Lincoln City - Lancaster County

PLANNING COMMISSION AGENDA

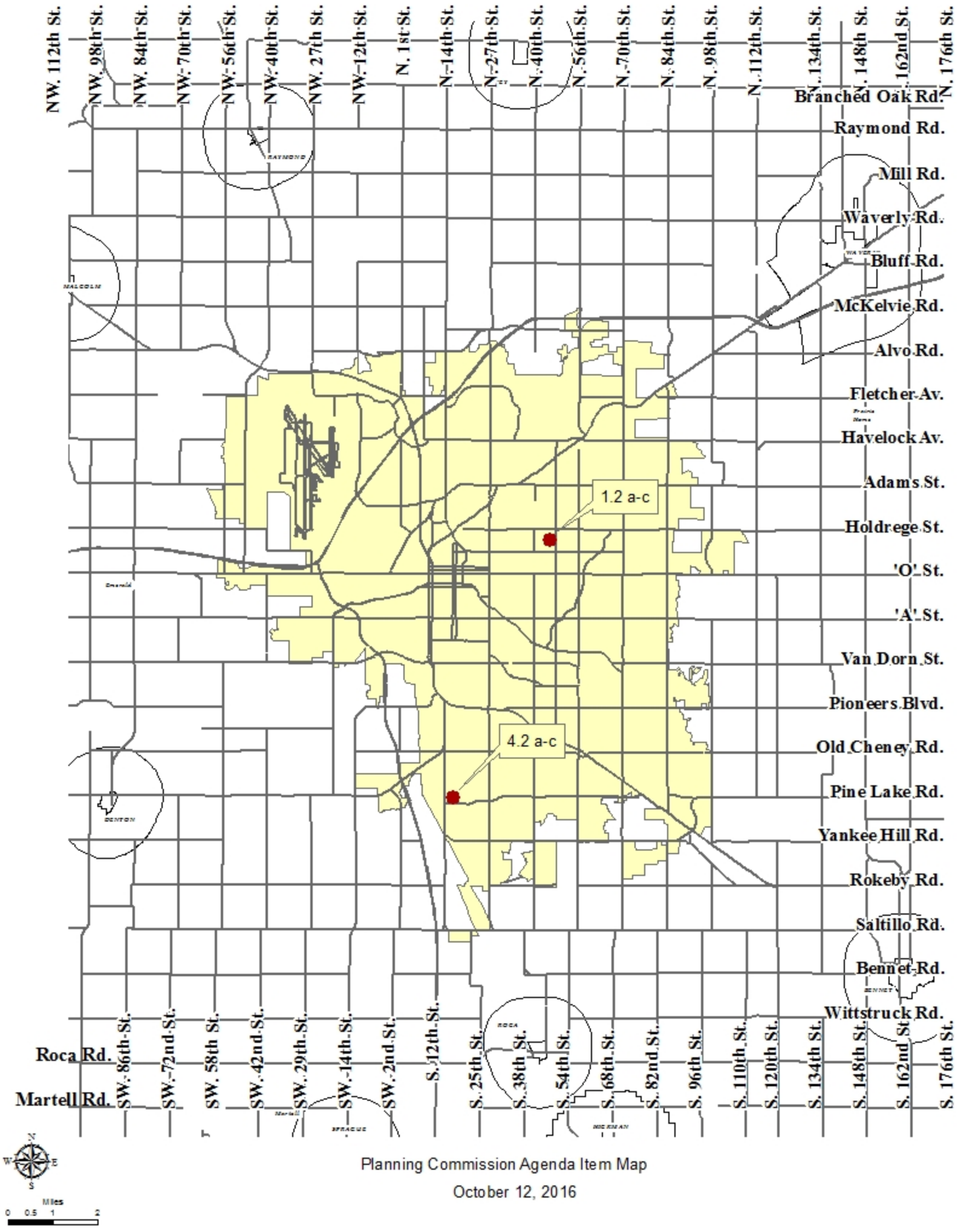
PLANNING COMMISSION

Chris Hove: Chair
Dennis Scheer: Vice-Chair
Michael Cornelius
Tracy Corr
Maja V. Harris
Jeanelle R. Lust
Lynn Sunderman
Ken Weber

PLANNING STAFF

David R. Cary: Director
Geri Rorabaugh: Administrative Officer
Amy Huffman: Office Specialist

October 12, 2016



Planning Commission Agenda Item Map

October 12, 2016

NOTICE: **The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, October 12, 2016, at 1:00 p.m. in Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. For more information, call the Planning Department, (402) 441-7491.**

<u>PLEASE NOTE:</u> The Planning Commission action is final action on any item with a notation of "FINAL ACTION". Any aggrieved person may appeal Final Action of the Planning Commission to the City Council or County Board by filing a Notice of Appeal with the City Clerk or County Clerk within 14 days following the action of the Planning Commission.**

The Planning Commission action on all other items is a recommendation to the City Council or County Board.

AGENDA

WEDNESDAY, OCTOBER 12, 2016

Approval of minutes of the regular meeting held September 28, 2016.

1. <u>CONSENT AGENDA</u>
<u>(Public Hearing and Administrative Action):</u>

<u>TEXT AMENDMENT:</u>

Page 01

1.1 Text Amendment No. 16009, amending Chapter 27.69 of the Lincoln Municipal Code relating to Signs by amending Section 27.69.090 to amend the exception allowing the permitted wall sign on the building façade of places of religious assembly, schools and community playhouses to be increased from a maximum of 20 square feet in area to 100 square feet in area if such use is located a minimum of 200 feet from any street frontage and is located in an AG or AGR district to provide that when such use is located a minimum of 100 feet from any street frontage, the permitted wall sign shall be a maximum of 50 square feet in area, and repealing Section 27.69.090 as hitherto existing.
Staff recommendation: Approval
Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov

<u>CHANGES OF ZONE AND RELATED USE PERMIT AND STREET VACATION:</u>

Page 07

1.2a Change of Zone No. 16029, from R-2 (Residential District) to R-T (Residential Transition District) on property generally located at 46th and Orchard Streets.
Staff recommendation: Conditional Approval
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov

1.2b Use Permit No. 16008, to allow for the construction of an office in an R-T (Residential Transitional District), with waivers to R-T district parking lot setbacks and sign location, on property generally located at 46th and Orchard Streets.
Page 17
Staff recommendation: Conditional Approval
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov

1.2c Street and Alley Vacation No. 16004, to vacate a portion of the North 46th Street public right-of-way between the south right-of-way line of Orchard Street and the north right-of-way line of Y Street, generally located at 46th and Orchard Streets.
Page 33
Staff recommendation: Conformance with the Comprehensive Plan
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov

2. REQUESTS FOR DEFERRAL:

2.1 Change of Zone No. 16023, from AG (Agricultural District) to H-3 (Highway Commercial District) on approximately 2.62 acres, more or less, on property generally located at 6625 NW 48th Street.
Staff recommendation: Conditional Approval
Staff Planner: Tom Cajka, 402-441-5662, tcakla@lincoln.ne.gov

3. ITEMS REMOVED FROM CONSENT AGENDA (Public Hearing and Administrative Action):

3.1 _____

3.2 _____

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION:

COMPREHENSIVE PLAN CONFORMANCE:

4.1 Comprehensive Plan Conformance No. 16008, to review the proposed Lancaster County Road and Bridge Construction Program, Fiscal Year 2017 and 2018-2022, as to conformance with the 2040 Lincoln-Lancaster County Plan.
Page 41
Staff recommendation: Conformance with the Comprehensive Plan
Staff Planner: Mike Brienzo, 402-441-6369, mbrienzo@lincoln.ne.gov

COMPREHENSIVE PLAN AMENDMENT & RELATED CHANGE OF ZONE AND USE PERMIT:

Page 63

4.2a Comprehensive Plan Amendment No. 16004, to revise the Future Land Use Map in the 2040 Lincoln-Lancaster County Comprehensive Plan from "Public & Semi-Public" and "Residential - Urban Density" designations to "Commercial" designation on approximately 34.38 acres, more or less, generally located at the northeast corner of South 14th Street and Pine Lake Road.
Staff recommendation: Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov

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4.2b Change of Zone No. 16030, from AG (Agricultural District) to B-2 (Planned Neighborhood Business District), from AG (Agricultural District) to R-1 (Residential District), and from R-1 (Residential District) to B-2 (Planned Neighborhood Business District), on property generally located on the northeast corner of 14th & Pine Lake Road.
Staff recommendation: Conditional Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov

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4.2c Use Permit No. 16009, to allow up to 177,000 square feet of new commercial floor area including a retail warehouse and motorized vehicle fuel facility, on property generally located at the northeast corner of South 14th Street and Pine Lake Road. ****FINAL ACTION****
Staff recommendation: Conditional Approval
Staff Planner: Rachel Jones, 402-441-7603, rjones@lincoln.ne.gov

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AT THIS TIME, ANYONE WISHING TO SPEAK ON AN ITEM NOT ON THE AGENDA, MAY DO SO

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Adjournment

PENDING LIST: *None*

Planning Dept. staff contacts:

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Stephen Henrichsen, *Development Review Manager* . . . 402-441-6374 . . . . . shenrichsen@lincoln.ne.gov
Paul Barnes, *Long Range Planning Manager* . . . . . 402-441-6372 . . . . . pbarnes@lincoln.ne.gov
Michael Brienzo, *Transportation Planner* . . . . . 402-441-6369 . . . . . mbrienzo@lincoln.ne.gov
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Brian Will, *Planner* . . . . . 402-441-6362 . . . . . bwill@lincoln.ne.gov
Kellee Van Bruggen, *Transportation Planner* . . . . . 402-441-6363 . . . . . kvanbruggen@lincoln.ne.gov
Ed Zimmer, *Historic Preservation Planner* . . . . . 402-441-6360 . . . . . ezimmer@lincoln.ne.gov

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The Planning Commission meeting
which is broadcast live at 1:00 p.m. every other Wednesday
will be rebroadcast on Wednesdays at 7:00 p.m., Thursdays at 12:00 a.m. and
Sundays at 12:30 p.m. on 5 City TV, Cable Channel 5.

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The Planning Commission agenda may be accessed on the Internet at
http://www.lincoln.ne.gov/city/plan/pcagenda/index.htm

ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

for October 12, 2016 PLANNING COMMISSION MEETING

PROJECT #: Text Amendment No. 16009

PROPOSAL: Amend Chapter 27.69.090 of Lincoln Municipal Code relating to sign regulations for places of religious assembly, schools and community playhouses.

CONCLUSION: The current provision allows a 100 square foot sign when the use is more than 200' away from the street in the AG and AGR zoning districts. The proposed amendment to allow a 50 square foot sign with a 100' separation would be applicable to more of the described uses across the city. An allowance for additional signage for the described uses which serve the general public is appropriate, and the proposed change is consistent with the original provision where the reduced separation is offset by a reduction in the amount of sign area allowed. This request complies with the intent of the Zoning Ordinance and is consistent with the Comprehensive Plan.

RECOMMENDATION: Approval

GENERAL INFORMATION:

COMPREHENSIVE PLAN SPECIFICATIONS:

P. 2.7 - The Urban Environment

Preservation and renewal of historic buildings, districts, and landscapes is encouraged. Development and redevelopment should respect historical patterns, precedents, and boundaries in towns, cities and existing neighborhoods.

P. 4.7 - Guiding Principles

Historic areas and quality new development share underlying aspects of good design— durable materials, thoughtful attention to maintaining or creating a desirable overall setting, accessibility by multiple modes and all people, well-designed and effective signs that communicate without dominating, and sustainable, maintainable landscaping.

ANALYSIS:

1. This text amendment proposes to amend Section Chapter 27.69.090 of the Zoning Ordinance - Signs. This section is one of several in the sign code which provide special sign regulations for select uses that require special consideration above the normal sign regulations that apply.

2. The section to be amended currently allows a 100 square foot wall sign on each facade when the use is more than 200' away from the street, and specifically applies to places of religious assembly, schools and community playhouses. In addition, 50 square foot signs are allowed along each street frontage.

3. The applicant is working on behalf of the Lincoln Christian School at South 84th and Old Cheney Road, which when originally established met the criteria for a larger sign. It was located in the AG zoning district, and the building was more than 200' away from the street. Today, with a new building addition it is less 200' from the street and no longer qualifies for a larger sign. Records show that this is the only site in Lincoln where this provision has been previously used.

4. The proposed amendment seeks to reduce the required separation for a larger sign from 200' to 100', but also proposes a corresponding reduction in the amount of sign area allowed from 100 square feet to 50 square feet.

5. The proposed 50 square foot wall sign is of a size consistent with the 50 square foot freestanding signs also allowed along each street frontage. The size is also consistent with the maximum sign size permitted in office and commercial zoning districts for signs that are located in the required front yard.

6. With respect to illumination, Section 27.69.030(a)(9) applies. The required separation between the location of any illuminated sign and an abutting residential premises in a residential district is 100 feet, so such a wall sign could be eliminated.

7. Places of religious assembly, schools and community playhouses are typically located on larger parcels of land where greater separation from surrounding uses is the norm. Their purpose is to provide for the spiritual and educational needs of the community and serve the public at large, and the ability to readily locate them is in the community's best interest.

8. The current limitation of only being allowed in the AG and AGR zoning districts makes the vast majority of sites inside the city ineligible. Rather than severely restricting the use of the additional signage, expanding the applicability is more appropriate.

9. The proposed changes will expand the number of sites around the city eligible for 50 square foot wall signs when more than 100' away from the street. Places of religious assembly, schools and community playhouses serve the general public. Making them easier to locate, while maintaining consistency with the intent of the original provision and compatibility with surrounding properties, is in the community's best interest.

Prepared by:

_____
Brian Will, AICP, 441-6362, bwill@lincoln.ne.gov
Planner
September 28, 2016

APPLICANT/ CONTACT: Heather Keele
The Clark Enersen Partners
1010 Lincoln Mall
Lincoln, NE 68508
402-477-9291

F:\DevReview\TX\16000\TX16009 Signs for Churches and Schools.bjw.wpd

16- Introduce: 00-00-16

ORDINANCE NO. _____

AN ORDINANCE amending Chapter 27.69 of the Lincoln Municipal Code relating to Signs by amending Section 27.69.090 to amend the exception allowing the permitted wall sign on the building façade of places of religious assembly, schools and community playhouses to be increased from a maximum of 20 square feet in area to 100 square feet in area if such use is located a minimum of 200 feet from any street frontage and is located in an AG or AGR district to provide that when such use is located a minimum of 100 feet from any street frontage, the permitted wall sign shall be a maximum of 50 square feet in area, and repealing Section 27.69.090 as hitherto existing.

BE IT ORDAINED by the City Council of the City of Lincoln, Nebraska:

Section 1. That Section 27.69.090 of the Lincoln Municipal Code be amended to read as follows:

27.69.090 Places of Religious Assembly, Schools, and Community Playhouses.

In any residential zoning district, places of religious assembly, schools, and community playhouses are permitted one on-premises internally illuminated freestanding sign on each street frontage, not exceeding fifty square feet of area or six feet in height, for each bulletin board or sign and its supporting structure, and one on-premises wall sign on each building facade, not exceeding twenty square feet in sign area. When a school, place of religious assembly, or community playhouse is located a minimum of ~~200~~100 feet from any street frontage~~ and is located in an AG or AGR district~~, said wall sign shall be a maximum of ~~100~~50 square feet in area.

(a) A permitted freestanding sign may be located in the required front yard if it meets the following conditions and requirements:

(1) Signs may contain a maximum of fifty square feet in sign area if non-illuminated. If illuminated, such sign shall contain a maximum of thirty-two square feet in sign area, and shall be internally illuminated only;

(2) Has a setback from the front lot line at least one-half the distance of the required front yard;

(3) Has a setback from the side lot line at least 100 feet if abutting residential lots; and

(4) One temporary sign of up to thirty-two square feet may be allowed on premises for up to ten days.

(b) A permitted freestanding sign fronting on an arterial street may include electronic changeable copy if it meets the following conditions and requirements:

(1) Total area of the electronic changeable copy sign shall not exceed 75% of the total allowed freestanding sign area;

(2) The electronic changeable copy sign shall have a setback from the side and rear lot lines of at least 150 feet if abutting residential lots and shall have a setback from a front lot line of at least 150 feet if the sign copy is parallel to the front lot line;

(3) The electronic changeable copy sign message shall hold for at least three seconds and transition to a new message shall not exceed a duration of one second; and

(4) The electronic changeable copy sign shall be turned off between 10:00 p.m. and 7:00 a.m.

Section 2. That Section 27.69.090 of the Lincoln Municipal Code as hitherto existing be and the same is hereby repealed.

Section 3. That this ordinance shall take effect and be in force from and after passage and publication in one issue of a daily or weekly newspaper of general circulation in the City, according to law.

Introduced by:

_____

Approved as to Form & Legality:

_____
City Attorney

Approved this ___ day of _____, 2016:

_____
Mayor

LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

for October 12, 2016 PLANNING COMMISSION MEETING

PROJECT #: Change of Zone No. 16029

PROPOSAL: From R-2 Residential to R-T Residential Transition
From R-2 Residential to R-4 Residential

LOCATION: N 46th and Y Streets

LAND AREA: 0.42 acres (R-2 to R-T), 0.35 acres (R-2 to R-4), more or less

EXISTING ZONING: R-2 Residential

CONCLUSION: This request will allow for development of an underutilized property with access to existing infrastructure and utilities. This request conforms to the Comprehensive Plan and Zoning Ordinance.

RECOMMENDATION: Conditional Approval

GENERAL INFORMATION:

LEGAL DESCRIPTION: See Attached

EXISTING LAND USE: Broadcast Tower, Vacant

SURROUNDING LAND USE AND ZONING:

North:	Residential	R-2 Residential
South:	Meeting Hall	R-2 Residential, H-2 Highway Business
East:	Donation Center/Store	H-2 Highway Business
West:	Residential	R-2 Residential

ASSOCIATED APPLICATIONS:

Street and Alley Vacation No. 16004 to vacate portion of N 46th Street right-of-way.

Use Permit No. 16008 for an R-T district office use.

HISTORY:

June 1891 Area originally platted with Mount Forest subdivision.

December 1951	Area identified as A-2 Single Family Residential on City Zoning Map.
June 1967	Special Permit No. 381 approved for a broadcast tower on the east end of the site.
December 2006	Special Permit No. 381A approved to locate additional antennas on the tower.

COMPREHENSIVE PLAN SPECIFICATIONS:

Page 1.9	The site is shown as Residential in the Future Land Use Plan.
Page 5.14	Develop infill commercial areas to be compatible with the character of the area.
	Avoid encroachment into existing neighborhoods during expansion of existing commercial and industrial uses, and take steps to ensure expansions are in scale with the adjacent neighborhood, are properly screened, fulfill a demonstrated need and are beneficial to health and safety.
Page 7.2	Provide a wide variety of housing types and choices for an increasingly diverse and aging population.
	Strive for predictability for neighborhoods and developers for residential development and redevelopment.
Page 7.9	Recognize that broad economic diversity within existing neighborhoods encourages reinvestment and improves quality of life for all residents while acknowledging the need for affordable housing.
Page 7.10	Encourage a mix of housing types all within one area.
	Redevelopment and infill should strive for compatibility with the character of the neighborhood and adjacent uses.
	Encourage pedestrian orientation with parking at rear of residential and neighborhood commercial uses.

UTILITIES: All utilities are available on site.

AESTHETIC CONSIDERATIONS:

New residences constructed in the R-2 and R-4 district areas, along with the R-T district office use, will be required to meet Neighborhood Design Standards.

ANALYSIS:

1. This request is for a change of zone from R-2 Residential to a mix of R-4 Residential and R-T Residential Transition. The site consists of six platted lots which are currently vacant with the exception of a broadcast tower on the eastern border. The change of zone also includes a portion of the N 46th Street right-of-way proposed to be vacated with the associated Street and Alley Vacation No. 16004.

2. The R-T district is for a proposed Habitat for Humanity office. The R-T office site plan is discussed in the associated staff report for Use Permit No. 16008.

3. The R-4 district is proposed to contain two lots of approximately 7,100 square feet. Per the R-4 district, each lot is large enough to contain a duplex, resulting in four total units in the R-4 area. The same area could only contain two total units if the site remained R-2.

4. The proposed lot layout is shown on the attached graphic. Lot 1 is the Habitat for Humanity office in the R-T district, Lots 2 and 3 are single family lots in the R-2 district, and Lots 4 and 5 are duplex lots in the R-4 district. A final plat legally creating the lots is required prior to the associated street vacation appearing at City Council.

5. A residence cannot be built on Lot 5 until the broadcast tower is removed; a single lot cannot contain two principal uses - in this case commercial (the tower) and residential.

6. The broadcast tower on the east end of the site is approved for 148 feet in height, with a fall zone of 74 feet. Portions of the Habitat for Humanity office and the duplex building on proposed Lot 4 could be within the fall zone. The fall zone is intended to apply to new towers locating near existing structures. This tower has existed since the late 1960's, so the new residence and office are knowingly accepting any potential hazard presented by the tower. Broadcast tower collapse is an extremely rare event, and when it occurs is almost always with towers much taller than 150 feet. The risk to residences, even within the fall zone, is very low. The Zoning Ordinance does not prohibit residences or any other structure from locating near an existing broadcast tower.

7. The R-T district is intended to provide a transitional area of office and small-scale commercial uses in close proximity to residential uses. The proposed building discussed in the associated staff report for Use Permit No. 16008 is a small-scale office that will provide an appropriate transition from heavier commercial uses on the east to residential uses on the west.

The office is for Habitat for Humanity and will only be used for administrative functions. Habitat for Humanity is seeking an office near their existing ReStore donation center/retail store, which is located directly east of the site. The office building will be constructed to match the character of the neighborhood and is required to meet Neighborhood Design Standards. The standards address items such as the orientation of windows and entrances, height, and massing. The R-T district also includes design criteria that limit the "office" appearance of the building.

8. The R-4 district is intended for residential uses at a slightly higher density than the R-2 district. R-4 is an appropriate transition from the commercial uses on the east to the lower density residential uses on the west.

9. The proposed R-T district will not abut any existing R-2 district residences. Surrounding zoning and uses for the R-T area are listed below:

North:	An R-2 single family residence is located to the north, but it faces N 46th Street and is separated from the R-T district by Orchard Street.
South:	Proposed R-2 and R-4 district residences.
East:	Existing Habitat for Humanity donation center/store in H-2 district.
West:	Proposed single family residence in R-2 district.

