacent to and near the area proposed for commercial designation.
5. No changes to the 2040 Priority Growth Areas map are needed at this time.

SUMMARY:

The relocation of Commercial land and Neighborhood Center designation from one area to another in this vicinity of the future city is acceptable at this time. The updated future bike trail is a map clean up item to reflect the best available information at this time.

PROPOSED AMENDMENT:

Amend the 2040 Lincoln/Lancaster County Comprehensive Plan as follows:

1. Amend the Lancaster County Future Land Use plan on pages 1.8 and 12.2 and the Lincoln Area Future Land Use Plan on pages 1.9 and 12.3 to reflect changes in land use, and all other maps, figures, and plans where the land use map is displayed including on pages 5.6 and 5.17.
2. Amend the Existing and Proposed Commercial Centers map on page 5.6 to reflect a new Unbuilt Approved Neighborhood Center.

Prepared by:

Brandon M. Garrett, AICP
Planner
402-441-6373 or bgarrett@lincoln.ne.gov

DATE: July 1, 2014

APPLICANT/

OWNER:

11 owners known as "Rokeby Road Coalition Landowners" (see attached application letter from Kent Seacrest)

CONTACT:

Kent Seacrest
Seacrest and Kalkowski, PC, LLO
1111 Lincoln Mall, Ste. 350
402-435-6000

COMPREHENSIVE PLAN AMENDMENT NO. 14004

PUBLIC HEARING BEFORE PLANNING COMMISSION:

July 9, 2014

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

Staff recommendation: Approval.

There were no ex parte communications disclosed.

Staff presentation: **Brandon Garrett of Planning staff** presented the proposed land use designation change in southeast Lincoln, essentially moving a commercial piece from 70th Street and Rokeby Road to 84th Street and Rokeby Road, and moving a neighborhood center designation from southeast of South 70 Street and Rokeby Road to a future location at South 84th Street and Rokeby Road. In addition to the applicant's requests, the staff is proposing to show the latest information in terms of a future bike trail that goes through this area.

Proponents

1. Kent Seacrest appeared on behalf of ten different property owners, being a mixture of individual property owners, corporations, developers, and a bank lending institution, who have formed the Rokeby Road Coalition. They have had a history of working together. This coalition started in 2006 when there was a unique opportunity to up-size three sewer lines in Beal Slough, which allows opening up over 700 acres of real estate (a "sweet spot") just south of the regional shopping center at 84th Street and Highway 2, which has always needed additional rooftops. In 2006, this group came together and worked with staff, the Planning Commission and the City Council and up-sized the sewer lines. Annexation was not requested at that time, but they did come in with a future land use map showing the whole area as residential and a requirement that the private sector come up with a rural watershed master plan to show how the properties would work together, including access points between each other, yet minimizing the access points on the city's arterial street network.

Seacrest then pointed out that 2008 was a very dire year for the development community, but the coalition has been working with city staff again this year because the passion to develop is coming alive again.

Seacrest then shared a map of a draft concept master plan showing the access points. The coalition has been working with staff this spring and summer on the master plan and the watershed master plan is also underway. The infrastructure required to do this plan is in the most recent Capital Improvement Program (CIP) reviewed by the Planning Commission. With the CIP amendments showing the infrastructure coming forward, this land use map change is finally showing some commercial areas to serve the home sites, and the coalition is now working with staff on the final stages of the phased annexation agreement. The CIP is heading towards approval by the City Council in the next month or so as part of the budget deliberations.

Seacrest also noted that this proposal is augmented by the recent announcement that LPS wants to locate a middle school and the YMCA wants to locate just to the north, which shows that this area is definitely coming alive. This master plan showing these rooftops had a lot of influence on LPS.

Seacrest expressed appreciation to the staff of Planning, Public Works, and Parks, who have worked well together on this.