The proposed R-4 district will also not abut any existing R-2 district residences. Surrounding zoning and uses for the R-4 area are listed below:

North:	Proposed Habitat for Humanity office in R-T district.
South:	Meeting hall split between H-2 and R-2 districts, separated from the R-4 district by Y Street.
East:	Existing Habitat for Humanity donation center/store in H-2 district.
West:	Proposed single family residence in R-2 district.

10. Commercial structures are required to have a 10-foot setback per building code. Portions of the existing tower and associated structures appear closer than 10 feet to the north and west boundary of proposed Lot 5 (the east side meets the requirement because the 10 feet can be measured to the alley centerline). The boundaries of Lot 5 and Lot 1 to the north need to be slightly re-aligned for the tower and associated structures to maintain the required setback. This will require a slight adjustment of the R-T and R-4 district boundaries in the area.

11. This change of zone will allow for development of an underutilized site with access to existing utilities and infrastructure. It will provide an efficient utilization of the site while maintaining compatibility with the surrounding neighborhood.

CONDITIONS OF APPROVAL:

1. The City Council approves associated request:

   1.1 Street and Alley Vacation No. 16004.

   1.2 Use Permit No. 16008.

2. Before a final plat is approved:

   2.1 Revise R-4 and R-T district boundaries, with updated legal description, so existing tower and associated structures can maintain a setback of at least 10 feet from property lines.

Prepared by:

_____
Andrew Thierolf
Planner

October 3, 2016

APPLICANT/ CONTACT: J.D. Burt
218 S 38th Street
Lincoln, NE 68510

OWNER: Judeth and Harold Hoppe
440 N 8th Street
Lincoln, NE 68508

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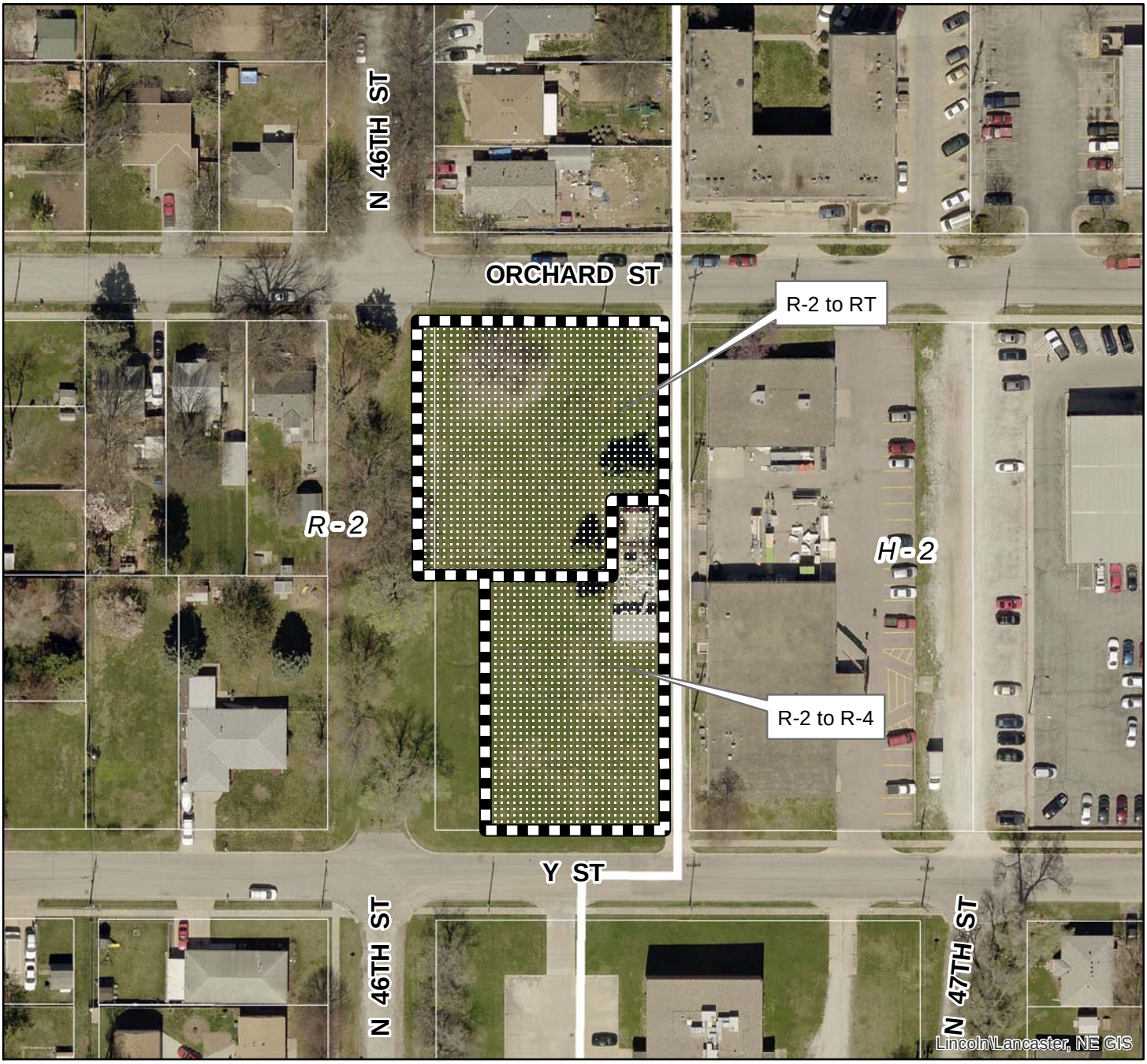


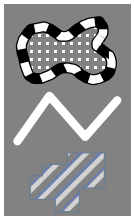
2016 aerial

Change of Zone #: CZ16029
Habitat for Humanity
N 46th St & Orchard St

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential 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

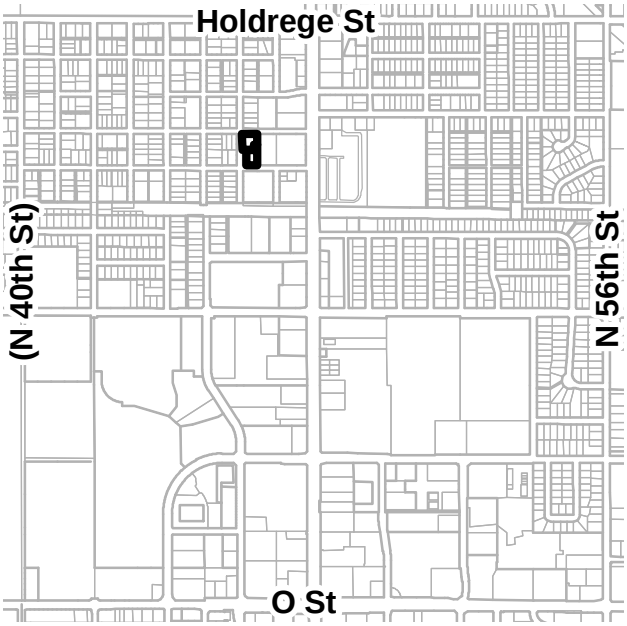
One Square Mile:
Sec.20 T10N R07E



Area of Application

Zoning Jurisdiction Lines

City of Lincoln Jurisdiction



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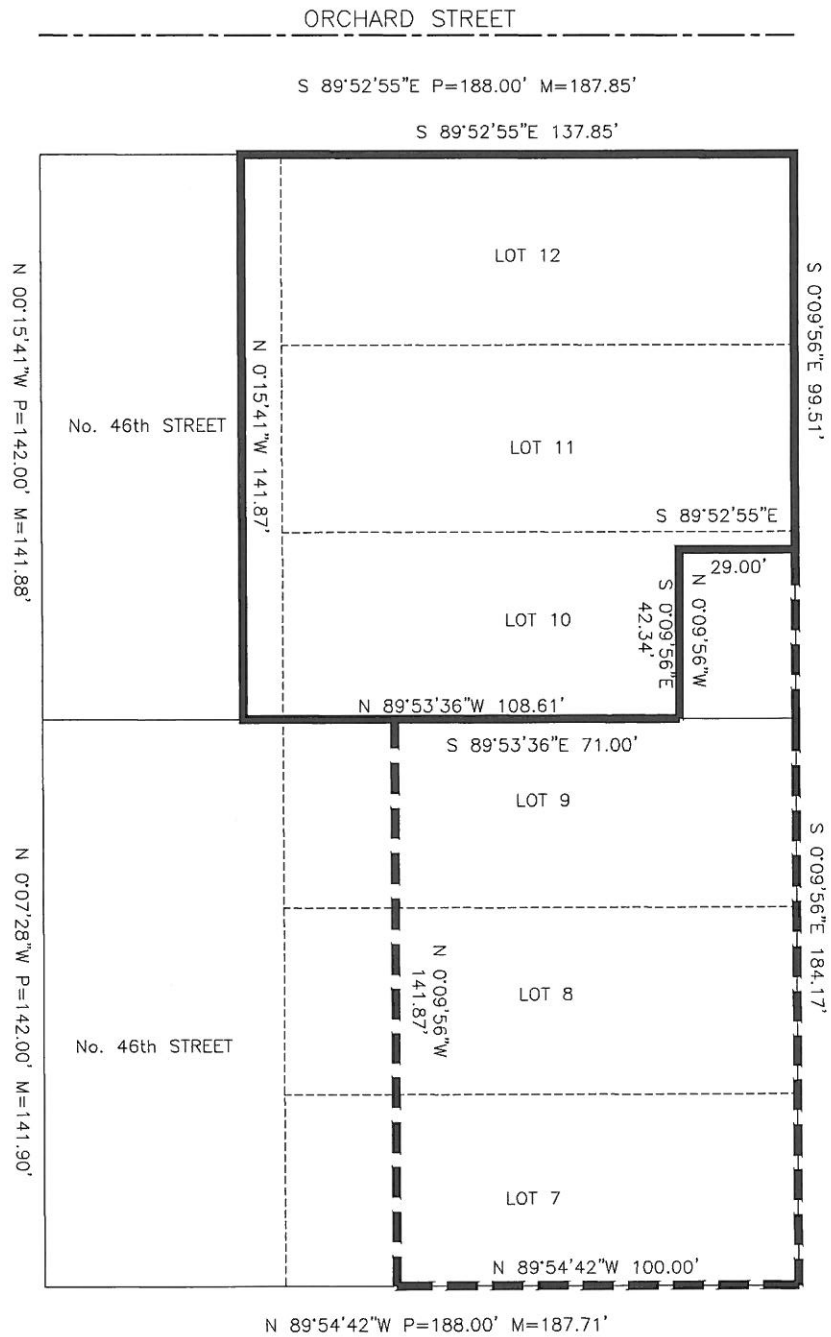


CHANGE OF ZONE RT DISTRICT

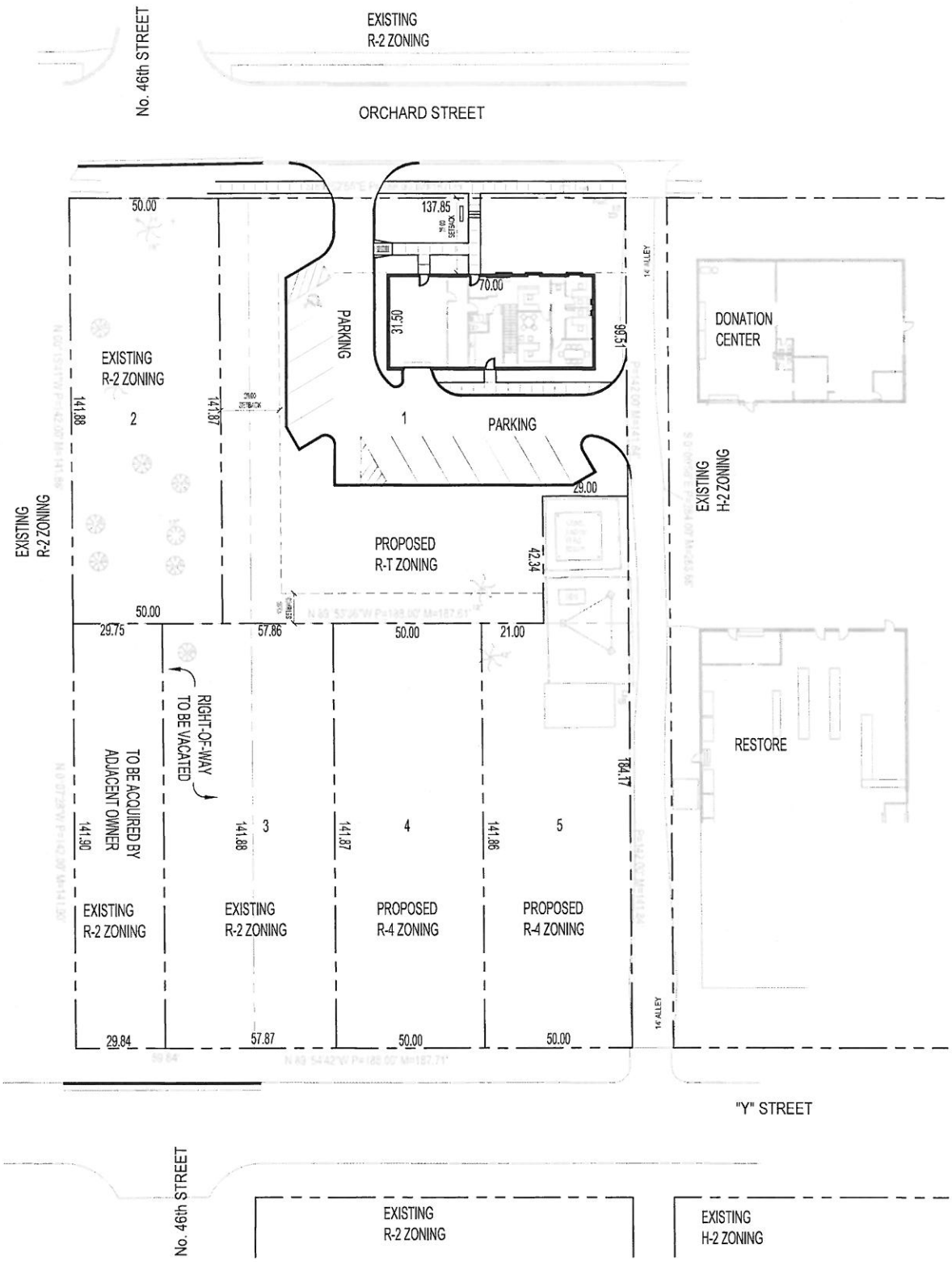
PART OF LOT 10, ALL OF LOTS 11 AND 12, BLOCK 15, MOUNT FOREST, AND PART OF NORTH 46th STREET ADJACENT THERETO, LINCOLN, LANCASTER COUNTY, NEBRASKA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOW;

BEGINNING AT THE NORTHEAST CORNER OF LOT 12, BLOCK 15, MOUNT FOREST; THENCE SOUTHERLY ON THE EAST LINE OF SAID LOTS 10, 11 AND 12, BLOCK 15, S 0°09'56"E 99.51'; THENCE WESTERLY, N 89°52'55"W 29.00'; THENCE SOUTHERLY, S 0°09'56"E 42.34', TO A POINT ON THE SOUTH LINE OF SAID LOT 10; THENCE WESTERLY ON SAID SOUTH LINE, N 89°53'36"W 108.61'; THENCE NORTHERLY, N 0°15'41"W 141.87', TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF ORCHARD STREET; THENCE EASTERLY ON SAID SOUTH RIGHT OF WAY LINE, S 89°52'55"E 137.85', TO THE POINT OF BEGINNING, SAID TRACT CONTAINING AN AREA OF 18,309.77 SQUARE FEET OR 0.42 ACRES, MORE OR LESS.

CHANGE OF ZONE R-4 DISTRICT

PART OF LOTS 7, 8, 9 AND 10, BLOCK 15, MOUNT FOREST, LINCOLN, LANCASTER COUNTY, NEBRASKA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOW;

BEGINNING AT THE SOUTHEAST CORNER OF LOT 7, BLOCK 15, MOUNT FOREST; THENCE WESTERLY ON THE SOUTH LINE OF SAID LOT 7, BLOCK 15, N 89°54'42"W 100.00'; THENCE NORTHERLY, N 0°09'56"W 141.87', TO A POINT ON THE NORTH LINE OF SAID LOT 10; THENCE EASTERLY ON SAID NORTH LINE, S 89°53'36"E 71.00'; THENCE NORTHERLY, N 0°09'56"W 42.34'; THENCE EASTERLY, S 89°52'55"E 29.00', TO A POINT ON THE EAST LINE OF SAID LOT 10; THENCE SOUTHERLY ON THE EAST LINE OF SAID LOTS 7, 8, 9 AND 10, S 0°09'56"E 184.17', TO THE POINT OF BEGINNING, SAID TRACT CONTAINING AN AREA OF 15,413.45 SQUARE FEET OR 0.35 ACRES, MORE OR LESS



The Clark Enersen Partners
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1010 Lincoln Mall, Suite 200 Lincoln, NE 68508-2883
402.477.9291 Fax 402.477.6542
Kansas City, MO Fairway, KS www.clarkenersen.com

Habitat for Humanity Affiliate Office
Lincoln, NE
TCEP Project No.: 086-001-16

Site Layout

Date: Sept. 22, 2016

Burt Real Estate, LLC

September 14, 2016

Andrew Thierolf
Lincoln-Lancaster County Planning Department
555 South 10th Street
Lincoln, Nebraska 68508

RE: Petition to Vacate Public Way
Change of Zone
Use Permit

Andrew,

On behalf of the property owners, Judeth and Harold Hoppe, attached are applications to vacate 46th Street and amend zoning on the property located between Orchard and Y Street east of 46th Street.

The proposed development includes five components:

- Vacation of North 46th Street between Orchard and Y Streets;
- Change of Zone from R2 Residential District to Residential Transitional District zoning along Orchard east of 46th Street;
- Change of Zone from R2 Residential District to R4 Residential District along Y Street;
- Retention of R2 Residential District between the proposed RT and R4 districts and the existing single family residences located along the west side of 46th Street; and
- Use Permit for an office use for the proposed Residential Transitional District.

The proposed Street Vacation, Changes of Zone and Use Permit have been shared with the abutting property owners. Both owners have signed the petitions to vacate 46th Street and have not expressed any objection to the land use applications. A final plat will be submitted under separate cover to reconfigure lot lines.

The Use Permit development plan includes an office building having residential design elements and a footprint of approximately 1,850 square feet. Construction will include an off-street parking area containing 15 stalls. The construction is proposed by Habitat for Humanity for their administrative offices. This site was selected due to its proximity to the Habitat Restore retail facility which is located immediately east of the proposed Use Permit.

The R4 area is limited to two proposed lots located at the southwest corner of the property. These lots will provide a transition zoning between the H-2 Highway Commercial District located east of the property and the existing R2 zoning district located west of 46th Street.

Sales Consultation
218 South 38th Street, Lincoln, Nebraska 68510
402-432-7995 jdburt@inebraska.com

The existing R2 zoning is being retained along the west limit of the property to provide one single family lot fronting Orchard Street and one single family lot fronting Y Street. These single family lots are proposed to create a buffer between the proposed RT and R4 districts and the adjacent single family residences which abut the subject property.

Thank you in advance for your assistance and support for these land use applications.

Please feel free to call or contact me if you have questions or are in need of additional information.

Regards,

J.D. Burt

Attachments: Petitions to Vacate Public Ways
Application for Changes of Zone
Application for Use Permit

Sales Consultation
218 South 38th Street, Lincoln, Nebraska 68510
402-432-7995 jdburt@inebraska.com

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for October 12, 2016 PLANNING COMMISSION MEETING

PROJECT #: Use Permit No. 16008

PROPOSAL: To construct an office building with 3,900 square feet of maximum floor area with associated parking.

LOCATION: N 46th and Orchard Streets

LAND AREA: 0.42 acres, more or less

EXISTING ZONING: R-2 Residential

CONCLUSION: This proposal is for an infill commercial project on a site that is currently vacant. The office building will meet Neighborhood Design Standards to ensure compatibility with the surrounding residential neighborhood. The building will be oriented toward the street with all parking to the side and rear. This proposal conforms to the Comprehensive Plan and Zoning Ordinance.

RECOMMENDATION:	Conditional Approval
Waivers:	
27.72.030(b)(1)	
R-T District Parking Lot Setback	Approval
27.69.040	
R-T District Sign Location	Approval

GENERAL INFORMATION:

LEGAL DESCRIPTION: See Attached

EXISTING LAND USE: Vacant

SURROUNDING LAND USE AND ZONING:

North:	Residential	R-2 Residential
South:	Vacant, Broadcast Tower	R-2 Residential
East:	Donation Center/Store	H-2 Highway Business
West:	Residential	R-2 Residential

ASSOCIATED APPLICATIONS:

Change of Zone No. 16029 from R-2 to a mix of R-T and R-4.

Street and Alley Vacation No. 16004 to vacate portion of N 46th Street right-of-way.

HISTORY:

June 1891	Area originally platted with Mount Forest subdivision.
December 1951	Area identified as A-2 Single Family Residential on City Zoning Map.

COMPREHENSIVE PLAN SPECIFICATIONS:

Page 1.9	The site is shown as Residential in the Future Land Use Plan.
Page 5.14	Develop infill commercial areas to be compatible with the character of the area.
	Avoid encroachment into existing neighborhoods during expansion of existing commercial and industrial uses, and take steps to ensure expansions are in scale with the adjacent neighborhood, are properly screened, fulfill a demonstrated need and are beneficial to health and safety.
Page 7.10	Redevelopment and infill should strive for compatibility with the character of the neighborhood and adjacent uses.
	Encourage pedestrian orientation with parking at rear of residential and neighborhood commercial uses.

UTILITIES: All utilities are available on site.

AESTHETIC CONSIDERATIONS:

The proposed office will be required to meet Neighborhood Design Standards. Additionally, the R-T district has design standards to ensure that commercial structures are compatible with residential uses.

ANALYSIS:

1. This request is to construct an office building of up to 3,900 square feet and associated parking over three vacant lots. The lots are currently zoned R-2 but are proposed to be changed to R-T with associated Change of Zone No. 16029. Development in the R-T district requires a use permit.

2. The proposed office is for Habitat for Humanity and will be used only for administrative functions. Habitat for Humanity is seeking an office near their existing ReStore donation center/retail store, which is located directly east of the site.

3. The office building will be constructed to match the character of the neighborhood. It is required to meet Neighborhood Design Standards, which are reviewed at time of building permit. The standards address items such as the orientation of windows and entrances, height, and massing.

   In addition, the R-T district requires design criteria to limit the “office” appearance of the building. R-T standards include a pitched roof, nonreflective siding and roof materials, and no air conditioners on the roof.

   The parking lot is oriented to the side and rear of the office building. The garage door is located on the rear of the building and is not visible from Orchard Street.

4. The Design Standards for Screening and Landscaping provide two requirements relevant to this site: parking lot screening (Chapter 3.50, Section 7.1) and screening between the R-T district and adjacent residences (Chapter 3.50, Section 7.10). The provided landscape plan meets the parking lot screening requirements but does not meet the R-T district screening requirements. The site is required to meet both requirements.

5. The site plan shows 13 parking stalls, which would allow a maximum of 3,900 square feet of floor area per the R-T district parking standards. The existing site plan shows a one-story building with 1,800 square feet on the main floor and 1,800 square feet in the basement (3,600 square feet total). This use permit would allow for flexibility to adjust the floor area of the building up to 3,900 square feet. The attached garage of 750 square feet is not included in floor area calculations.

6. The site plan is currently showing a one-story building with a basement. Per the R-T district the maximum height is 28 feet, so the building potentially could be two stories as long as total square footage does not exceed 3,900 square feet and the building footprint substantially complies with the site plan. Maximum height for the adjacent R-2 and R-4 residential districts is 35 feet. The H-2 district to the east has a maximum height 55 feet.

7. Two waivers are requested with this application:

   27.72.030(b)(1) - R-T District Parking Lot Setback
   Parking lots in the R-T district, including driveways, cannot be located closer than 20 feet to any residential district. The parking lot and drive aisle in the southeast corner of the site is approximately 5 feet from the residential district to the south. The area immediately to the south is proposed to be zoned R-4 and contains the existing broadcast tower and associated structures.

   This waiver is appropriate because locating a parking lot and drive aisle within 20 feet of the lot line would not have a negative impact on the broadcast tower and associated structures. The parking lot is approximately 45 feet from the remaining residential area to the south and approximately 20 feet from the residential area to the west.

   27.69.040 - R-T District Sign Location
   Freestanding signs are not allowed in the front yard in the R-T district. The applicant is requesting a freestanding sign in the front yard along Orchard Street. The office building is located along the edge of the front yard setback to accommodate parking in the rear. The layout provides no desirable location for a sign except for the front yard. This waiver is appropriate since it allows the building to be oriented to the street with parking in the rear.

   All other sign regulations shall apply. A wall sign of 25 square feet is allowed but it cannot face a residential district. Electronic changeable copy signs are prohibited.

8. The Grading and Drainage Plan was reviewed and approved by Watershed Management. Detention and water quality standards are not applicable since the area of disturbance is less than one acre.

9. The associated staff report for Change of Zone No. 16029 notes that the proposed R-4 lot boundary to the south will need to be slightly re-adjusted so the broadcast tower and associated buildings can maintain a 10-foot setback per building code. This will require a slight adjustment to the use permit boundary on the southeast corner of the site.

CONDITIONS OF APPROVAL:

This approval permits 3,900 square feet of office space with a waiver to the R-T district parking lot setback and sign location.

Site Specific Conditions:

1. The City Council approves associated request:

   1.1 Change of Zone No. 16029

   1.2 Street and Alley Vacation No. 16004

2. The permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including **3** copies with all required revisions and documents as listed below before a final plat is approved:

   2.1 Revise landscape plan to conform with the Design Standards for Screening and Landscaping.

   2.2 Remove items from page one of site plan relating to change of zone application and make site plan larger.

   2.3 Add note: “Office building shall comply with Neighborhood Design Standards and elevations shall be approved by Planning Director prior to building permit approval.”

   2.4 Add note: “All development and construction is to substantially comply with the approved plans.”

   2.5 Revise setbacks per R-T district. Change side and rear yards to 10 feet.

2.6 Revise use permit boundary to allow adjacent broadcast tower and associated structures to maintain a 10-foot setback on their lot to the south.

2.7 Remove interior building details and separately label office and garage area.

2.8 Add waivers: 27.72.030(b)(1) - To allow parking less than 20 feet from residential district.
27.69.040 - To allow a freestanding sign in the front yard. All other sign regulations shall apply.

Standard Conditions:

3. The following conditions are applicable to all requests:

3.1 Before occupying the buildings all development and construction is to substantially comply with the approved plans.

3.2 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.

3.3 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.

3.4 The applicant shall sign and return the letter of acceptance to the City Clerk. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefore to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.

Prepared by

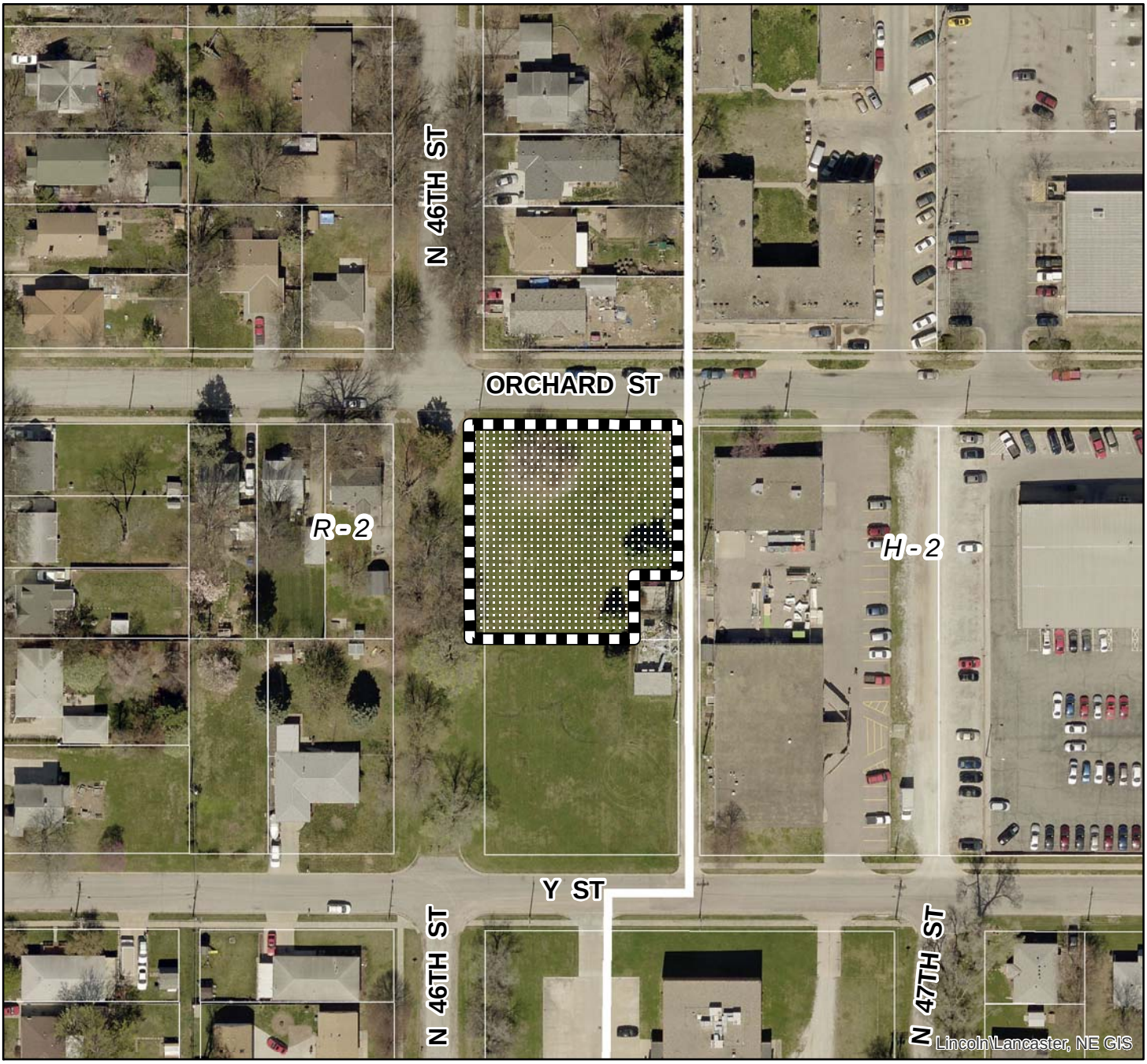
_____

Andrew Thierolf
Planner

October 3, 2016

APPLICANT/ CONTACT:	J.D. Burt 218 S 38th Street Lincoln, NE 68510
OWNER:	Judeth and Harold Hoppe 440 N 8th Street Lincoln, NE 68508

F:\DevReview\UP\16000\UP16008 Habitat for Humanity.adt.wpd



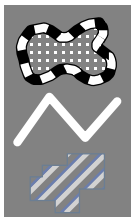
2016 aerial

Use Permit #: UP16008
Habitat for Humanity
N 46th St & Orchard St

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential 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

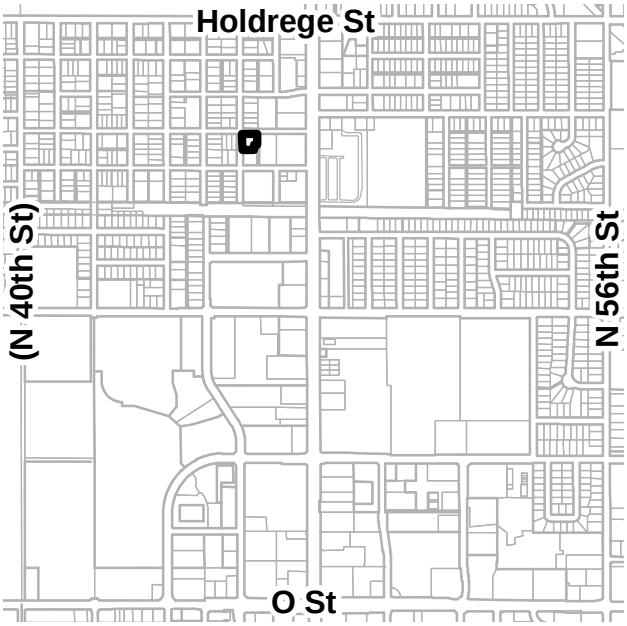
One Square Mile:
Sec.20 T10N R07E



Area of Application

Zoning Jurisdiction Lines

City of Lincoln Jurisdiction



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File: F:\DevReview\PlannerPacket\MXD\Agendadrawings.mxd (UP16008)

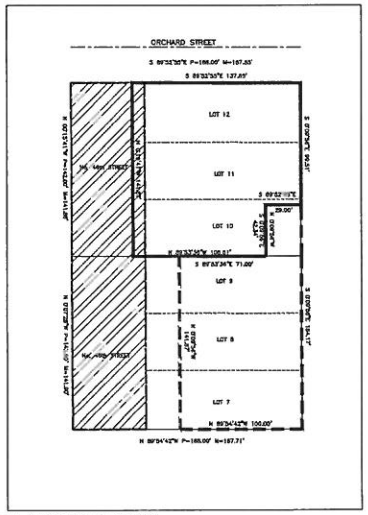
Use Permit Legal Description

PART OF LOTS 7, 8, 9 AND 10, BLOCK 15, MOUNT FOREST, LINCOLN, LANCASTER COUNTY, NEBRASKA, ALL BEING MORE PARTICULARLY DESCRIBED AS FOLLOW;

BEGINNING AT THE SOUTHEAST CORNER OF LOT 7, BLOCK 15, MOUNT FOREST; THENCE WESTERLY ON THE SOUTH LINE OF SAID LOT 7, BLOCK 15, S 89°54'42"E 100.00'; THENCE NORTHERLY, N 0°09'56"W 141.87', TO A POINT ON THE NORTH LINE OF SAID LOT 10; THENCE EASTERLY ON SAID NORTH LINE, S 89°53'36"E 71.00'; THENCE NORTHERLY, N 0°09'56"W 42.34'; THENCE EASTERLY, S 89°52'55"E 29.00', TO A POINT ON THE EAST LINE OF SAID LOT 10; THENCE SOUTHERLY ON THE EAST LINE OF SAID LOTS 7, 8, 9 AND 10, S 0°09'56"E 184.17', TO THE POINT OF BEGINNING, SAID TRACT CONTAINING AN AREA OF 15,413.45 SQUARE FEET OR 0.35 ACRES, MORE OR LESS

HABITAT FOR HUMANITY

USE PERMIT # 16008



CHANGE-OF-ZONE

EXISTING RIGHT-OF-WAY TO BE VACATED

R-2 TO R-T ZONING
0.42 ACRES

R-2 TO R-4 ZONING
0.35 ACRES

TOTAL SITE AREA

53,278.98 SF = 1.22 ACRES

BUILDING DETAILS

USE: OFFICE BUILDING

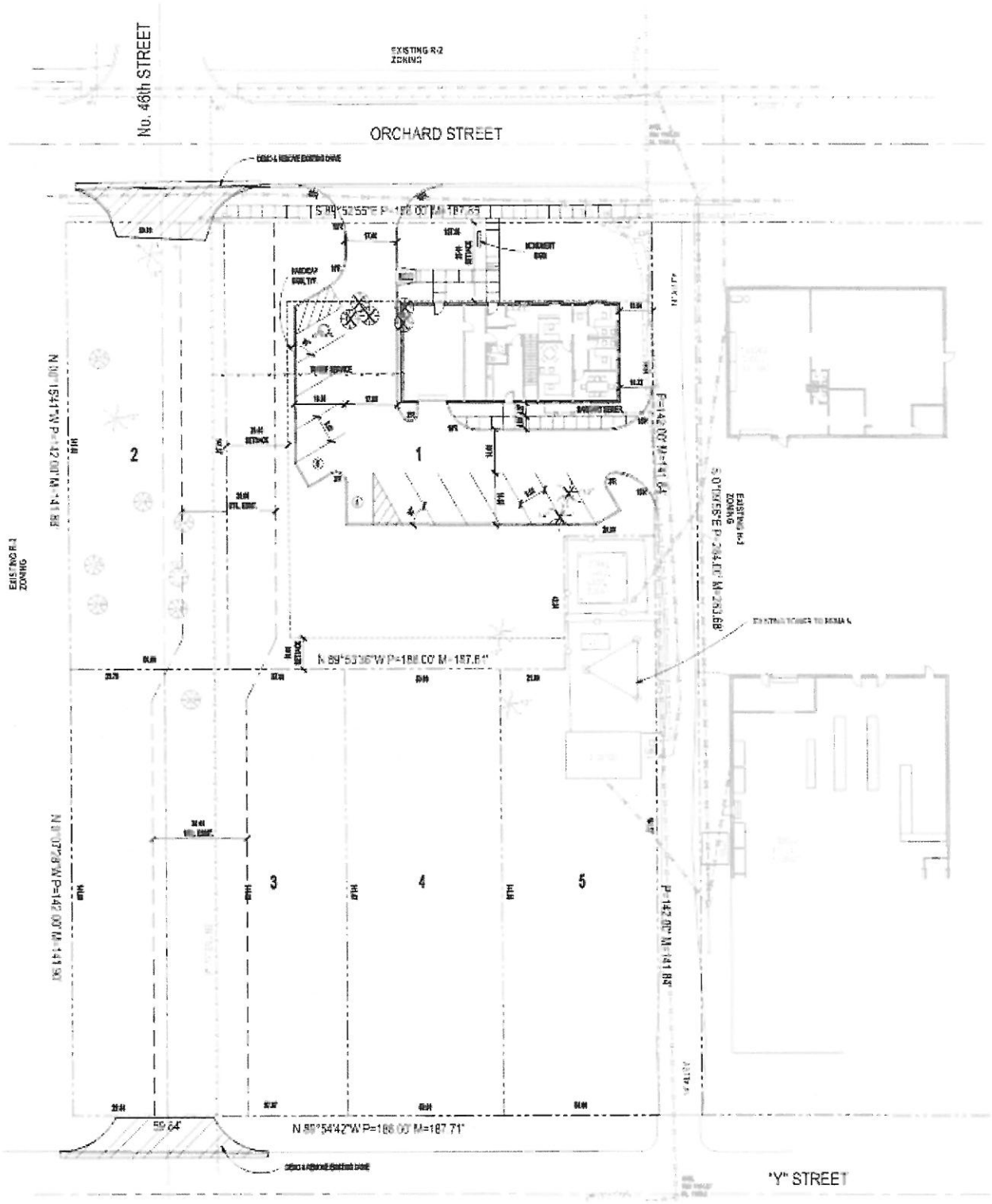
USE PERMIT
CHANGE OF ZONE (R-2 TO R-T & R-4)

ENGINEER
THE CLARK ENERSEN PARTNERS
[illegible]

OWNER
HABITAT FOR HUMANITY
4241 Y STREET
LINCOLN, NE [illegible]

GENERAL SITE NOTES

1. THE CUP-PUT ZONING IS R-2 WE ARE REQUESTING PARCEL TO BE ZONED TO R-T AND R-4
2. ALL DIMENSIONS ALONG CURVES ARE CHORD DIMENSIONS
3. ALL DIMENSIONS ARE TO BACK OF CURB
4. SIGNAGE IS NOT BEING SHOWN ON THE SITE PLAN BUT NEED TO BE IN COMPLIANCE WITH CHAPTER 27.69 OF THE LINCOLN ZONING ORDINANCE AND MUST BE APPROVED BY BOLCON AND SAFETY DEPARTMENT PRIOR TO INSTALLATION
5. ALL ELEVATIONS ARE BASED ON NAVD 1988
6. LOT DIVISIONS ARE APPROXIMATE AND MAY VARY AT THE TIME OF FINAL PLAT
7. THE MAPS SETBACKS INDICATE STRUCTURAL WALLS ONLY AND DO NOT REFLECT OVERHANGS, PATIOS, DOOR SWINGS, WINDOWS OR WELL WELL WELL

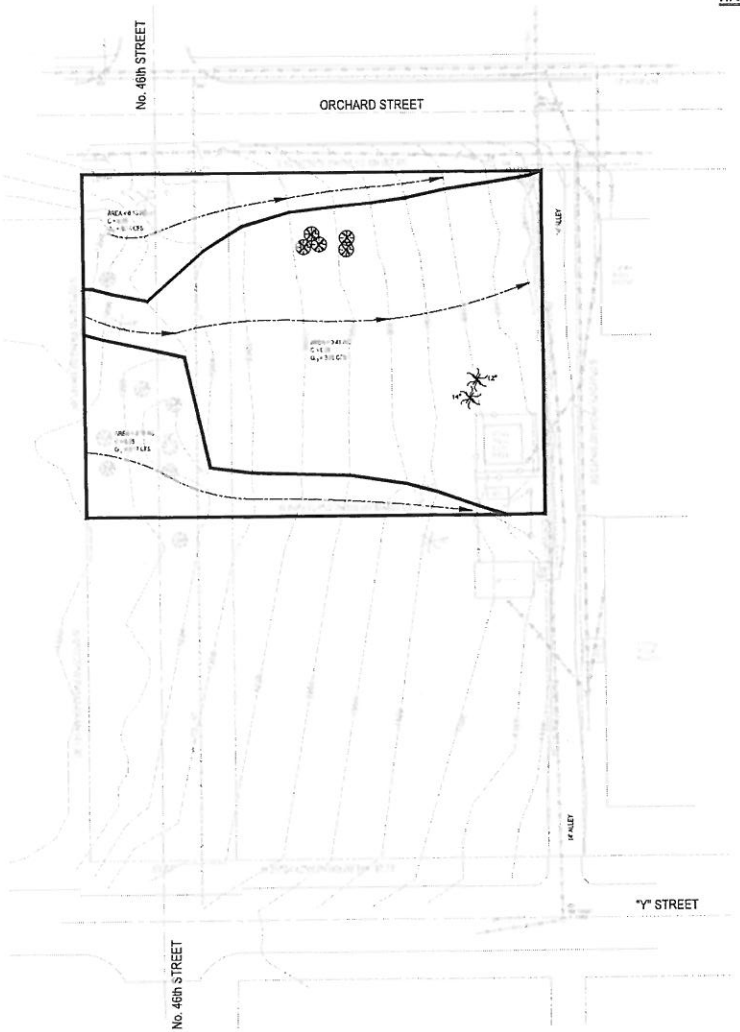

No. 48th STREET
EXISTING R-2 ZONING
ORCHARD STREET
1
2
3
4
5
EXISTING R-3 ZONING
EXISTING R-3 ZONING
"Y" STREET

GENERAL SITE NOTES

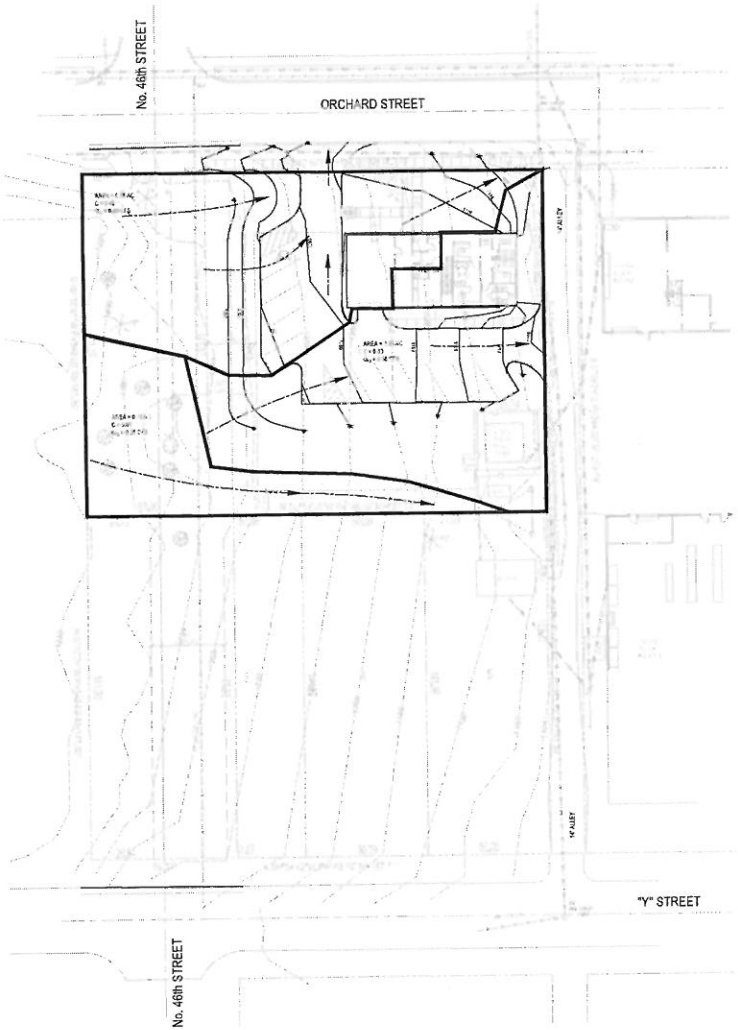
1. THE CURRENT ZONING IS R-2. WE ARE REQUESTING PARCEL TO BE ZONED TO R-T AND R-4.
2. ALL DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.
3. ALL DIMENSIONS ARE TO BACK OF CURB.
4. SIGNS NEED NOT BE SHOWN ON THIS SITE PLAN, BUT NEED TO BE IN COMPLIANCE WITH CHAPTER 27.69 OF THE LINCOLN ZONING ORDINANCE, AND MUST BE APPROVED BY BUILDING AND SAFETY DEPARTMENT PRIOR TO INSTALLATION.
5. ALL ELEVATIONS ARE BASED ON NAVD 1988.
6. LOT DIMENSIONS ARE APPROXIMATE AND MAY VARY AT THE TIME OF FINAL PLAT..
7. THE YARD SETBACKS REGULATE STRUCTURAL WALLS ONLY AND DOES NOT RESTRICT OVERHANGS, PATIOS, DOOR SWINGS, WINDOW SWINGS, ETC. FROM ENCROACHING INTO THE SETBACKS.