Corr asked about the property clear to the east on Rokeby Road and what is anticipated there. Seacrest acknowledged that he does not have the latest and greatest draft of the master plan, but that area will be reconfigured as home sites.

In answer to a question from Corr about some property close to 84th Street, Seacrest stated that it is a drainageway. There are a lot of drainageways coming together at “this” corner, creating two parcels that are less than 5 acres. He did not know what those two parcels would be, but they do know there will be a need to get access to those properties. Seacrest suggested that market needs to develop more before they will know how to deal with these small parcels.

Lust inquired about the reason for moving the commercial designation. Seacrest responded that the one developer who has the commercial designation today does not think it is a viable commercial site. Others on the coalition believe the land at 84th Street could be commercial because it is more centrally located.

There was no testimony in opposition.

Staff questions

Corr referred to the staff report where it cites from the Comprehensive Plan. Some of the Comprehensive Plan indicates that Neighborhood Centers should not be closer than ½ mile from each other. In this case, by moving the Neighborhood Center, it appears there will be two closer together than ½ mile. She suggests that this seems contradictory to the Comprehensive Plan. Garrett agreed that there may be something that needs to be considered in updating the map. The commercial that is developing there now is more of a service-based commercial or contractor-based commercial rather than neighborhood services, so it does not include the typical neighborhood service type of businesses.

Corr also observed that the Comprehensive Plan indicates that Neighborhood Centers should not develop at corners. If the Neighborhood Center is moved to 84th Street, it will be covering two corners. Garrett suggested that the location has a lot to do with the Access Management Policy and the quarter mile access points on arterial streets. In the case of the land to the east of South 84th Street, the commercial reaches far back enough to gain access to the quarter mile point. A lot of it also has to do with the existing topography of this area. There is a drainageway providing a natural boundary for this to be commercial. It may not end up being commercial – it could be townhomes or apartments, but there seems to be a natural land use break at that location. On the north side, there is another drainageway squaring off that piece. And then on the west side of

South 84th Street, they are showing a smaller commercial area, away from the corner. It does have access to the quarter mile point. Again, Garrett acknowledged that there are some inconsistencies but it is not the stereo-typical four-corner commercial that the plan is trying to steer away from.

ACTION BY PLANNING COMMISSION:

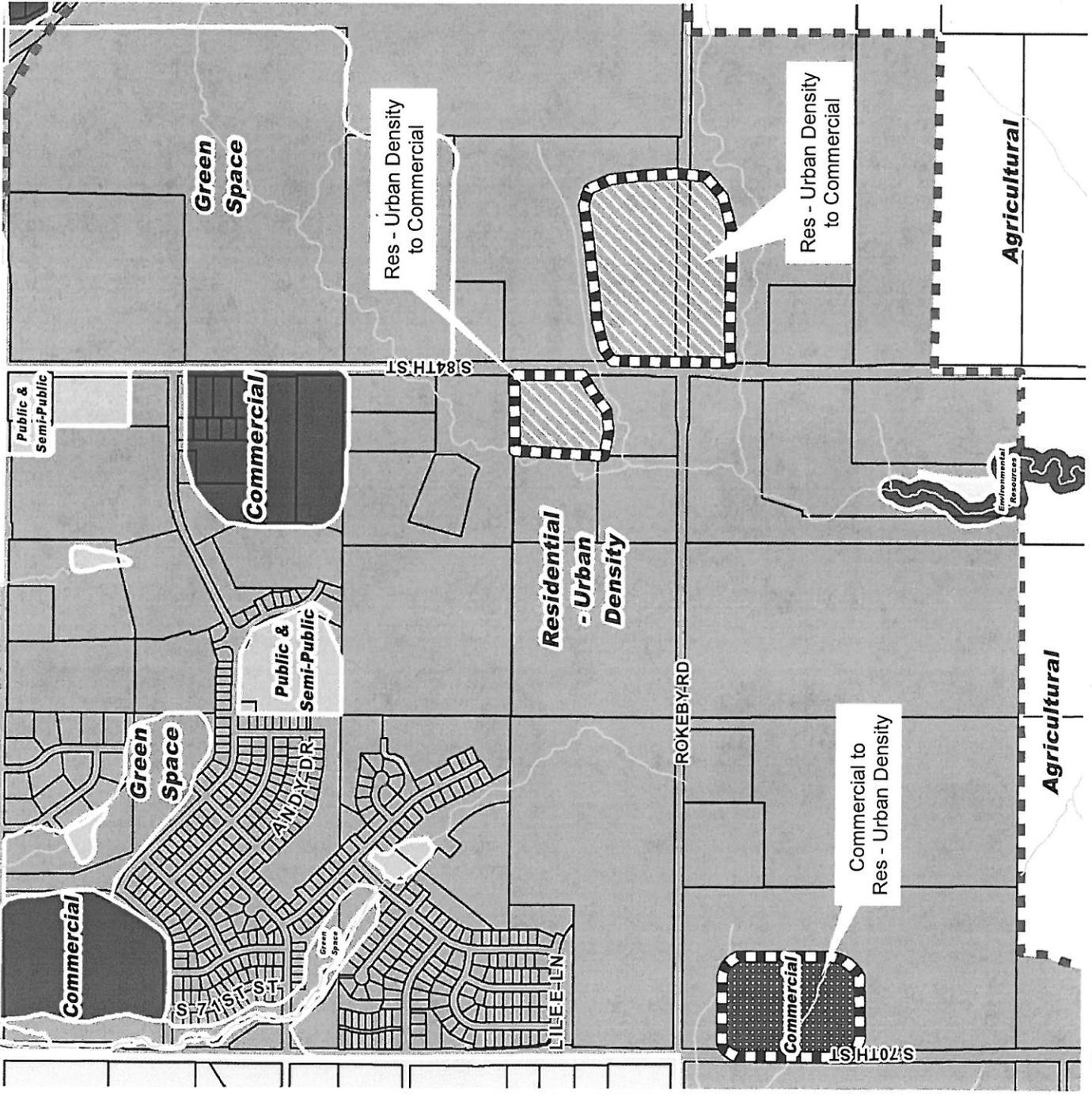
July 9, 2014

Hove moved approval, seconded by Scheer.

Lust believes this is great to see a coalition of very diverse groups coming together to do some really smart planning for the area, and she appreciates all the work that has gone into these changes to the Comprehensive Plan.

Motion for approval carried 9-0: Beecham, Cornelius, Corr, Harris, Hove, Lust, Scheer, Sunderman and Weber voting 'yes'. This is a recommendation to the City Council.

CPA # 14004:
Rokeby Road Coalition
S 84th St & Rokeby Rd
Proposed Future Land Use



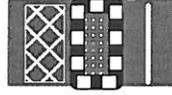
Comm to Res - Urban Density
 Res - Urban Density to Comm
 Future Svc Limit
 Ownership Parcels

LINCOLN - LANCASTER COUNTY
 PLANNING DEPARTMENT
 1000 North 10th Street
 Lincoln, Nebraska 68502
 Phone: 402.441.2222
 Fax: 402.441.2223