HABITAT FOR HUMANITY

USE PERMIT # 16008



EXISTING DRAINAGE AREAS



GRADING & DRAINAGE PLAN

The Clark Enersen Partners

Habitat for Humanity Office Building

Lincoln, NE

TCEP No.: 086-001-16

Sept. 15, 2016

Grading & Drainage Plan

2 of 3

HABITAT FOR HUMANITY

USE PERMIT # 16008

PLANT LIST

SYMBOL	BOTANICAL NAME	COMMON NAME	SIZE & METHOD OF HANDLING	DESIGN HEIGHT & SPREAD
TREES				
UR	ULMUS RUBRA	RED ELM	2 1/2" CAL. B&B, 12' HT. STANDARD	35' HEIGHT, 25' SPREAD
[illegible]	[illegible]	[illegible]	[illegible]	[illegible]
PV	PRUNUS VIRGINIANA	CHOKECHERRY	2 1/2" CAL. B&B, 12' HT. STANDARD	30' HEIGHT, 12' SPREAD
[illegible]	[illegible]	NORTHERN [illegible]	[illegible]	[illegible]
SHRUBS				
[illegible]	CORNUS ALBA 'SIBIRICA'	RED OSIER DOGWOOD	[illegible]	3' HEIGHT, 4' SPREAD
[illegible]	[illegible]	[illegible]	[illegible]	3' HEIGHT, 3' SPREAD
PERENNIALS				
[illegible]	[illegible]	BIG BLUE LILY TURF	NO. 1 CONTAINER, 12" GROWING	14" HEIGHT, 18" SPREAD
SOD				
[illegible]	[illegible]	FRANKLIN'S [illegible]	NO. 1 CONTAINER, 12" GROWING	15-18" HEIGHT, [illegible] SPREAD
[illegible]	BUTTERFLY WEED	BUTTERFLY WEED	NO. 1 CONTAINER, 12" GROWING	18" HEIGHT, [illegible] SPREAD

GENERAL NOTES:

1. [illegible] PLANTING BEDS AND WATER BEDS ABUT [illegible] PER DETAILS THIS SHEET.
2. CONTRACTOR SHALL MULCH ALL PLANTING BEDS AND TREE PITS. REFERENCE DETAILS THIS SHEET.
3. PROVIDE SOD FOR ALL TURF AREAS AND SEED FOR PLANTING BEDS. REFERENCE DETAILS ON PLAN. [illegible] SEED BIN AND TREE PIT. [illegible] DISTRIBUTE TOPSOIL STOCKPILE FROM ON-PREMISES. [illegible] ADDITIONAL SOIL MAY BE NECESSARY TO REACH DEPTHS AS REQUIRED.
4. PROVIDE SUFFICIENT ALL WATER AND SEED IN IRRIGATION TO ESTABLISH PLANT MATERIAL. [illegible] OR SIMILAR PRODUCT. [illegible] IMPLEMENTED. WATER PLANTS [illegible] THAT THE BEDS ARE SOLUBLY FILLED.

SOD

THE [illegible] SOD MIXTURE [illegible] PER THE [illegible] MIXTURE [illegible] BY WILLHITE OF DURHAM [illegible] 2016.

SUPPLIED BY WILLHITE	PLANTING SPECIES	% OF GRAND MIX
[illegible]	[illegible] TYPE TALL FESCUE	[illegible]
[illegible]	[illegible] TYPE TALL FESCUE	[illegible]
[illegible]	[illegible] TYPE TALL FESCUE	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]
[illegible]	[illegible]	[illegible]

1 PLANTING INSTALLATION DETAILS

SCALE: 12"=1'-0"

IN ALL SOIL TYPES

2 CULTIVATED MULCH EDGE

SCALE: 3"=1'-0"

LANDSCAPE PLAN

The Clark Enersen Partners

Habitat for Humanity Office Building

Lincoln, NE

TCEP No.: 086-001-16

Sept. 15, 2016

Site Layout

3 of 3

Burt Real Estate, LLC

September 14, 2016

Andrew Thierolf
Lincoln-Lancaster County Planning Department
555 South 10th Street
Lincoln, Nebraska 68508

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Change of Zone
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Sales Consultation
218 South 38th Street, Lincoln, Nebraska 68510
402-432-7995 jdburt@inebraska.com

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Thank you in advance for your assistance and support for these land use applications.

Please feel free to call or contact me if you have questions or are in need of additional information.

Regards,

J.D. Burt

Attachments: Petitions to Vacate Public Ways
Application for Changes of Zone
Application for Use Permit

Sales Consultation
218 South 38th Street, Lincoln, Nebraska 68510
402-432-7995 jdburt@inebraska.com

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for October 12, 2016 PLANNING COMMISSION MEETING

PROJECT #: Street and Alley Vacation No. 16004

PROPOSAL: Vacate the right-of-way for N 46th Street between Orchard Street and Y Street.

LOCATION: North of the intersection of N 46th and Y Streets

LAND AREA: 16,900 square feet, more or less

CONCLUSION: The portion of public right-of-way to be vacated is not currently being utilized and the vacation will accommodate redevelopment of the property. This request is in conformance with the Comprehensive Plan.

RECOMMENDATION: Conforms to the Comprehensive Plan

GENERAL INFORMATION:

LEGAL DESCRIPTION: A portion of the North 46th Street public right-of-way between the south right-of-way line of Orchard Street and the north right-of-way line of Y Street, located in the NW 1/4 of Section 20-10-7, Lincoln, Lancaster County, Nebraska.

SURROUNDING LAND USE AND ZONING:

North:	Residential	R-2 Residential
South:	Residential	R-2 Residential
East:	Vacant/Broadcast Tower	R-2 Residential
West:	Residential	R-2 Residential

ASSOCIATED APPLICATIONS:

Change of Zone No. 16029 from R-2 to a mix of R-T and R-4.

Use Permit No. 16008 for an R-T district office use.

COMPREHENSIVE PLAN SPECIFICATIONS:

Page 7.11 - Strategy for existing neighborhoods: maintain existing pattern of streets for connectivity.

Page 10.15 - The street is not shown on the Functional Street and Road Classification plan. Local streets and alleys are not included in the functional classification.

Page 10.24 - Improve the efficiency, performance, and connectivity of a balanced transportation system...An efficient system allows people to move from place to place in as direct a route as possible, allowing them to reduce the amount of time spent in travel, the distance that must be traveled, and the amount of time spent in congested traffic.

HISTORY:

June 1891 Right-of-way for N 46th Street dedicated with Mount Forest subdivision. The street was never constructed between Y and Orchard Streets.

June 1969 Right-of-way for N 47th Street between Y and Orchard Streets vacated with Ordinance No. 9794.

UTILITIES: A water main and associated easement are located in the right-of-way and will be retained.

ANALYSIS:

1. This request is to vacate a portion of the N 46th Street public right-of-way located between Y Street and Orchard Street. The street in this area was never constructed. The right-of-way is currently occupied by trees and grass, and is not utilized as a vehicular or pedestrian connection.

2. This application is associated with Change of Zone No. 16029 and Use Permit No. 16008. Analysis of these applications is found in separate staff reports.

3. N 46th Street to the north and south is a local street.

4. N 46th Street south of Y Street is a gravel surface for one block before ending at the Mopac Trail right-of-way. N 46th Street continues three blocks north of Orchard Street before connecting to Holdrege Street. Due to the Mopac Trail directly to the south, it is likely that north-south traffic would be minimal even if this portion of the street were constructed. Most north-south traffic in the area is along N 48th Street.

5. The right-of-way currently contains a water main and 30-foot utility easement that are proposed to remain. The easement alignment is proposed to be slightly adjusted to allow for more efficient use of the area once the lots are platted. Public Works has reviewed the request and supports the minor change in easement alignment. The easement width will remain at 30 feet.

6. It is unlikely that a street would ever be installed in the right-of-way. This street remains unbuilt 125 years after it was platted. There are two residential parcels on the west, both of which have frontage on other streets. There are six lots on the east (shown on the attached map), which are currently vacant except for a broadcast tower on a portion of two lots. N 46th Street would need to be completed for the four interior lots on the east to have access. It is unlikely that a developer could financially justify paving N 46th Street for four lots. A new final plat based on the associated use permit and change of zone applications will orient all lots toward Orchard Street or Y Street.

7. Block length for the block containing the vacated right-of-way would be 1,180 feet. Per 26.23.130 of the subdivision ordinance, the maximum block length for any area platted before 1949 is 1,000 feet. However, street and sidewalk were never constructed in this portion of the right-of-way, and the vacation would not change the pedestrian or vehicular circulation of the neighborhood. Subdivision ordinance requirements do not specifically apply to street vacations, so a block length waiver is not required with this application.

8. Street returns are located on both Orchard and Y Streets with the intention of connecting into a future paved N 46th Street. The returns will need to be removed at the developer's cost. Sureties to remove the street returns will be secured with the final plat.

9. Lincoln Municipal Code Chapter 14.20 requires the City to establish the proper price to be paid for the right-of-way, as well as any amounts necessary to guarantee required reconstruction within the right-of-way. These values must be established and deposited with the City Clerk prior to scheduling the vacation request with the City Council.

BEFORE THE VACATION REQUEST IS SCHEDULED ON THE CITY COUNCIL AGENDA THE FOLLOWING MUST BE COMPLETED:

1.1 The provisions of Chapter 14.20 of the Lincoln Municipal Code are met.

1.2 The abutting owners must submit a final plat that will create lots that front on and have access to public streets or private roadways and all requirements of the final plat have been completed except the transfer of ownership of the vacated street to the subdividers.

1.3 Include retention of utility easements by City with deed transfer.

Prepared by:

_____
Andrew Thierolf
Planner

October 3, 2016

APPLICANT/ CONTACT: J.D. Burt
218 S 38th Street
Lincoln, NE 68510

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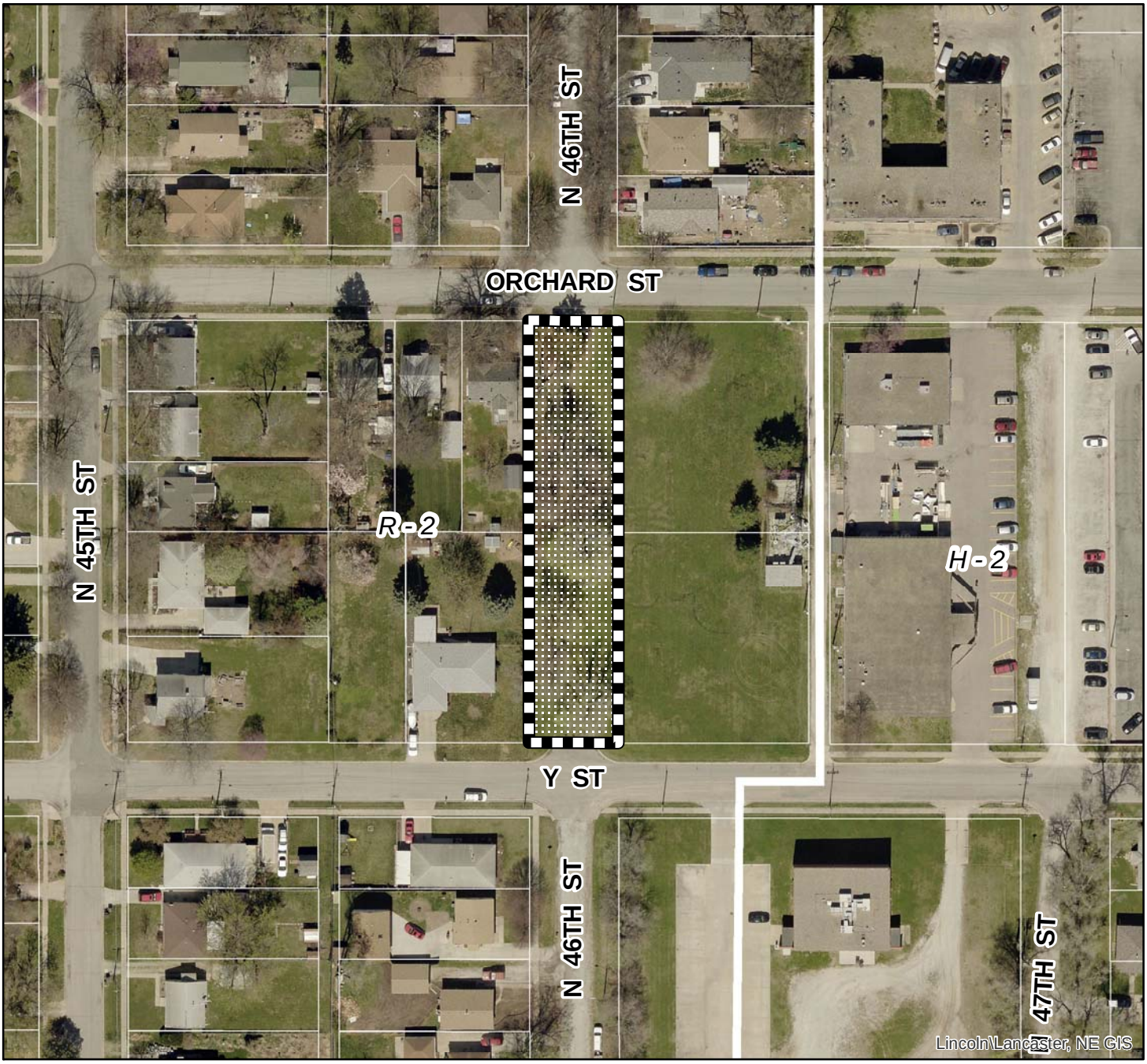
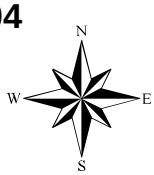


2016 aerial

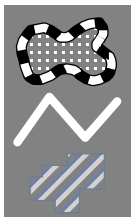
Street and Alley Vacation #: SAV16004
North 46th Street between
Orchard St and Y St



Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential 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

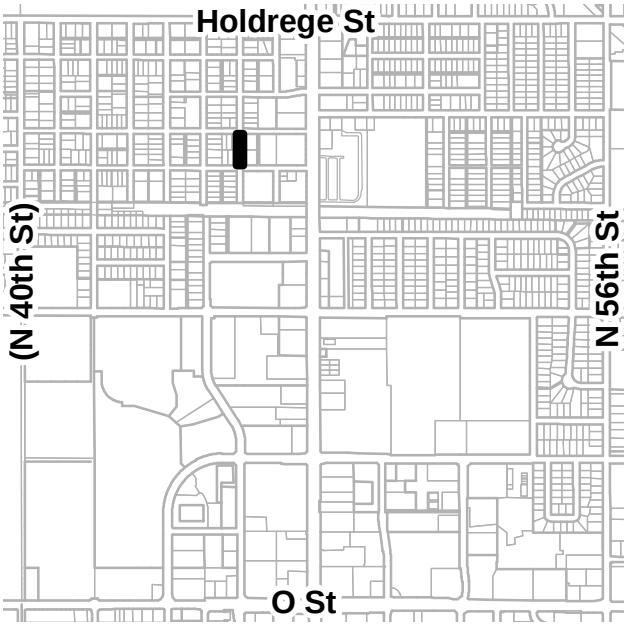
One Square Mile:
Sec.20 T10N R07E



Area of Application

Zoning Jurisdiction Lines

City of Lincoln Jurisdiction



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Lancaster County/City of Lincoln GIS Map

Habitat for Humanity

Printed: Oct 03, 2016

DISCLAIMER: The information is presented on a best-efforts basis, and should not be relied upon for making financial, survey, legal or other commitments. If you have questions or comments regarding the data displayed on this map, please email ags@lincoln.ne.gov and you will be directed to the appropriate department.

Burt Real Estate, LLC

September 14, 2016

Andrew Thierolf
Lincoln-Lancaster County Planning Department
555 South 10th Street
Lincoln, Nebraska 68508

RE: Petition to Vacate Public Way
Change of Zone
Use Permit

Andrew,

On behalf of the property owners, Judeth and Harold Hoppe, attached are applications to vacate 46th Street and amend zoning on the property located between Orchard and Y Street east of 46th Street.

The proposed development includes five components:

- Vacation of North 46th Street between Orchard and Y Streets;
- Change of Zone from R2 Residential District to Residential Transitional District zoning along Orchard east of 46th Street;
- Change of Zone from R2 Residential District to R4 Residential District along Y Street;
- Retention of R2 Residential District between the proposed RT and R4 districts and the existing single family residences located along the west side of 46th Street; and
- Use Permit for an office use for the proposed Residential Transitional District.

The proposed Street Vacation, Changes of Zone and Use Permit have been shared with the abutting property owners. Both owners have signed the petitions to vacate 46th Street and have not expressed any objection to the land use applications. A final plat will be submitted under separate cover to reconfigure lot lines.

The Use Permit development plan includes an office building having residential design elements and a footprint of approximately 1,850 square feet. Construction will include an off-street parking area containing 15 stalls. The construction is proposed by Habitat for Humanity for their administrative offices. This site was selected due to its proximity to the Habitat Restore retail facility which is located immediately east of the proposed Use Permit.

The R4 area is limited to two proposed lots located at the southwest corner of the property. These lots will provide a transition zoning between the H-2 Highway Commercial District located east of the property and the existing R2 zoning district located west of 46th Street.

Sales Consultation
218 South 38th Street, Lincoln, Nebraska 68510
402-432-7995 jdburt@inebraska.com

The existing R2 zoning is being retained along the west limit of the property to provide one single family lot fronting Orchard Street and one single family lot fronting Y Street. These single family lots are proposed to create a buffer between the proposed RT and R4 districts and the adjacent single family residences which abut the subject property.

Thank you in advance for your assistance and support for these land use applications.

Please feel free to call or contact me if you have questions or are in need of additional information.

Regards,

J.D. Burt

Attachments: Petitions to Vacate Public Ways
Application for Changes of Zone
Application for Use Permit

Sales Consultation
218 South 38th Street, Lincoln, Nebraska 68510
402-432-7995 jdburt@inebraska.com

LINCOLN-LANCASTER PLANNING DEPARTMENT STAFF REPORT

For OCTOBER 12, 2016 PLANNING COMMISSION MEETING

PROJECT #: Comprehensive Plan Conformity - CPC16008

PROPOSAL: Pursuant to Resolution 1521, passed by the Board of County Commissioners on December 30, 1958, the Planning Commission is to review the proposed *Lancaster County Road and Bridge Construction Program, Fiscal Years 2017 and 2018-2022* with regard to its conformity with the Comprehensive Plan.

CONCLUSION: Pavement and grading projects within the proposed *Lancaster County Road and Bridge Construction Program, FY 2017 and 2018-2022* have been reviewed with regard to their compatibility with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*.

The proposed *Program* is found to emphasize roads functioning as arterials and it is recommended that this emphasis be continued. The County Engineer and City of Lincoln are also encouraged to continue to coordinate projects within the Interlocal RUTS Agreement to identify right-of-way acquisitions and county road improvements within the three-mile zoning jurisdiction of the City of Lincoln.

The overall finding and recommendation is that the Planning Commission find the proposed *Lancaster County Road and Bridge Construction Program for FY 2017 and 2018-2022*, to be generally in conformance with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*.

RECOMMENDATION: Finding of general conformance with the *current 2040 Lincoln City-Lancaster County Comprehensive Plan*.

GENERAL INFORMATION:

The proposed Lancaster County Road and Bridge Construction Program is divided into two sections, one-year (FY 2017) and five-year (FY 2018-2022) elements.

Road Projects (FY 2017):
- Roads Completed in FY 2016
- Roads Carried over
- Road Projects, FY 2017
- Standby Roads, FY 2017

Bridge Projects (FY 2017):
- Bridges Completed in FY 2016
- Bridges, FY 2017
- Standby Bridges, FY 2017

Road Projects (FY 2018-2022):
- Road Projects, FY 2018-2022

Bridge Projects (FY 2018-2022):
- Bridge Projects, FY 2018-2022

Staff Analysis:

The"Future County Road Improvements" map, page 10.44 in the transportation element of the *current 2040 Lincoln City-Lancaster County Comprehensive Plan* shows categories of roads which include: existing paved county roads, future paving, future road openings, programmed two lane widening, programmed paving, and road closures. County road improvements beyond the current Lincoln Urban Area are considered candidates for paving with emphasis placed on those identified as "programmed" improvements over the life of the plan. For County roads, the Comprehensive Plan notes:

> Improvements to the rural road system will occur throughout the County. The amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements. (2040 Comprehensive Plan, page 10.43)
>
> Road improvement decisions in the County are triggered by daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary. When a road experiences traffic levels of 300 trips per day or more, a minimum of 100 feet of ROW may be acquired by the County and grading and drainage improvements may be made in anticipation of future improvement needs. At 400 trips per day, a roadway qualifies for paving, which should remain as an effective facility, with proper maintenance, until a level of 6,000 trips per day is reached. At that point a four-lane divided facility may be needed. The Future County Road Improvements Plan shows County roads which are likely candidates for two-lane paving in the future. (2040 Comprehensive Plan, page 10.45)

County roads identified in the Plan as "Programmed Two Lane Widening" are paved but scheduled for improvement and those identified as "Programmed Paving" are currently unpaved and scheduled for paving during the planning period. These roads function as arterials, collectors, or local roads. Future paving of these roads will depend largely upon the availability of funding and the determination of priorities. Paving is based on daily vehicle counts, planning considerations, functions of roads, and identified deficiencies of roads. Through this evaluation, it is determined which roads should be paved with arterials receiving the first priority, followed by collectors, and then by local roads.

Review of Proposed Road Projects

The road projects contained in the proposed *Lancaster County Road and Bridge Construction Program* include engineering, right-of-way, grading and structures, pavement, 2nd-stage pavement, pavement widening, culvert maintenance, and safety improvements. Outside the City of Lincoln, the Comprehensive Plan specifically identifies "existing paved, future paved, future road openings, programmed two lane widening, programmed paving, and road closures."

The first level of review of the *Road and Bridge Construction Program* included reviewing all road projects proposed for safety improvements, pavement, 2nd-stage pavement, and pavement widening. These projects were reviewed with regard to conformity with the Comprehensive Plan. The Road and Bridge Construction Program notes that according to the

policy of the County Board, projects will not be approved for pavement unless they are included as "programmed paved roads" in the Comprehensive Plan or the Plan is amended accordingly.

2nd-stage pavement

Pavement deteriorates due to use and weathering and requires regular maintenance to extend its life span. A technique County Engineering uses to add new life to older pavement or asphalt is called *2nd-stage pavement*. This process repairs any flaws in the existing surface and adds a new layer of an asphalt overlay to the top. This gives it a brand-new appearance and adds new life to older asphalt for less. With an asphalt overlay, the County Engineer is able to get more service out of the existing pavement or asphalt and avoid costly road rebuilding projects.

The following maps were used for this review:

- Committed Roadway Projects (2040 Comprehensive Plan, page 10.38), Needs Based Roadway Plan (page 10.39) & Roadway Project Programming Priorities: (pages 10.40-10.41)
- Future County Road Improvements (2040 Comprehensive Plan, page 10.44)
- Existing Roads Functional Classification, (2040 Comprehensive Plan, page 10.15)

The second level of review involved reviewing all projects that are scheduled for engineering, right-of-way, or grading and structures. This review was done to assure that county projects and city projects are coordinated and to assure that any improvements being proposed conform with the long-range transportation plan as reflected in the *Lincoln City-Lancaster County Comprehensive Plan*.

Attached is ***Table 1, Improvement Projects on New and Existing Paved Roads***, which briefly describes the improvements proposed for existing paved roads and new paving projects on existing gravel roads.

Program Funding Summary

	Completed in FY 2016		FY 2017	
Funding Source	**Roads**	**Bridges**	**Roads**	**Bridges**
County	$6,665,438	$2,348,666	$7,285,300	$900,000
City of Lincoln	$ 0	$ 0	$ 0	$ 0
Other Sources	$ 0	$ 0	$ 0	$ 0
State	$ 0	$ 0	$ 17,100	$ 0
Federal	$ 0	$ 0	$ 0	$ 0
TOTAL	$6,665,438	$2,348,666	$7,319,500	$900,000

Program Funding is primarily with Lancaster County funds which was expanded in this fiscal year 2016 in order to increase the county road and bridge maintenance program. Other funds are obtained through the Nebraska Department of Roads federal funds purchase program. In

this program, the State purchases federal aid transportation funds from the county which allows the county to tailor projects to better meet their highway and bridge needs. Bridge replacement projects are extremely costly and the County Engineer is seeking additional federal-aid funding to rehabilitate and replace deficient county bridges. Standby bridge projects listed for FY 2017 are on the condition of receiving these additional funds. The City of Lincoln contributes funds for projects being coordinated with the City and extending into the City jurisdiction.

RUTS Project Coordination

An interlocal cooperation agreement between the City of Lincoln and Lancaster County was adopted in 2006 that establishes the *Rural-to-Urban Transition for Streets* (RUTS) program. This provides for the transition of county roads located within the three-mile zoning jurisdiction to city streets at the time of annexation into the City of Lincoln and encourages the City and County to cooperate in administering all phases of the road and street programs. The expected result is improved efficiencies and economics resulting from unified operations and construction and a better transition from county roads to city streets.

The City of Lincoln Public Works and Utilities Department and the Lancaster County Engineer work together to identify right-of-way acquisitions and county road improvements within the three-mile zoning jurisdiction of the City of Lincoln. Review of the Lancaster County Road and Bridge Construction Program is taken as an opportunity to review the county right-of-way priorities for better coordination and to identify potential RUTS projects. This planning provision promotes consistency between transportation improvements and planned urban development.

The following maps are used for coordinating the standards for the RUTS program:

- Right of Way Standards, (2040 Comprehensive Plan, page 10.43)
- Committed Roadway Projects (2040 Comprehensive Plan, page 10.38), Needs Based Roadway Plan (page 10.39) & Roadway Project Programming Priorities: (pages 10.40-10.41)
- Future County Road Improvements (2040 Comprehensive Plan, page 10.44)

The coordination of County right of way acquisition with future City right of way for future urban infrastructure is recommended and encouraged. The key projects for right of way acquisition coordination within the three-mile zoning jurisdiction are noted in the attached Table 1.

Lancaster County Bridge Program

One of the major functions of the Lancaster County Engineer is to build and maintain bridges in the county outside of the City of Lincoln incorporated area. The bridge program is responsible for monitoring the functional and structural integrity of all County bridges through regular inspection and reporting. The County Engineer continually seeks local, state and federal-aid funding to rehabilitate and replace deficient county owned public bridges. The three main goals of the bridge program are:

- Keep the bridges open and safe for public use.
- Preserve bridge infrastructure by having a formal bridge report file containing the history of inspections and an evaluation of the condition of the structure.
- Replace bridges with reliable new structures when rehabilitation is not feasible.

Environmental Compatibility

Environmental reviews need to be considered on all road and bridge projects in the *Lancaster County Road and Bridge Construction Program* to support and promote environmental stewardship. Project development needs to include consultation with local, state and federal environmental regulatory and coordinating agencies to identify potential environmental impacts and consider mitigation measures in the evaluation of alternative system improvements. Federal regulations state that the MPO must document in the transportation plan how environmental protection, wildlife management, land management and historic preservation agencies are consulted within the transportation planning process. Agency Consultation needs to include, but not be limited to, the Lancaster County Ecological Advisory Committee, Nebraska Department of Environmental Quality, Nebraska Game and Parks Commission, the Lincoln Watershed Management Division and the Army Corp of Engineers.

North 27th Street, Waverly Road south 1.8 miles

This is an existing gravel road scheduled for grading and structures in FY 2017. This project generally conforms with the Comprehensive Plan.

Several potential environmental conflicts have been identified for this segment of North 27th Street from the *Lancaster County Natural Resource maps*. These include 1) Flood plain conflict areas, 2) *National Wetlands Inventory* of Wetlands and Streams conflicts, 3) Saline wetland conflicts, 4) Endangered Species (Tiger Beetle Critical Habitat) conflict areas. A precaution has been noted that grading and reshaping of the road base for drainage improvements and future paving may pose significant environmental impacts and measures have been taken within this project for an environmental review.

Internet Access to *Lancaster County Road and Bridge Construction Program*

The Plan is available on the web at *http://www.lincoln.ne.gov/cnty/engin/index.htm* or through the City-County InterLinc web-page site with the key word "Engineer."

Prepared by:

_____

Michael D. Brienzo, Transportation Planner
Lincoln MPO / Lincoln-Lancaster Planning Department
555 South 10th Street / Suite 213
Lincoln, NE 68508

Applicant: Pam Dingman, County Engineer
County Engineering
444 Cherrycreek Road, Bldg. C
Lincoln, NE 68528

Table 1
Improvement Projects on New and Existing Paved Roads

Road Projects Completed in FY 2016

Agnew Road, Nebraska Hwy 79 to Agnew, 0.2 miles.	Pavement of an existing gravel/paved road in the plan for paving. This conforms with the Comprehensive.
Bluff Road, North 148th Street City of Waverly) to N 176th Street, 1.7 miles.	Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.
W. Denton Road, SW 112th Street to SW 140th Street, 2.0 miles.	Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.
Old Cheney Road, 148th Street to 190th Street, 3.0 miles.	Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.
SW 12th Street, Denton Road to Rokaby Road, 2.0 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
SW 12th Street & Burr Oak Road, 0.9 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
N 14th, Agnew Road to Ashland Road, 2.0 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
S 33rd Street & W Pleasant Hill Road, 1.4 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
SW 42nd Street, W Hallam Road to Gage Road 1.0 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
S 56th Street & New Castel Road, 1.2 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Agnew Road, N 14th Street to Nebraska Hwy 79, 6.0 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Davey Road, 14th Street to Davey, 1.5 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Hallam Road, Firth Road to Gage Road, 3.5 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

Rokeby Road, SW14th Street to Rokeby, 0.6 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

Bridge Pojects Completed in FY 2016

Firth Road Bridge (X-205) at Middle Branch of the Nemaha.	Replacement of a 125' CCS (concrete slab) bridge structure, in general conformance with the Comprehensive Plan.
12 Bridge structures at various locations in the County.	Bridge structures were maintained with minor and major repairs in conformance with the Comprehensive Plan.

Road Projects Carried over from FY 2012

North 27th Street, Waverly Road south 1.7 miles.	Grading and structures for improvements on an existing gravel road. In the Comprehensive Plan as potential paving and generally conforms with the Comprehensive Plan.

Road Projects Carried over from FY 2013

68th Street, Roca Road to Hickman Road, 1.3 miles.	Engineering and Right of way for future system improvements on an existing paved road. This remains a 2-lane facility and conforms with the Comprehensive Plan.

Road Projects Programmed for FY 2017

N 14th Street, Agnew Road to Raymond Road, 4.0 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
North 27th Street, Waverly Road south 1.8 miles.	Grading and structures on an existing gravel road. This project generally conforms with the Comprehensive Plan. A precaution has been noted that this project may pose significant environmental impacts and measures have been taken within this project for an environmental review.
S 40th Street, Rokeby Road to Saltillo Road, 1.0 mile.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
NW 84th Street, W Adams Street to W "O" Street (Emerald), 2.0 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
North 112th Street, Adams Street to "O" Street, 2.0 miles.	Engineering for improvements on an existing gravel road, is in general conformance with the Comprehensive Plan.

FY 2017 **(continued)**

NW 112th Street, W Raymond Road to W Alvo Road (US-34), 5.0 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
E Adams Street, 98th Street to 148th Street, 3.3 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and generally conforms with the Plan.
Alvo Road, NW 12th Street to the east 0.6 miles.	Engineering , ROW & Grading for a newly developed road for a future local facility and is in general conformance with the Comprehensive Plan.
Branched Oak Lake Rec. Road, 4.2 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Coddington Ave.,W Van Dorn to W Pioneers Blvd., 1.0 mile.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
W Denton Road, State S55A Spur to ~ SW 63rd, 2.0 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Raymond Road, Nebraska 79 to N 14th Street, 4.5 miles.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Van Dorn Street, 98th Street to 112th Street, 1.0 mile.	This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.
Miscellaneous Railroad Locations. Coordinated with the State of Nebraska.*	Advanced Railroad Pavement Markings that are partially supported with State funding (90% State & 10% local) and generally conforms with the Comprehensive Plan.

Road Projects Programmed as FY 2017 Standby Projects

North 112th Street, Adams Street to "O" Street, 2.0 miles.	Engineering for improvements on an existing gravel road, is in general conformance with the Comprehensive Plan.
West Alvo Road, NW 12th Street east 0.2 mile.	Grading & Rock Surfacing for a newly developed road and is in general conformance with the Comprehensive Plan.
East Beltway, Nebraska Highway 2/ South Beltway to I-80, 13.0 miles.	Engineering and right of way for a future freeway. This conforms with the Comprehensive Plan. Funding is being coordinated with the City of Lincoln.

Bridge Projects Programmed for FY 2017

Raymond Road Bridge (C-91) at Little Salt Creek.	Replacement with a 140' CCS (concrete slab) bridge structures, in general conformance with the Comprehensive Plan.

Bridge Projects Programmed as FY 2017 Standby Projects

Raymond Road Bridge (C-91) at Little Salt Creek.	Replacement with a 140' CCS (concrete slab) bridge structures, in general conformance with the Comprehensive Plan.
10 Bridge structures at various locations in the County.	Bridge structures to be maintained, repaired or replaced as funding becomes available, in general conformance with the Comprehensive Plan.
• N 112th Street (H-66)	Timber Back Wall Repair
• N 176TH Street (H-114)	CBC (Concrete Box Culvert)
• N 176th Street (H-119)	3-Span 160' PCGB Replacement
• N 176th Street (H-120)	3-Span 300' PCGB Replacement
• Agnew Road (S-12)	CBC (Concrete Box Culvert)
• Alvo Road (S-25)	CBC (Concrete Box Culvert)
• Bluff Road (S-18)	CBC (Concrete Box Culvert)
• W McKelvie Road (F-225)	CBC (Concrete Box Culvert)
• W Pioneers Blvd. (N-19)	CBC (Concrete Box Culvert)
• Princeton Road (S-16)	CBC (Concrete Box Culvert)

Road Projects Programmed for FY 2018-2022

S. 54th Street, Roca Road to Hickman Road, 2.2 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving, in conformance with the Comprehensive Plan.
S. 68th Street, Roca Road to Hickman, 1.3 miles.	Grading, structures and paving to rebuild an existing 2-lane paved road. This conforms with the Comprehensive Plan.
S. 98th Street, "O" Street to "A" Street, 1.0 mile.	Grading, structures and paving for a new road programmed in the plan for paving. This is being coordinated with the City of Lincoln as a RUTS project and conforms with the Comprehensive Plan.
S. 98th Street, "A" Street to Van Dorn Street , 1.1 miles.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and is being coordinated with the City of Lincoln as a RUTS project. This conforms with the Comprehensive Plan.

FY 2018-2022 **(continued)**

S. 98th Street, Van Dorn Street to Old Cheney Road, 2.0 mile.	Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and is being coordinated with the City of Lincoln as a RUTS project. This conforms with the Comprehensive Plan.
E Adams Street, 148th Street to 190th Street, 3.0 miles.	Engineering on a gravel road, not in the plan for future paving. This generally conforms with the Comprehensive Plan.
Saltillo Road, South 27th Street to South 70th Street, 3.2 miles.	Roadway safety improvements to adding shoulders and turn lanes on an existing paved road. This conforms with the Comprehensive Plan.
Saltillo Road at South 56th, Intersection Improvements, 0.5 miles.	Pavement of an existing gravel road, programmed in the plan for paving. This conforms with the Comprehensive Plan.

–###– –###–

** Project is being coordinated with the City of Lincoln*

P:\Lancaster County\County 1 & 6\FY 2017\CPC16008\CPC_16008_CO 1&6 2017_100316.wpd

1 AND 6 YEAR

ROAD AND BRIDGE CONSTRUCTION PROGRAM

FISCAL YEAR 2017

DRAFT

LANCASTER COUNTY, NE

LANCASTER COUNTY ENGINEERING DEPARTMENT

444 CHERRYCREEK ROAD, BLDG. C

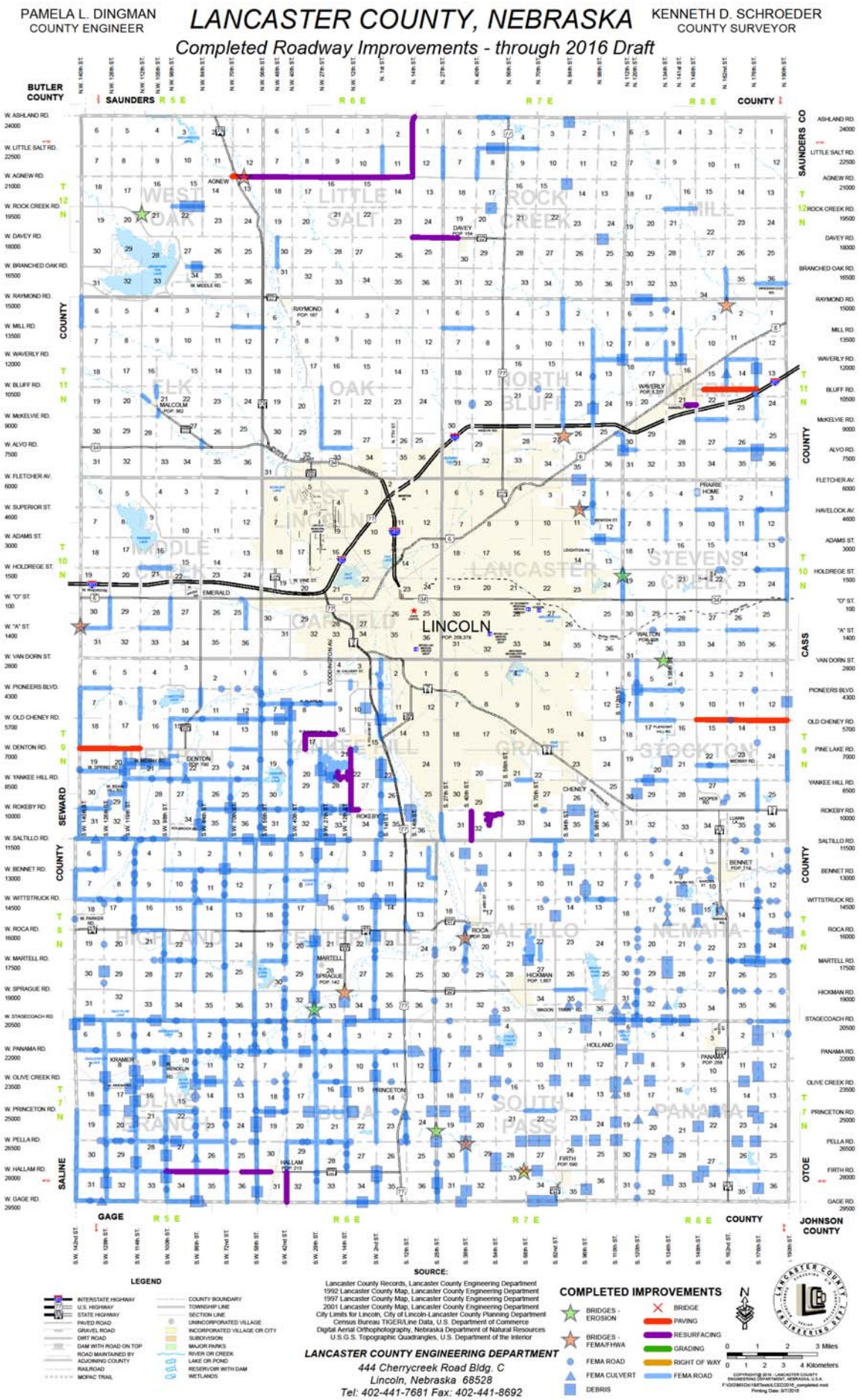
LINCOLN, NE 68528

ROAD PROJECTS CARRIED OVER FROM FISCAL 2012

Road or Street	*Project No.*	*Classification*	*Existing Surface*	*ADT Latest Count*	*Township*	*Location from Sections*	*Length*	*Type of Improvement*	*Design Standard*	*Estimated Cost*
N. 27th Street	C55-G-407(2)	Local	Gravel	166-255	North Bluff	W-18,19	1.7 Miles	Grading & Structures	ROA-1	$510,000

ROAD PROJECTS CARRIED OVER FROM FISCAL 2013

Road or Street	*Project No.*	*Classification*	*Existing Surface*	*ADT Latest Count*	*Township*	*Location from Sections*	*Length*	*Type of improvement*	*Design Standard*	*Estimated Cost*
S. 68th Street	C55-S-401(5)	Other Arterial	Pavement	4,982-5,251	Saltillo	W-22,27	1.3 Miles	Engineering & ROW	ROA-1	$200,000


PAMELA L. DINGMAN
COUNTY ENGINEER
LANCASTER COUNTY, NEBRASKA
KENNETH D. SCHROEDER
COUNTY SURVEYOR
Completed Roadway Improvements - through 2016 Draft
BUTLER COUNTY
SAUNDERS COUNTY
SAUNDERS CO
SEWARD COUNTY
SALINE COUNTY
CASS COUNTY
OTOE COUNTY
GAGE COUNTY
JOHNSON COUNTY
LINCOLN
LEGEND
INTERSTATE HIGHWAY
U.S. HIGHWAY
STATE HIGHWAY
PAVED ROAD
GRAVEL ROAD
DIRT ROAD
DAM WITH ROAD ON TOP
ROAD MAINTAINED BY ADJOINING COUNTY
RAILROAD
MOPAC TRAIL
COUNTY BOUNDARY
TOWNSHIP LINE
SECTION LINE
UNINCORPORATED VILLAGE
INCORPORATED VILLAGE OR CITY
SUBDIVISION
MAJOR PARKS
RIVER OR CREEK
LAKE OR POND
RESERVOIR WITH DAM
WETLANDS
SOURCE:
Lancaster County Records, Lancaster County Engineering Department
1992 Lancaster County Map, Lancaster County Engineering Department
1997 Lancaster County Map, Lancaster County Engineering Department
2001 Lancaster County Map, Lancaster County Engineering Department
City Limits for Lincoln, City of Lincoln-Lancaster County Planning Department
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LANCASTER COUNTY ENGINEERING DEPARTMENT
444 Cherrycreek Road Bldg. C
Lincoln, Nebraska 68528
Tel: 402-441-7681 Fax: 402-441-8692
COMPLETED IMPROVEMENTS
BRIDGES - EROSION
BRIDGES - FEMA/FHWA
FEMA ROAD
FEMA CULVERT
DEBRIS
BRIDGE
PAVING
RESURFACING
GRADING
RIGHT OF WAY
FEMA ROAD
0 1 2 3 Miles
0 1 2 3 4 Kilometers

ROAD PROJECTS COMPLETED FISCAL 2016

Road or Street	*Project No.*	*Classification*	*Existing Surface*	*Township*	*Location from Sections*	*Length*	*Type of Improvement*	*Actual Cost*
W Agnew Road	C55-D-401(2)	Other Arterial	Gravel	West Oak	S-11	0.2 Miles	Pavement	$139,932.27
Bluff Road	C55-H-402(1)	Other Arterial	Gravel	Waverly	S-15,14	1.7 Miles	Pavement	$779,539.02
W Denton Road	C55-N-404(1)	Collector	Gravel	Denton	S-17,18	2.0 Miles	Pavement	$925,144.84
Old Cheney Road	C55-Q-407(2)	Collector	Gravel	Stockton	S-10,11,12	3.0 Miles	Pavement	$1,182,385.14
SW 12th Street	C55-O-413(2)	Other Arterial	Pavement	Yankee Hill	W-22,27	2.0 Miles	2nd Stage Pavement	$401,803.19
SW 12th Street & Burr Oak Road	C55-O-422(2)	Local	Pavement	Yankee Hill	IN-21	0.9 Miles	2nd Stage Pavement	$231,562.89
N 14th Street	C55-C-403(3)	Collector	Pavement	Little Salt	W-1,12	2.0 Miles	2nd Stage Pavement	$398,382.73
S 33rd Street & W. Pleasant Hill Road	C55-O-422(3)	Local	Pavement	Yankee Hill	IN-16,17	1.4 Miles	2nd Stage Pavement	$301,623.64
SW 42nd Street	C55-W-402(2)	Local	Pavement	Buda	W-32	1.0 Miles	2nd Stage Pavement	$210,858.76
S 56th Street & New Castle Road	C-55-P-406(2)	Local	Pavement	Grant	IN-32	1.2 Miles	2nd Stage Pavement	$254,211.87
Agnew Road	C55-CD-402(4)	Other Arterial	Pavement	Little Salt West Oak	S-7,8,9,10,11 S-12	6.0 Miles	2nd Stage Pavement	$1,082,634.66
Davey Road	C55-BC-401(4)	Collector	Pavement	Rock Creek Little Salt	S-19 S-24	1.5 Miles	2nd Stage Pavement	$299,325.01
Hallam Road	C55-VW-401(2)	Collector	Pavement	Buda Olive Branch	S-30 S-25,26,27	3.5 Miles	2nd Stage Pavement	$637,165.13
Rokeby Road	C55-O-410(2)	Local	Pavement	Yankee Hill	S-27	0.6 Miles	2nd Stage Pavement	$150,868.89
								$6,995,438.04