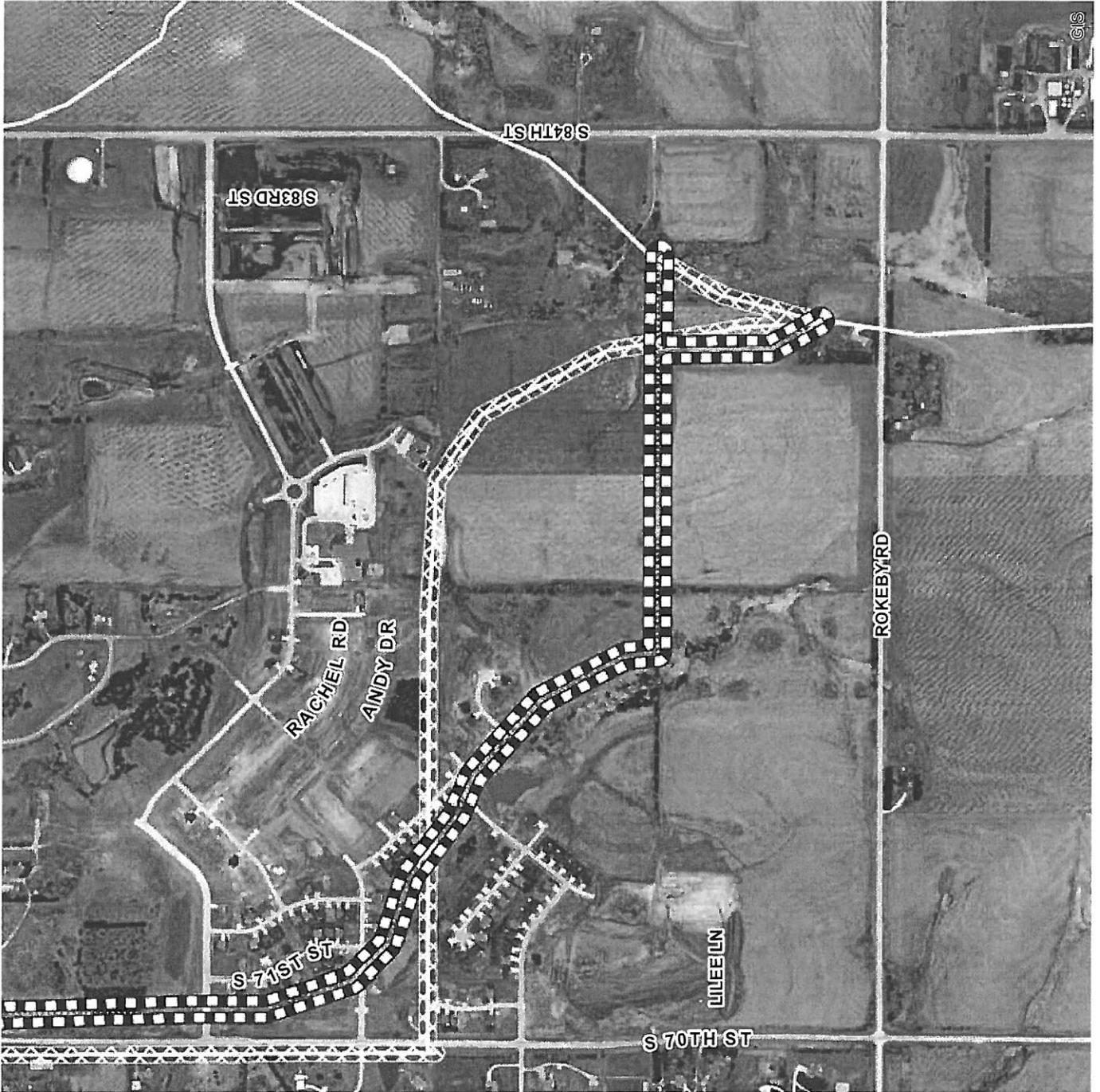


**CPA # 14004:
Rokeby Road Coalition
S 84th St & Rokeby Rd**

Proposed Future Trail Realignment

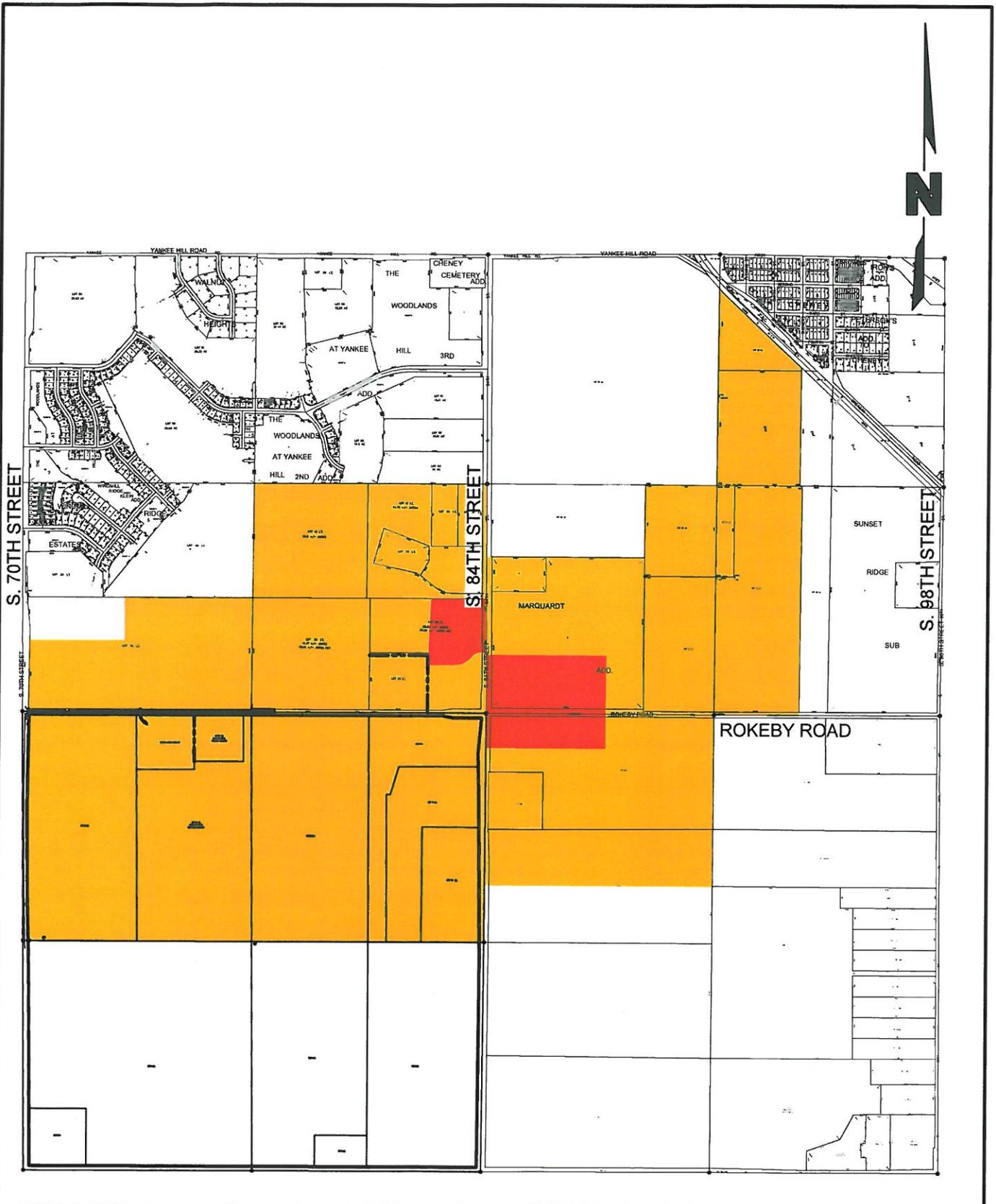


Future Trail to be Realigned
New Future Trail Alignment
Adopted Future Trail Alignment



LINCOLN-LANCASTER COUNTY
PLANNING DEPARTMENT
GIS
Produced by the
Lincoln-Lancaster County
Planning Department
Product for the 10/20/2010





drawn by: jds
checked by: -
project no.: 2013-0288
date: 06/24/2014

LAND USE MAP ROKEBY COALITION LINCOLN, NEBRASKA

 Civil Design Group, Inc.
8535 EXECUTIVE WOODS, DR., SUITE 200
Lincoln, Nebraska 68512
Ph. 402-434-8494 Fax 866-215-8747
www.civildg.com