BRIDGE PROJECTS COMPLETED FISCAL 2016

Road or Street	*Project No.*	*Classification*	*Existing Surface*	*Township*	*Location from Sections*	*County Bridge No.*	*Type of Improvement*	*H-Loading*	*Actual Cost*
Firth Road	C55-X-205	Other Arterial	Asphalt	South Pass	S-28	X-205	125' CCS	HL-93	$1,186,311.40
SW 14th Street	C55-T-171	Local	Gravel	Centerville	W-34	T-171	Repair	HL-93	$180,938.50
S 25th Street	C55-X-9	Local	Gravel	South Pass	W-19	X-9	Repair	HL-93	$27,845.32
SW 29th Street	C55-T-177	Local	Gravel	Centerville	W-33	T-177	Repair	HL-93	$88,298.12
S 38th Street	C55-W-20	Local	Gravel	Saltillo	W-20	S-65	Repair	HL-93	$58,258.26
S 38th Street	C55-X-30	Local	Gravel	South Pass	W-29	X-30	Repair	HL-93	$188,787.50
N 112th Street	C55-J-126	Other Arterial	Gravel	Stevens Creek	W-19	J-126	Repair	HL-93	$26,441.35
NW 112th Street	C55-D-88	Other Arterial	Pavement	West Oak	S-12	D-88	Repair	HL-93	$92,394.49
NW 140th Street	C55-M-23	Local	Gravel	Middle Creek	W-30	M-23	Repair	HL-93	$63,119.08
N 162nd Street	C55-H-207	Local	Gravel	Mill	W-2	H-207	Repair	HL-93	$137,244.44
Arbor Road	C55-G-2	Local	Gravel	North Bluff	IN-26	G-2	Repair	HL-93	$45,268.90
Havelock Avenue	C55-K-144	Local	Gravel	Lancaster	S-2	K-144	Repair	HL-93	$189,364.10
Van Dorn Street	C55-J-22	Other Arterial	Gravel	Stevens Creek	S-32	J-22	Repair	HL-93	$64,395.15
									$2,348,666.61

PAMELA L. DINGMAN
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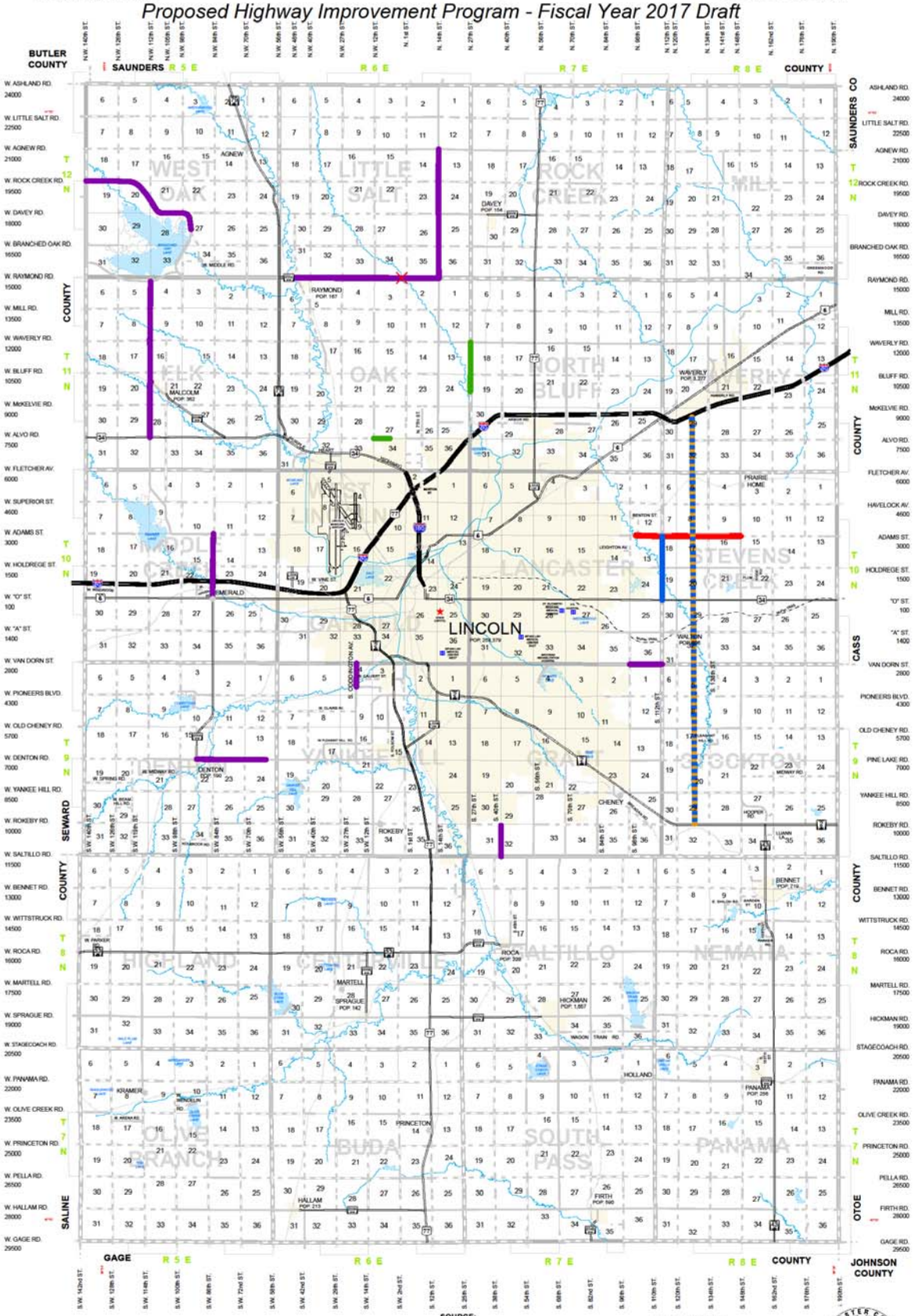
LANCASTER COUNTY, NEBRASKA

KENNETH D. SCHROEDER
COUNTY SURVEYOR

Proposed Highway Improvement Program - Fiscal Year 2017 Draft



ROAD PROJECTS FISCAL 2017

Road or Street	Project No.	Classification	Existing Surface	ADT Latest Count	Township	Location from Sections	Length	Type of improvement	Design Standard	Estimated Cost
N 14th Street	C55-C-403(5)	Other Arterial	Pavement	1175-2267	Little Salt	W-13,24,25,36	4.0 Miles	2nd Stage Pavement	ROA-1	$800,000
N 27th Street	C55-G-407(2)	Local	Gravel	166-255	North Bluff	W-18,19	1.8 Miles	Grading & Structures	ROA-1	$540,000
S 40th Street	C55-P-411(2)	Local	Pavement	3287	Grant	W-32	1.0 Mile	2nd Stage Pavement	ROA-1	$200,000
NW 84th Street	C55-M-414(3)	Other Arterial	Pavement	738-931	Middle Creek	W-14,23	2.0 Miles	2nd Stage Pavement	ROA-1	$400,000
N 112th Street	C55-J-410(2)	Local	Gravel	316	Stevens Creek	W-18,19	2.0 Miles	Engineering	RL-1	$60,000
NW 112th Street	C55-E-402(3)	Other Arterial	Pavement	607-1928	Elk	W-4,9,16,21,28	5.0 Miles	2nd Stage Pavement	ROA-1	$600,000
E Adams Street	C55-KJ-403(1)	Other Arterial	Gravel	306-453	Lancaster Stevens Creek	S-12 S-7,8,9	3.3 Miles	Pavement	ROA-1	$1,600,500
Alvo Road	C55-F-406(4)	Local	N/A	N/A	Oak	S-27	0.6 Miles	Engineering, ROW & Grading	RL-1	$350,000
Branched Oak Lake Rec Road	C55-D-402(3)	Local	Pavement	138-205	West Oak	S-18, IN-20, S-21, IN-27	4.2 Miles	2nd Stage Pavement	RL-1	$1,050,000
Coddington Avenue	C55-O-407(3)	Local	Pavement	1332	Yankee Hill	IN-4	1.0 Mile	2nd Stage Pavement	ROA-1	$200,000
W Denton Road	C55-N-405(1)	Other Arterial	Pavement	1276-1362	Denton	S-13,14,15	2.0 Miles	2nd Stage Pavement	ROA-1	$400,000
Raymond Road	C55-C-405(2)	Other Arterial	Pavement	1268-1410	Little Salt	S-31,32,33,34,35	4.5 Miles	2nd Stage Pavement	ROA-1	$900,000
Van Dorn Street	C55-K-404(5)	Other Arterial	Pavement	754	Lancaster	S-36	1.0 Mile	2nd Stage Pavement	ROA-1	$200,000
Miscellaneous Railroad Locations*	HRRR-55(180)	N/A	Pavement	N/A	Varies	Varies	N/A	Advanced Railroad Pavement Markings	N/A	$1,900
										$7,302,400.00

*State's portion is $17,100

STANDBY ROADS FISCAL 2017

Road or Street	*Project No.*	*Classification*	*Existing Surface*	*ADT Latest Count*	*Township*	*Location from Sections*	*Length*	*Type of improvement*	*Design Standard*	*Estimated Cost*
N 112th Street	C55-J-401(1)	Other Arterial	Gravel	309-316	Stevens Creek	W-18,19	2.0 Miles	Engineering	RUTS	$60,000
W Alvo Road	C55-F-406(3)	Local	N/A	0	Oak	In 34	0.2 Miles	Grading & Rock Surfacing	RUTS	$20,000
East Beltway*	DPU (156)	Expressway	N/A	N/A	Stockton Stevens Creek Waverly	In 29,20,17,8,5 In 32,29,20,17,8,5 In 32, 29	13.0 Miles	Engineering & ROW	DR-2	$650,000
										$730,000

*City's portion is $2,500,000

BRIDGE PROJECTS FISCAL 2017

Road or Street	Project No.	Classification	Existing Surface	ADT Latest Count	Township	Location From Sections	County Bridge No.	Roadway Width	Type of Improvement	H-Loading	Estimated Cost
W Raymond Road	C55-C-91	Other Arterial	Asphalt	1394	Little Salt	S-34	C-91	32’	140’ CCS	HL-93	$900,000

STANDBY BRIDGES FISCAL 2017

Road or Street	Project No.	Classification	Existing Surface	ADT Latest Count	Township	Location From Sections	County Bridge No.	Roadway Width	Type of Improvement	H-Loading	Estimated Cost
N 112th Street	C55-H-66	Other Arterial	Gravel	174	Waverly	W-31	H-66	22’	Timber Back Wall Repair	HL-93	$75,000
N 176th Street	C55-H-114	Local	Gravel	41	Waverly	W-25	H-114	32’	CBC	HL-93	$125,000
N 176th Street	C55-H-119	Local	Gravel	64	Waverly	W-13	H-119	32’	3-Span 160’ PCGB	HL-93	$1,250,000
N 176th Street	C55-H-120	Local	Gravel	64	Waverly	W-13	H-120	32’	3-Span 300’ PCGB	HL-93	$2,000,000
Agnew Road	C55-B-147	Other Arterial	Gravel	72	Rock Creek	S-12	B-147	32’	CBC	HL-93	$250,000
Alvo Road	C55-G-111	Local	Gravel	144	North Bluff	S-25	G-111	32’	CBC	HL-93	$250,000
Bluff Road	C55-G-144	Local	Gravel	75	North Bluff	S-18	G-144	32’	CBC	HL-93	$175,000
W McKelvie Road	C55-F-225	Local	Gravel	91	Oak	S-20	F-225	32’	CBC	HL-93	$250,000
W Pioneers Boulevard	C55-N-19	Local	Gravel	167	Denton	IN-4	N-19	32’	CBC	HL-93	$250,000
Princeton Road	C55-Y-181	Local	Gravel	22	Panama	S-16	Y-181	32’	CBC	HL-93	$250,000
											$4,875,000.00

PAMELA L. DINGMAN
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LANCASTER COUNTY, NEBRASKA

KENNETH D. SCHROEDER
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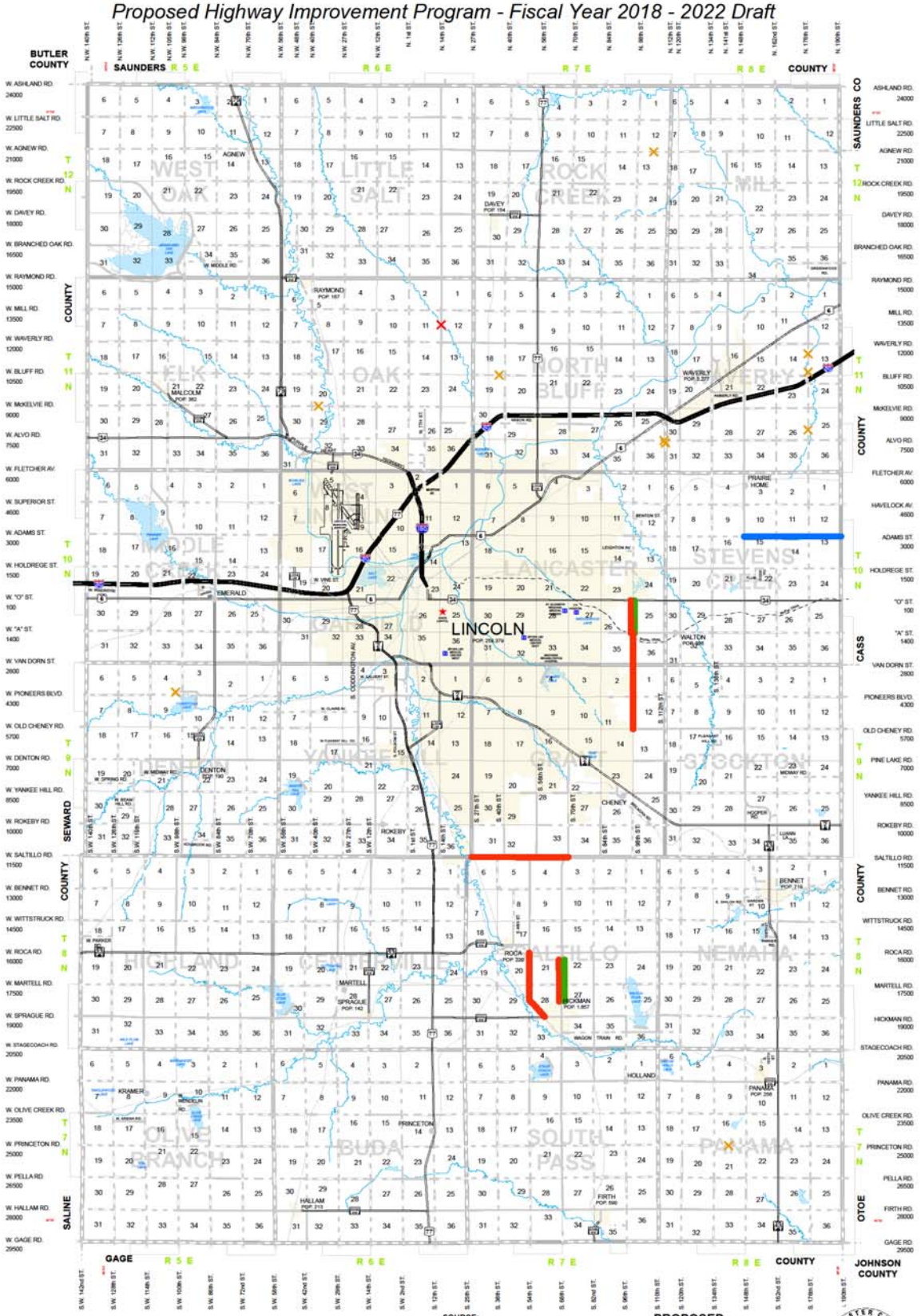
Proposed Highway Improvement Program - Fiscal Year 2018 - 2022 Draft



LEGEND

- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- PAVED ROAD
- GRAVEL ROAD
- DIRT ROAD
- DAM WITH ROAD ON TOP
- ROAD MAINTAINED BY ADJOINING COUNTY
- RAILROAD
- MOPAC TRAIL
- COUNTY BOUNDARY
- TOWNSHIP LINE
- SECTION LINE
- UNINCORPORATED VILLAGE
- INCORPORATED VILLAGE OR CITY
- SUBDIVISION
- MAJOR PARKS
- RIVER OR CREEK
- LAKE OR POND
- RESERVOIR WITH DAM
- WETLANDS

SOURCE:

Lancaster County Records, Lancaster County Engineering Department
1992 Lancaster County Map, Lancaster County Engineering Department
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City Limits for Lincoln, City of Lincoln-Lancaster County Planning Department
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LANCASTER COUNTY ENGINEERING DEPARTMENT
444 Cherrycreek Road Bldg. C
Lincoln, Nebraska 68528
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PROPOSED IMPROVEMENTS

- BRIDGE
- BRIDGE (STANDBY)
- PAVING
- RESURFACING
- GRADING / STRUCTURES
- RIGHT OF WAY
- ENGINEERING
- CORRIDOR PROTECTION

N

0 1 2 3 Miles
0 1 2 3 4 Kilometers

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Printing Date: 9/20/2016

ROAD PROJECTS FISCAL 2018-2022

Road or Street	*Project No.*	*Classification*	*Existing Surface*	*ADT Latest Count*	*Township*	*Location from Sections*	*Length*	*Type of improvement*	*Design Standard*	*Estimated Cost*
S 54th Street	C55-S-405(3)	Local	Gravel	174-223	Saltillo	W-21,28	2.2 Miles	Pavement	ROA-1	$1,067,000
S 68th Street	STPE-3265(7)	Other Arterial	Pavement	4,982-5,251	Saltillo	W-22,27	1.3 Miles	Grading, Structures & Pavement	ROA-1	$1,500,000
S 98th Street	C55-K-412(2)	Local	N.A.	0	Lancaster	W-25	1.0 Mile	Grading, Structures & Pavement	RUTS	$985,000
S 98th Street	C55-KP-412(3)	Local	Gravel	188	Lancaster	W-36	1.1 Miles	Pavement	RUTS	$533,500
S 98th Street	C55-KP-412(2)	Local	Gravel	400	Grant	W-1,12	2.0 Miles	Pavement	RUTS	$970,000
E Adams Street	C55-J-411(1)	Local	Gravel	248-363	Stevens Creek	S-10,11,12	3.0 Miles	Engineering	ROA-1	$30,000
Saltillo Road*	C55-OP-419(2)	Other Arterial	Pavement	6299-7937	Grant	S-31,32,33	3.2 Miles	Traffic Control, Paved Shoulders & Roundabouts	ROA-1	$550,000
										$5,635,500.00

*State's portion is $4,950,000

BRIDGE PROJECTS FISCAL 2018-2022

Road or Street	*Project No.*	*Classification*	*Existing Surface*	*ADT Latest Count*	*Township*	*Location From Sections*	*County Bridge No.*	*Roadway Width*	*Type of Improvement*	*H-Loading*	*Estimated Cost*
N 14th Street	C55-F-88	Other Arterial	Asphalt	3703	Oak	W-12	F-88	40'	125' 3-span CSB	HL-93	$1,250,000

LINCOLN /LANCASTER COUNTY PLANNING STAFF REPORT
for October 12, 2016 Planning Commission Meeting

Project #: Comprehensive Plan Amendment No. 16004 - Costco Center

PROPOSAL: Amend the 2040 Future Land Use Plan to change the future land use designation of the area northeast of S. 14th Street and Pine Lake Road from "Public & Semi-Public" and "Urban Density Residential" to "Commercial", and amend the Existing and Proposed Commercial Centers map to reflect a new Community Center.

CONCLUSION: Due to the location along two major streets, existing commercial development on the south side of Pine Lake Road, and the buffer of future Urban Density Residential land use remaining between the site and existing homes, commercial land uses on this site are appropriate given the conditions of approval set forth for the associated application for Use Permit #16009. The proposal is consistent with the Comprehensive Plan.

RECOMMENDATION: Approval

GENERAL INFORMATION:

LOCATION: South 14th Street and Pine Lake Road

EXISTING LAND USE: Funeral home and agriculture

RELATED APPLICATIONS: Use Permit #16009 and Change of Zone #16030

COMPREHENSIVE PLAN SPECIFICATIONS:
The Future Land Use Plan in the 2040 Comprehensive Plan identifies this area as Public and Semi-Public and Urban Density Residential land uses. (p. 1.9)

P. 5.1 - Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.

P. 5.1-5.2 - Business & Economy Guiding Principles
- Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.
- Promote and foster appropriate, balanced, and focused future economic growth that maintains the quality of life of the community.
- Seek to efficiently utilize investments in existing and future public infrastructure to advance economic development opportunities.
- Provide flexibility to the marketplace in siting future commercial and industrial locations.
- Strive for predictability for neighborhoods and developers.
- Encourage commercial centers to encompass a broad range of land uses with the integration of compatible land use types.

P. 5.3 - Apply design standards as a tool for economic development. They provide assurances for surrounding property owners as well as prospective developers.

P. 5.5 - Commercial and Industrial Development Strategies

- It is the policy that Commercial and Industrial Centers in Lancaster County be located:
  - Within the City of Lincoln or incorporated villages.
  - Outside of saline wetlands, signature habitat areas, native prairie and floodplain areas (except for areas of existing commercial and industrial zoning).
  - Where urban services and infrastructure are available or planned for in the near term.
  - In sites supported by adequate road capacity — commercial development should be linked to the implementation of the transportation plan.
  - In areas compatible with existing or planned residential uses.
  - In existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently utilize existing infrastructure.
  - In areas accessible by various modes of transportation (i.e. automobile, bicycle, transit, and pedestrian).
  - So that they enhance entryways or public way corridors, when developing adjacent to these corridors.
  - In a manner that supports the creation and maintenance of green space as indicated in the environmental resources section of this Plan.

P. 5.7 - Strategies for Commercial Centers

- Disperse Commercial Centers throughout the community to support convenience of access and to lessen impacts on infrastructure.
- Locate Commercial Centers where they will have access to arterial streets with adequate capacity and be supported by transit, trails, sidewalks, and local streets.
- Discourage “four corner commercial development.”
- Encourage multiple street connections to adjacent residential neighborhoods to allow convenient access for neighboring residences and pedestrians without the use of arterial streets, but exercise care in designing the street network to minimize undesirable traffic impacts.
- Develop smaller stores next to larger anchor stores in centers to encourage small businesses and to provide a variety of goods and services for customers utilizing the centers.
- Design streets and public spaces to enhance pedestrian activity and support multiple modes of transportation.
- Create a pedestrian-oriented environment in the physical arrangement of buildings and parking.
- Develop Commercial Centers as compact clusters or mixed use nodes with appropriate site design features to accommodate shared parking and ease of pedestrian movement, to minimize impacts on adjacent areas, and encourage a unique character.
- Discourage auto-oriented strip commercial development; Commercial Centers should not be developed in a linear strip along a roadway or be completely auto-oriented.
- Design new Commercial Centers in a manner that facilitates future development and intensification of land uses on the site.
- Redevelop existing commercial strips for residential mixed use and/or transit oriented development where appropriate.
- Design buildings and land uses at the edge of the center to be compatible with adjacent residential land uses. Examples of compatible land uses include apartments, mixed use residential buildings, offices, assisted living facilities, or child care centers.
- Buildings should be compatible in terms of height, building materials and setback. Small compatible commercial buildings at the edge could include retail or service uses. Buildings with more intrusive uses should have greater setbacks, screening requirements and be built of more compatible materials.
- Locate the most intensive commercial uses, such as restaurants, car washes, grocery stores, gas stations/ convenience stores and drive through facilities nearer to the major street or roadway and

furthest from the residential area (unless contained within a mixed use center). Lighting, dumpsters, loading docks and other service areas should be screened from residences.

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)

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)

Public and Semi-Public. Areas of public or semi-public land use and/or structures that serve the general public. Only the largest facilities are shown on the land use plan. Highways and interstates are also included in this category.

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.

ANALYSIS:

1. The area identified for a change to future Commercial land use is currently zoned AG Agriculture District and R-1 Residential District.

2. The area to be changed to future Commercial land use is the same as the boundary of proposed Use Permit #16009. It contains approximately 34.38 acres (see attached illustrations). The property to the south is already designated as future Commercial (shown in red). Scott Middle School and Lincoln Southwest High School to the east and west are classified as future Public & Semi-Public, as is the Lincoln Memorial Park cemetery to the north (gray). The remainder of vacant Lincoln Memorial property to the northeast is future Urban Density Residential (orange). The trail along Pine Lake Road and South 14th Street is designated as Green Space (green).

3. This site has been shown as primarily Public & Semi-Public in consideration of its ownership under Lincoln Memorial Park Funeral Home and Cemetery in anticipation of future expansion of the cemetery. The Urban Density Residential area on the east side was conceptually shown in 1996 as a continuation of the single-family neighborhoods to the north with Administrative Amendment #96036 to Special Permit #1570 for The Ridge 1st Addition Preliminary Plat and South Ridge Community Unit Plan. No finalized residential layout was ever approved.

4. The Use Permit proposes 177,000 square feet of new commercial floor area plus the approximately 22,000 square feet of the existing funeral home, totaling to 199,000 square feet. That is consistent with Commercial land use designation as proposed. In addition to revision of the future land use, it is proposed to designate this site as a Community Center in the Comprehensive Plan. Community Centers may vary in size from approximately 250,000 to 600,000

square feet of commercial space. Typically, new Community Centers will range from 300,000 to 400,000 square feet.

Community Centers are intended to be smaller in scale and intensity of uses than Regional Centers and serve a more targeted market and geographic area. Community Centers tend to be dominated by retail and service activities, although they can also serve as campuses for corporate office facilities and should include a mix of residential uses. One or two department stores or "big box" retail operations may serve as anchors (a single store over 50,000 sq. ft.) to the Community Center with numerous smaller general merchandise stores located between anchors or on surrounding site pads.

Community Centers can have a community-wide appeal but primarily serve a geographic subarea within Lincoln and surrounding areas within the County. Depending on the mix of stores and other shopping opportunities in the area, existing Community Centers can have a market area that is quite extensive, even rivaling some Regional Centers. Community Centers should be located approximately 1 to 1 ½ miles apart, depending upon their size, scale, function, and area population.

5. This application proposes to add a new Community Center designation over both the Costco Center area (Use Permit #16009) and the existing commercial south of Pine Lake Road. The proposed commercial center meets the definition of a Community Center in that it would provide a diversity of shops, offices, and/or restaurants on the four commercial pad sites in addition to the anchor store, in conjunction with nearby existing commercial to the south. Costco will have a significant regional draw in its customer base, but it will also serve surrounding neighborhoods and the rest of the community.

   The proposed Costco Center alone does not have sufficient square footage to be considered a Community Center. The Costco Center proposes 199,000 square feet, and the Use Permit #89C at the southeast corner of South 14th Street and Pine Lake Road is approved for up to 41,500 square feet. Their combined square footage of 240,500 square feet fits more closely with the general limits described for Community Centers in the Comprehensive Plan. Because these two developments will function as a single commercial center in many respects, a Community Center designation is appropriate. It should be noted this new Community Center would not meet the spacing requirements recommended in the Comprehensive plan, as there is another Community Center northeast of South 14th Street and Yankee Hill Road only a half-mile to the south.

6. With Lincoln Memorial proposing to sell the undeveloped land for development rather than retain it for cemetery expansion, it was necessary to consider the proposed commercial uses and their appropriateness and suitability for this site. This site had not been envisioned for commercial uses and was designated for

public/semi-public land uses. There is also a large amount of existing and approved commercial space in southwest Lincoln that is more than sufficient to meet demand well into the future.

Costco examined several other potential locations throughout south Lincoln, their stated target market area. They determined that this site best suited their space, access, and location criteria. The location along two major streets lends sufficient access and road capacity for commercial uses. Although there is no lack of commercial uses in this area generally, this development would allow for the first Lincoln location for a specific commercial user who has spent several years, unsuccessfully, to find a site elsewhere in Lincoln. The B-2 zoned commercial uses directly to the south lend some precedent to additional commercial along this stretch of Pine Lake Road. In addition, there would remain an approximately 600-foot buffer continuing to be designated as future Residential land uses between the commercial area and existing homes to the northeast.

Consideration of all of these factors including the proposed conditions of approval of the associated use permit application resulted in the recommendation of approval for this Comprehensive Plan Amendment application, which provides the basis for the proposed development. The conditions of approval for Use Permit #16009 require extensive landscape screening and other requirements designed to help mitigate impacts to the middle school, cemetery, and nearby neighborhoods. Specific site issues regarding traffic and pedestrian circulation will be addressed in the use permit.

SUMMARY:

The land use and commercial center designation changes are appropriate considering the site plan and terms of conditional approval of the related Use Permit #16009 and Change of Zone #16030.

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 from Public and Semi-Public and Urban Density Residential to Commercial, 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 5.1 on page 5.6 to show a new Community Center northeast of S. 14th Street & Pine Lake Road, and all other maps, figures, and plans where the commercial centers map is displayed.

Prepared by:

Rachel Jones, Planner

DATE: October 4, 2016

APPLICANT: Costco Wholesale c/o TJ Design Strategies
2311 W. 22nd Street, Suite 208
Oak Brook, Illinois 60523

OWNER: The Lincoln Memorial Park Cemetery Association
1929 Allen Parkway
Houston, Texas 77019

CONTACT: Theodore R. Johnson
2311 W. 22nd Street, Suite 208
Oak Brook, Illinois 60523

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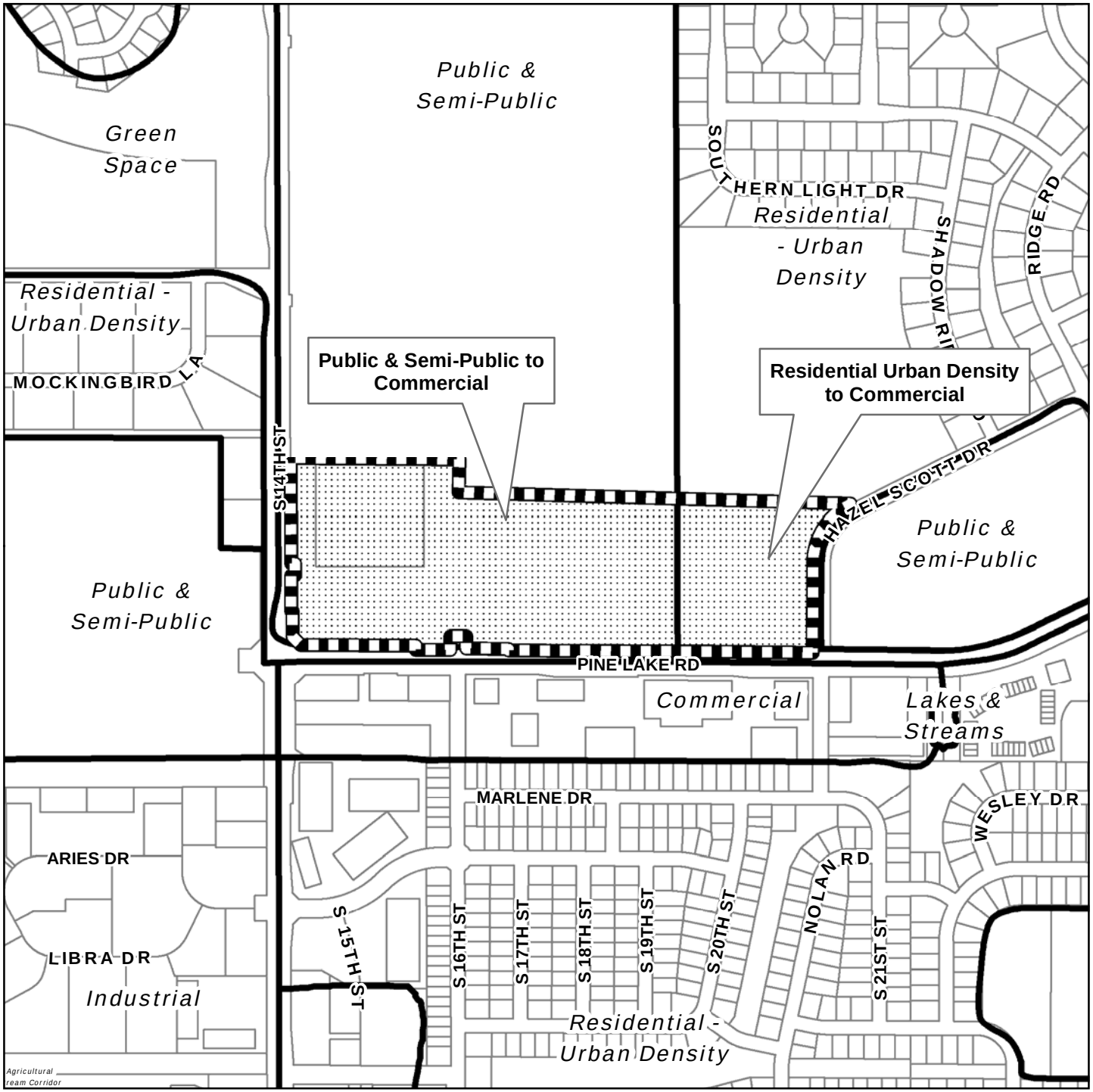

CPA # 16004
Costco Wholesale
S 14th St & Pine Lake Rd

Change from Public/Semi-Public and Residential Urban Density to Comercial

Legend

- Area of Amendment
- Ownership Parcels

N W E S

LINCOLN - LANCASTER COUNTY PLANNING DEPARTMENT

ITS Information Technology Services
303 South 10th Street
Lincoln, Nebraska 68508
Ph: 402-441.7491 Fax: 402-441.6377

Feet
0 300 600 1,200

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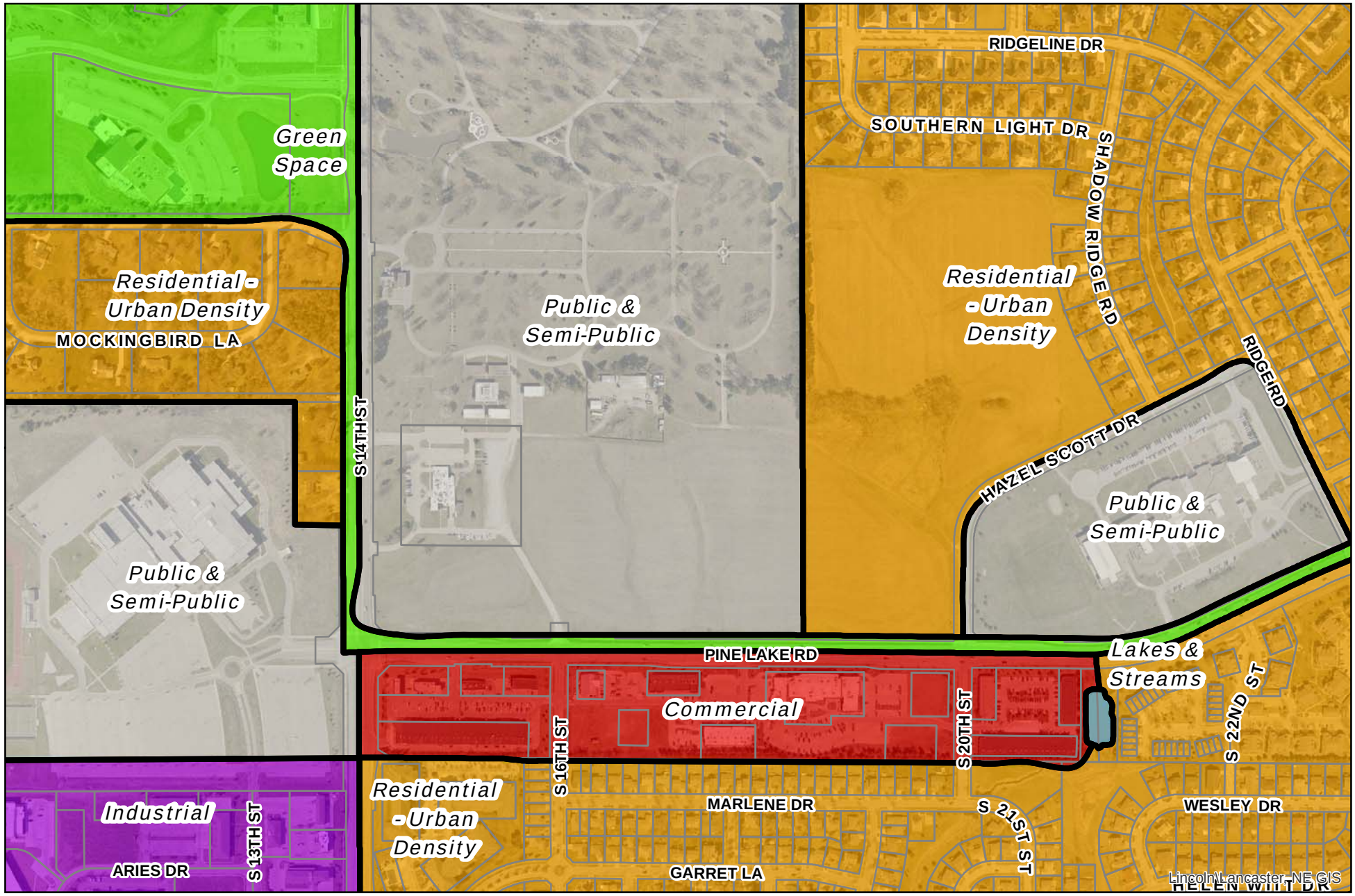
(CPA16004)



Future Land Use - 14th & Pine Lake Road Vicinity

(as shown currently designated in Comprehensive Plan)

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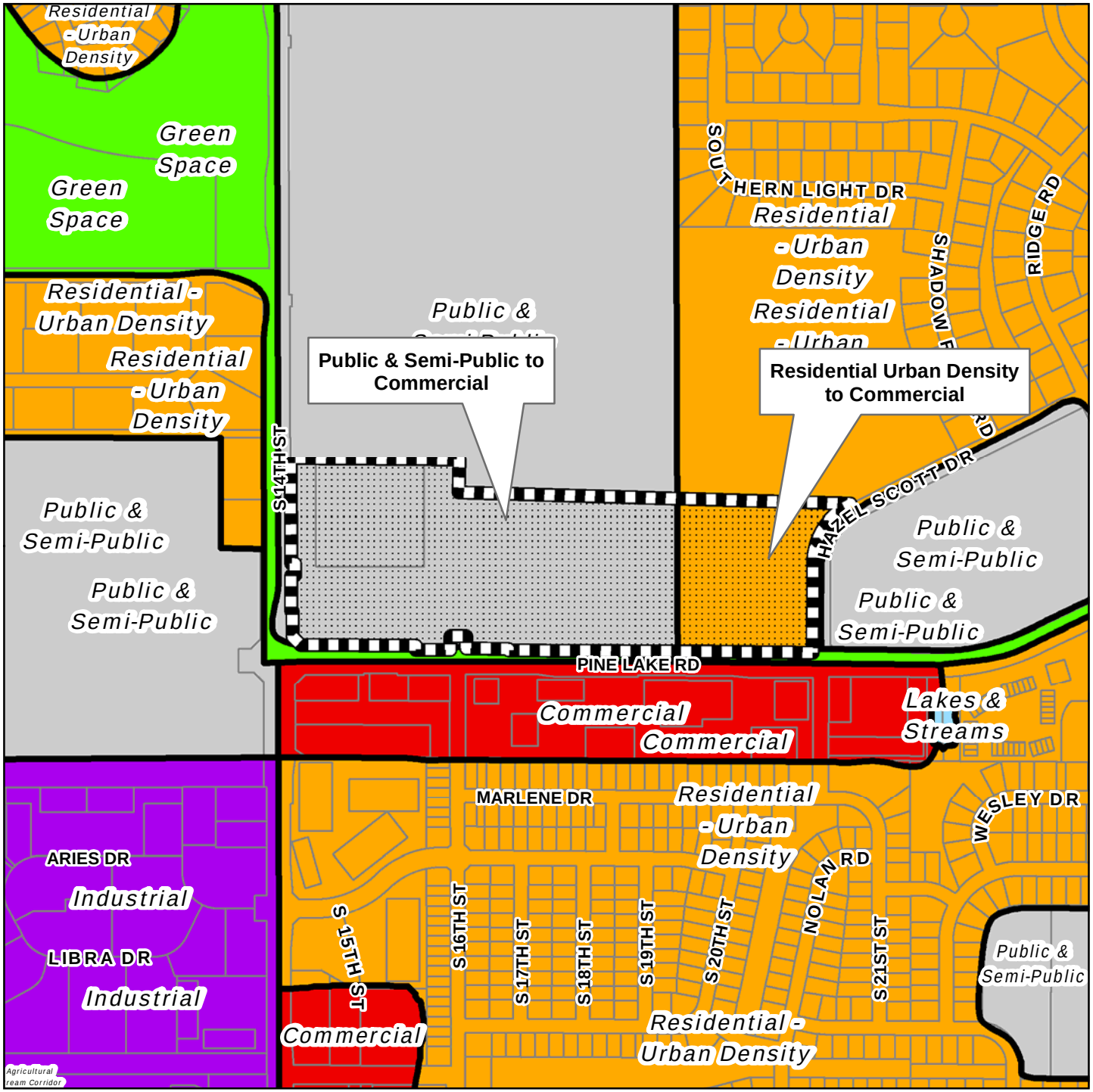
2016 Aerial



CPA # 16004
Costco Wholesale
S 14th St & Pine Lake Rd

Change from Public/Semi-Public and Residential Urban Density to Comercial

Legend

- Area of Amendment
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Feet
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TJ
Design Strategies, LTD.
planning . site development . consulting

September 14, 2016

Mr. Steve Henrichsen
City of Lincoln
Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

RE: Costco Wholesale Corporation
Change of Zone Application; Comprehensive Plan Amendment
and Use Permit Application

Dear Steve:

Please accept this letter on behalf of my client Costco Wholesale Corporation as well as the current owner The Lincoln Memorial Park Cemetery Association in their pursuit to obtain a Change of Zone for approximately 40.58 acres located at the intersection of S 14th Street and Pine Lake Road as depicted on the attached site plan. They are seeking to rezone and replat 6 parcels from AG and R-1 to R-1 and B-2.

Besides the Change of Zone request, we have been informed that this project also requires a Comprehensive Plan Amendment. In addition, Costco Wholesale Corporation as the contract purchaser is seeking a Use Permit for the construction of a member's only retail warehouse along with accessory uses to include an attached Tire Center and a free-standing Fueling Facility. The proposed location for this development will be constructed on approximately 21.73 acres on the north side of Pine Lake Road between the intersections of S. 16th Street and Hazel Scott Drive. The proposal also includes a 1.74 acre lot to be sold to a future user as well as a 1.10 acre on site detention pond. Within this application we are requesting on behalf of the seller Use Permit approval for three lots (1.35 acres, 1.35 acres and 1.18 acres) west of the proposed Costco parcel adjacent to Pine Lake Road and immediately south of the existing funeral home. We acknowledge that any site plan specific use permits for the proposed lots other than Costco's designated lot must be addressed with the City at the time a user has been determined.

We also request a waiver for this project as it applies to Design Standards for Screening and Landscaping, Section 7.5. Section 7.5 requires screening between the funeral home and the cemetery to the north due to the new commercial zoning requested abutting the residential zoning of the cemetery. We have been informed this isn't necessary as they are essentially the same premises. We do not believe we are in need of any other

2311 W. 22nd Street, Suite 208, Oak Brook, IL 60523 P: 630.368.0840 F: 630.368.0845 E: info@tjdesignltd.com

additional waivers and/or variances; however wish to request that should any arise during the review process, that we will be able to incorporate such requests at that time.

If you have any questions, and/or require any additional information, please do not hesitate to contact our office at 630-368-0840.

Sincerely,

TJ Design Strategies, Ltd.