CONSULTING ENGINEERS LAND USE PLANNERS
CIVIL DESIGN SITE DEVELOPMENT PLANNING AND ZONING

EXHIBIT
1

SEACREST & KALKOWSKI, PC, LLO

1111 LINCOLN MALL, SUITE 350
LINCOLN, NEBRASKA 68508-3910

TELEPHONE (402) 435-6000
FACSIMILE (402) 435-6100

KENT SEACREST
E-MAIL: kent@sk-law.com

DANAY KALKOWSKI
E-MAIL: danay@sk-law.COM

June 11, 2014

RECEIVED
JUN 11 2014
Lincoln/Lancaster Co.
Planning Department

Marvin Krout
Planning Director
County/City Planning Department
555 South 10th Street
Lincoln, NE 68508

RE: Rokeby Road Coalition Comprehensive Plan Amendment Requests

Dear Marvin:

Our office represents the Rokeby Road Coalition (“Coalition”), which consists of eleven property owners listed below who own property north and south of Rokeby Road between South 70th Street and South 91st Street. The Coalition has been in weekly meetings with the City Administration in preparing a phased Annexation Agreement regarding the Coalition properties.

As part of the draft phased Annexation Agreement and the proposed Master Plan contained therein, the Coalition hereby requests that the City amend the LPlan 2040 as follows: Amend 2040 Lancaster County Future Land Use Plan (Map 1. Lancaster County Future Land Use Plan), 2040 Lincoln Area Future Land Use Plan (Map 1.2 Lincoln Area Future Land Use Plan) and related commercial designation maps as shown on the enclosure from “Residential – Urban Density” to “Commercial”.

On a related note, we have been in communication with David Cary regarding other potential Comprehensive Plan Amendments. David informed the undersigned that after the phased Annexation Agreement is approved by the City, the Planning Department would then process at the next Comprehensive Plan review update the appropriate amendments to the 2040 Comprehensive Plan and the other related City plans to reflect the approved phased Annexation Agreement. Such updates would include, without limitation, the 2040 Priority Growth Areas (Map 1.3 Growth Tiers with Priority Areas) (from Tier I, Priority B to Tier I, Priority A), transportation matters regarding Rokeby Road designation as a minor arterial street between South 84th Street and 91st Street and the corresponding ability to fund said segment using road impact fees, and other related infrastructure matters. If my communications and understandings with David Cary are incorrect, please advise me as soon as reasonably possible.

Feel free to contact us if you have questions or need any additional information. On behalf of the Coalition, we appreciate your assistance on these matters.

Very truly yours,

Kent

KENT SEACREST
For the Firm

Enclosures:

\$330 application fee
Commercial designation map

cc with enclosures:

Rokeby Road Coalition Landowners

Rokeby Holdings LTD, a Nebraska limited partnership (“Rokeby Holdings”)
The Catholic Bishop of Lincoln, a Nebraska non-profit corporation (“Catholic Bishop”)
Carlton W. Talcott, a single person (“CWT”)
Milton L. Talcott and Carol A. Talcott, husband and wife (collectively “M&CT”),
Fred H. Smith and Janet L. Smith, husband and wife (collectively “Smith”)
SSAR, LLC, a Nebraska limited liability company (“SSAR”)
Lincoln Federal Bancorp, Inc. (“Lincoln Federal”)
Charles J. Marquardt and June N. Marquardt, husband and wife (“C&JM”)
Milton L. Talcott, Trustee and Carol A. Talcott, Trustee (“M&CT Trustees”)
Talcott Land & Cattle, Inc., a Nebraska corporation (“Talcott Land”)
Milton L. Talcott, Trustee (“M. Talcott Trustee”)

Councilman Jon Camp

David Cary

Rick Peo