Theodore R. Johnson, ASLA
President
Authorized Costco Wholesale Representative

LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT

for October 12, 2016 PLANNING COMMISSION MEETING

PROJECT #: Change of Zone No. 16030 - Costco Center

PROPOSAL: From AG Agriculture District and R-1 Residential District to B-2 Planned Neighborhood Business District and R-1 Residential District

LOCATION: South 14th Street and Pine Lake Road

LAND AREA:

From AG to B-2:	25.93 acres, more or less
From AG to R-1:	6.22 acres, more or less
From R-1 to B-2:	8.45 acres, more or less

EXISTING ZONING: AG Agriculture District and R-1 Residential District

CONCLUSION: With approval of the associated application for Comprehensive Plan Amendment #16004, the Future Land Use Map in the 2040 Comprehensive Plan will be amended to show future residential and commercial land uses on this site. This request complies with the Zoning Ordinance and is consistent with the Comprehensive Plan pending approval of the Comprehensive Plan Amendment.

RECOMMENDATION: Conditional approval

GENERAL INFORMATION:

LEGAL DESCRIPTION: See attached legal descriptions and illustrations.

EXISTING LAND USE: Agriculture and funeral home

SURROUNDING LAND USE AND ZONING:

North:	Lincoln Memorial Park Funeral Home and Cemetery and agriculture; R-1
South:	Commercial; B-2
East:	Scott Middle School; P
West:	Lincoln Southwest High School and single family residential; I-3 and AG

ASSOCIATED APPLICATIONS: Use Permit #16009 and Comprehensive Plan Amendment #16004

HISTORY:

Prior to 1979, this area was zoned A-1 Single Family Dwelling District. In 1979, the zoning was changed to R-1 Residential District. The western portion was changed to AG Agriculture District after 1979.

Apr 1987 Lincoln Memorial Park was designated as Pre-Existing Special Permit #12 in 1987 when Administrative Amendment #87002 was approved to add a mausoleum.

May 1989 Administrative Amendment #89093 to Pre-Existing Special Permit #12 approved four signs on the west side of Lincoln Memorial property.

Sept 1996 Administrative Amendment #96036 to Special Permit #1570 for The Ridge 1st Addition Preliminary Plat and South Ridge Community Unit Plan showed a conceptual future lot layout for single family residential homes on the east portion of the site currently zoned R-1 Residential. That area was platted as an outlot for future development in August 1996 under The Ridge 13th Addition.

June 1999 Administrative Amendment #98062 to Pre-Existing Special Permit #12 for Lincoln Memorial approved a manufactured structure to be used as an office.

COMPREHENSIVE PLAN SPECIFICATIONS:

P. 1.9 - The Future Land Use Map currently designates this area for future Public and Semi-Public and Urban Density Residential land uses. The associated application for Comprehensive Plan Amendment #16004 would revise the future land use on the majority of this site to Commercial.

P. 5.1 - Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.

P. 5.1-5.2 - Business & Economy Guiding Principles

- Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.
- Promote and foster appropriate, balanced, and focused future economic growth that maintains the quality of life of the community.
- Seek to efficiently utilize investments in existing and future public infrastructure to advance economic development opportunities.
- Provide flexibility to the marketplace in siting future commercial and industrial locations.
- Strive for predictability for neighborhoods and developers.
- Encourage commercial centers to encompass a broad range of land uses with the integration of compatible land use types.

P. 5.3 - Apply design standards as a tool for economic development. They provide assurances for surrounding property owners as well as prospective developers.

P. 5.5 - Commercial and Industrial Development Strategies

- It is the policy that Commercial and Industrial Centers in Lancaster County be located:
  - Within the City of Lincoln or incorporated villages.
  - Outside of saline wetlands, signature habitat areas, native prairie and floodplain areas (except for areas of existing commercial and industrial zoning).
  - Where urban services and infrastructure are available or planned for in the near term.
  - In sites supported by adequate road capacity — commercial development should be linked to the implementation of the transportation plan.
  - In areas compatible with existing or planned residential uses.
  - In existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently utilize existing infrastructure.
  - In areas accessible by various modes of transportation (i.e. automobile, bicycle, transit, and pedestrian).
  - So that they enhance entryways or public way corridors, when developing adjacent to these corridors.
  - In a manner that supports the creation and maintenance of green space as indicated in the environmental resources section of this Plan.

P. 5.7 - Strategies for Commercial Centers

- Disperse Commercial Centers throughout the community to support convenience of access and to lessen impacts on infrastructure.
- Locate Commercial Centers where they will have access to arterial streets with adequate capacity and be supported by transit, trails, sidewalks, and local streets.
- Discourage "four corner commercial development."
- Encourage multiple street connections to adjacent residential neighborhoods to allow convenient access for neighboring residences and pedestrians without the use of arterial streets, but exercise care in designing the street network to minimize undesirable traffic impacts.
- Develop smaller stores next to larger anchor stores in centers to encourage small businesses and to provide a variety of goods and services for customers utilizing the centers.
- Design streets and public spaces to enhance pedestrian activity and support multiple modes of transportation.
- Create a pedestrian-oriented environment in the physical arrangement of buildings and parking.
- Develop Commercial Centers as compact clusters or mixed use nodes with appropriate site design features to accommodate shared parking and ease of pedestrian movement, to minimize impacts on adjacent areas, and encourage a unique character.
- Discourage auto-oriented strip commercial development; Commercial Centers should not be developed in a linear strip along a roadway or be completely auto-oriented.
- Design new Commercial Centers in a manner that facilitates future development and intensification of land uses on the site.
- Redevelop existing commercial strips for residential mixed use and/or transit oriented development where appropriate.
- Design buildings and land uses at the edge of the center to be compatible with adjacent residential land uses. Examples of compatible land uses include apartments, mixed use residential buildings, offices, assisted living facilities, or child care centers.
- Buildings should be compatible in terms of height, building materials and setback. Small compatible commercial buildings at the edge could include retail or service uses. Buildings with more intrusive uses should have greater setbacks, screening requirements and be built of more compatible materials.
- Locate the most intensive commercial uses, such as restaurants, car washes, grocery stores, gas stations/ convenience stores and drive through facilities nearer to the major street or roadway and furthest from the residential area (unless contained within a mixed use center). Lighting, dumpsters, loading docks and other service areas should be screened from residences.

UTILITIES: All utilities are available.

ANALYSIS:

1. This is a request to rezone portions of the Lincoln Memorial Cemetery property east of South 14th Street and north of Pine Lake Road in association with proposed Use Permit #16009 for Costco Wholesale. Lincoln Memorial proposes to sell the undeveloped land for commercial development.

2. The area to be included within the use permit boundary would be rezoned from AG Agriculture and R-1 Residential to B-2 Planned Neighborhood Business District. The remaining strip of AG Agriculture zoning on the north side of the use permit area would be rezoned from AG Agriculture to R-1 Residential to match the zoning over the rest of Lincoln Memorial (see attached illustrations).

3. The B-2 zoning district is intended to provide a developing area for planned retail uses to serve neighborhoods. The B-2 district includes a use permit provision to provide for the integration of the business area with adjacent residential areas and thus reduce the adverse impact on residential areas through enhanced design.

4. B-2 zoning is appropriate for the commercial development at this location. There is existing B-2 zoning over the commercial area south of Pine Lake Road. The Lincoln Memorial funeral home would also be included within the B-2 zoning district. Funeral homes are a permitted use in the B-2 district. It is appropriate to rezone the remaining portion of AG zoning on the north side of the commercial site to R-1 to match the zoning over the rest of Lincoln Memorial, as it will operate as part of the larger cemetery property.

5. The Comprehensive Plan would be amended with the associated Comprehensive Plan Amendment #16004 to revise the designated future land uses from public/semi-public and urban density residential to commercial within the use permit boundary. This request complies with the Zoning Ordinance and is consistent with the Comprehensive Plan pending approval of the Comprehensive Plan Amendment.

6. With Lincoln Memorial proposing to sell the undeveloped land for development rather than retain it for cemetery expansion, it was necessary to consider the proposed commercial uses and their appropriateness and suitability for this site. This site had not been envisioned for commercial uses and was designated for public/semi-public land uses. There is also a large amount of existing and approved commercial space in southwest Lincoln that is more than sufficient to meet demand well into the future.

Costco examined several other potential locations throughout south Lincoln, their stated target market area. They determined that this site best suited their space, access, and location criteria. The location along two major streets lends sufficient access and road capacity for commercial uses. Although there is no lack of commercial uses in this area generally, this development would allow for the first Lincoln location for a specific commercial user who has spent several years, unsuccessfully, to find a site elsewhere in Lincoln. The B-2 zoned commercial uses directly to the south lend some precedent to additional commercial along this stretch of Pine Lake Road. In addition, there would remain an approximately 600-foot buffer continuing to be designated as future Residential land uses between the commercial area and existing homes to the northeast.

Consideration of all of these factors including the proposed conditions of approval of the associated use permit application resulted in the recommendation of approval for this change of zone application, which along with the comprehensive plan amendment, provide the basis for the proposed development. The conditions of approval for Use Permit #16009 require extensive landscape screening and other requirements designed to help mitigate impacts to the middle school, cemetery, and nearby neighborhoods. Specific site issues regarding traffic and pedestrian circulation will be addressed in the use permit.

Prepared by:

Rachel Jones, Planner

DATE: October 4, 2016

APPLICANT: Costco Wholesale c/o TJ Design Strategies
2311 W. 22nd Street, Suite 208
Oak Brook, Illinois 60523

OWNER: The Lincoln Memorial Park Cemetery Association
1929 Allen Parkway
Houston, Texas 77019

CONTACT: Theodore R. Johnson
2311 W. 22nd Street, Suite 208
Oak Brook, Illinois 60523

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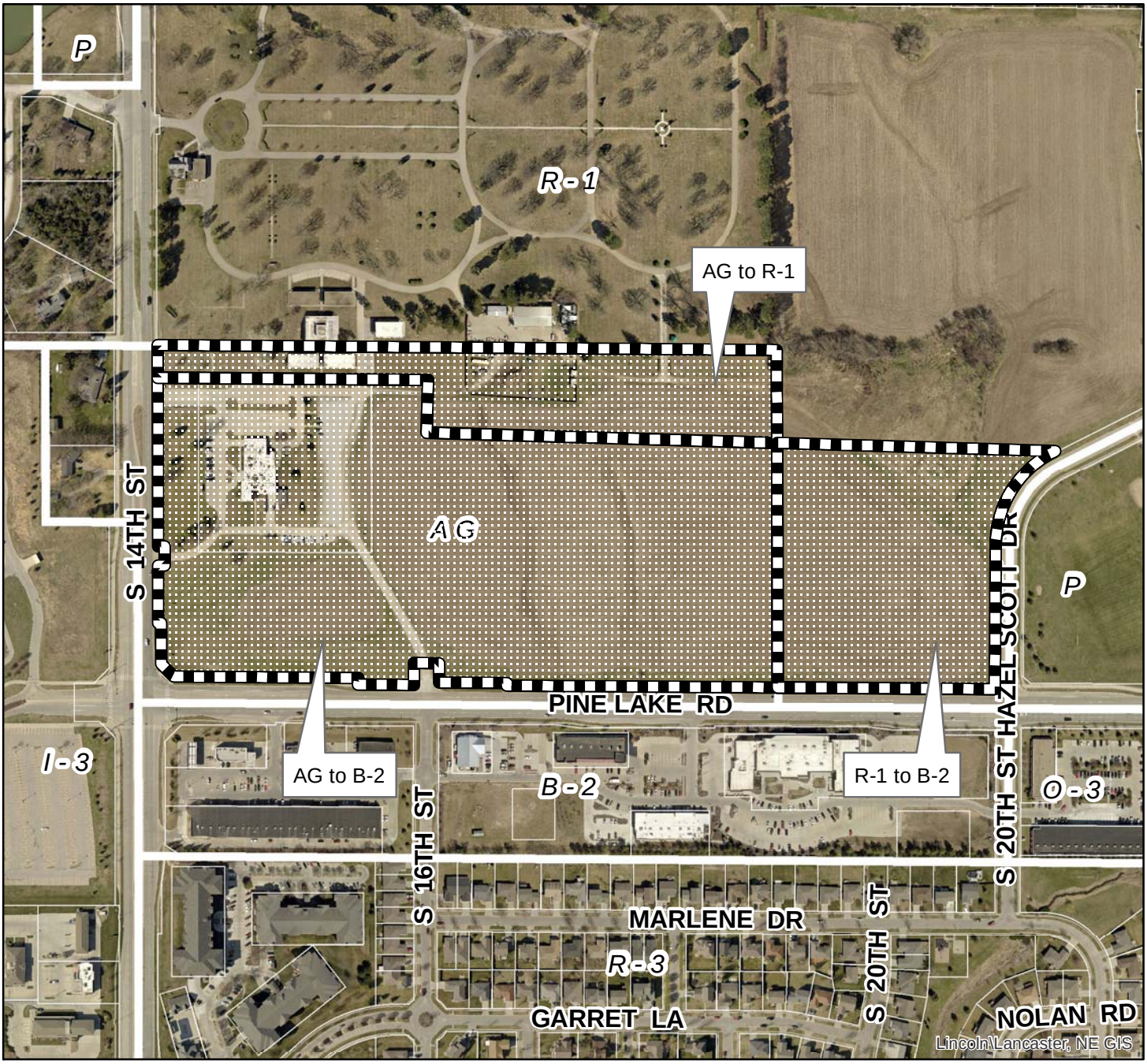
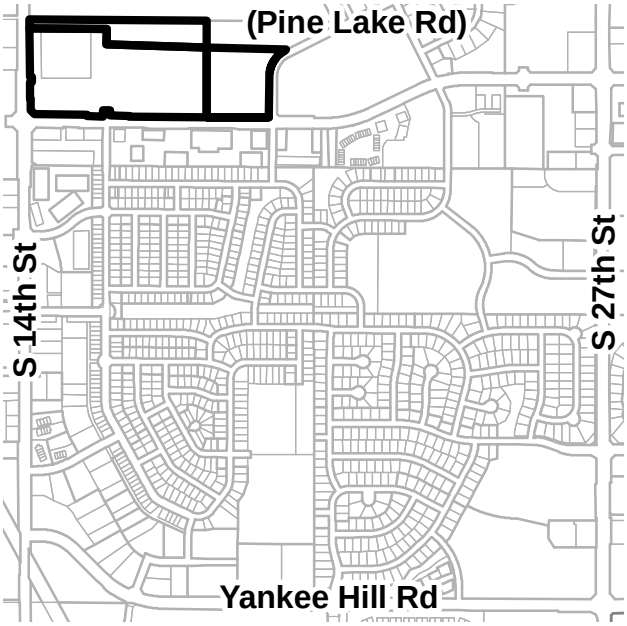


2016 aerial

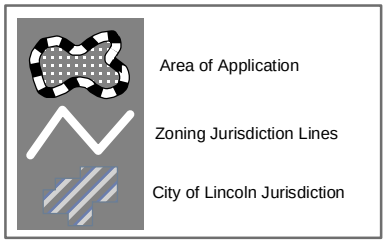
Change of Zone #: CZ16030
Costco Wholesale
S 14th St & Pine Lake Rd



Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential 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.24 T09N R06E



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AG TO B2 REZONING

A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF A PORTION OF LOT 92 I.T., LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 9 NORTH, RANGE 6 EAST, OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF SAID OUTLOT D, THE RIDGE 13TH ADDITION, SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE OF PINE LAKE ROAD AND ON THE WEST RIGHT-OF-WAY LINE OF HAZEL SCOTT DRIVE; THENCE, WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID OUTLOT D, ON AN ASSUMED BEARING OF NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, A DISTANCE OF 563.96 FEET TO THE SOUTHWEST CORNER OF SAID OUTLOT D, SAID POINT BEING THE SOUTHEAST CORNER OF SAID LOT 92 I.T., SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE, CONTINUING, NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 705.88 FEET TO A POINT; THENCE NORTH 00 DEGREES 24 MINUTES 35 SECONDS EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 7.00 FEET TO A POINT; THENCE NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 175.50 FEET TO A POINT; THENCE NORTH 00 DEGREES 24 MINUTES 35 SECONDS EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 50.00 FEET TO A POINT; THENCE NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 66.00 FEET TO A POINT; THENCE SOUTH 00 DEGREES 24 MINUTES 35 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 57.00 FEET TO A POINT; THENCE NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 144.59 FEET TO A PONT; THENCE NORTH 00 DEGREES 24 MINUTES 35 SECONDS EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 17.00 FEET TO A POINT; THENCE NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 480.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SOUTH 14TH STREET; THENCE NORTH 44 DEGREES 50 MINUTES 33 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING A SOUTHWEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 46.88 FEET TO A POINT; THENCE NORTH 00 DEGREES 05 MINUTES 40 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 105.72 FEET TO A POINT; THENCE SOUTH 89 DEGREES 54 MINUTES 20 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 7.00 FEET TO A POINT; THENCE NORTH 00 DEGREES 05 MINUTES 40 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 149.84 FEET TO A POINT; THENCE

NORTH 89 DEGREES 54 MINUTES 20 SECONDS EAST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 17.00 FEET TO A POINT; THENCE NORTH 00 DEGREES 05 MINUTES 40 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 50.00 FEET TO A POINT; THENCE SOUTH 89 DEGREES 54 MINUTES 20 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 17.00 FEET TO A POINT; THENCE NORTH 00 DEGREES 05 MINUTES 40 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 439.30 FEET TO THE NORTHWEST CORNER OF LOT SAID 92 I.T., SAID POINT BEING THE SOUTHWEST CORNER OF LOT 77 I.T.; THENCE SOUTH 89 DEGREES 32 MINUTES 37 SECONDS EAST, ALONG THE NORTH LINE OF SIAD LOT 92 I.T., SAID LINE BEING THE SOUTH LINE OF SAID LOT 77 I.T., A DISTANCE OF 703.30 FEET TO A POINT; THENCE SOUTH 01 DEGREES 40 MINUTES 50 SECONDS WEST, A DISTANCE OF 137.47 FEET TO A POINT; THENCE SOUTH 88 DEGREES 19 MINUTES 10 SECONDS EAST A DISTANCE OF 912.19 FEET TO A POINT ON THE EAST LINE OF SAID LOT 92 I.T., SAID LINE BEING THE WEST LINE OF OUTLOT D, THE RIDGE 13TH ADDITION; THENCE SOUTH 00 DEGREES 11 MINUTES 01 SECONDS EAST, ALONG THE EAST LINE OF SAID LOT 92 I.T., SAID LINE BEING THE WEST LINE OF SAID OUTLOT D, A DISTANCE OF 636.55 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS A CALCULATED AREA OF 1,129,378.39 SQUARE FEET OR 25.93 ACRES, MORE OR LESS.

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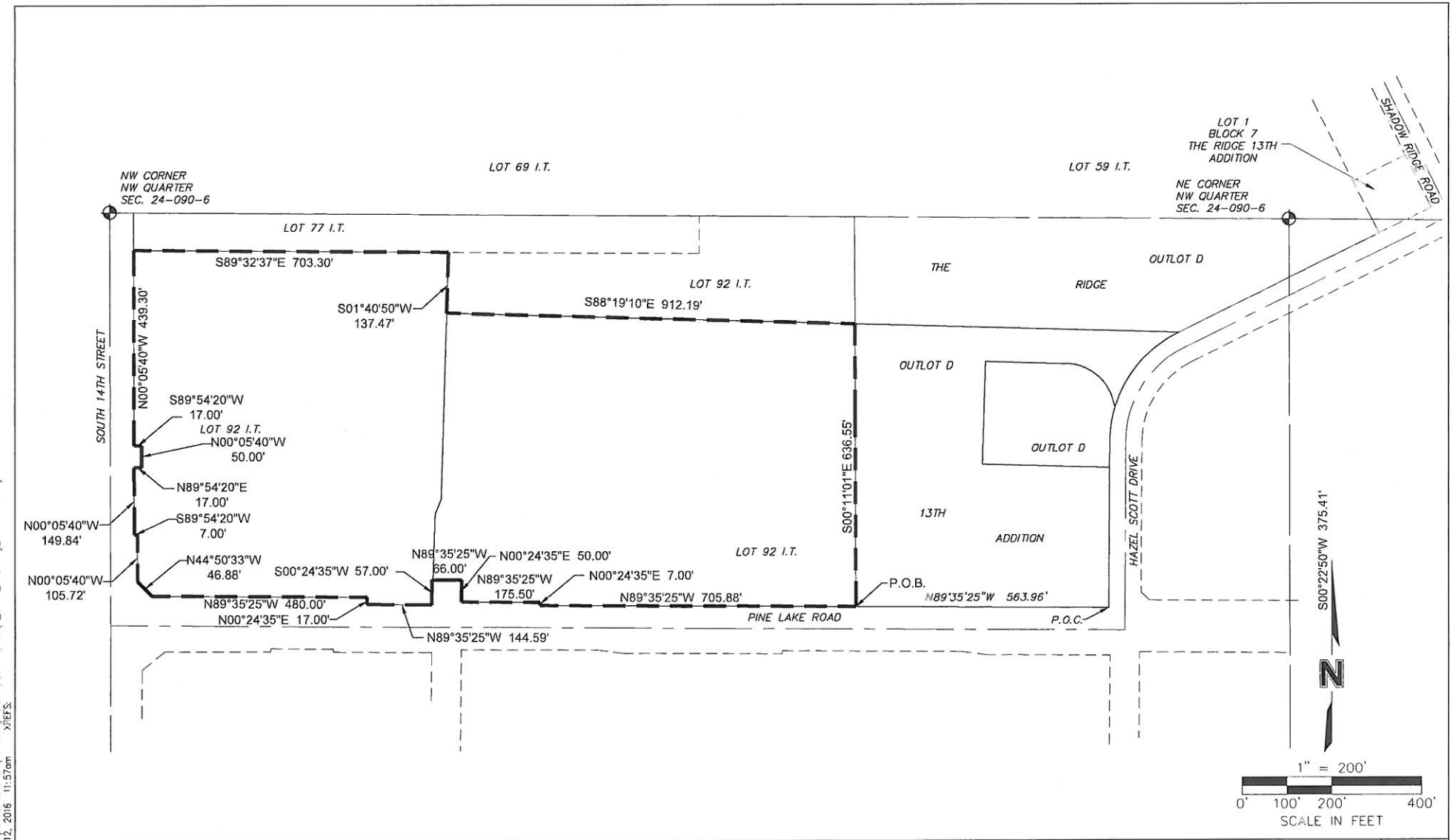

PROJECT NO: 015-3421	AG TO B2 REZONING	OLSSON ASSOCIATES 601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160	EXHIBIT
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DATE: 09.12.16			

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DATE: Sep 12, 2016 11:57am XREFS:

AG TO R1 REZONING

A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF LOT 77 I.T. AND A PORTION OF LOT 92 I.T., LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 9 NORTH, RANGE 6 EAST, OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE NORTHWEST QUARTER OF SAID SECTION 24; THENCE, EAST, ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER, ON AN ASSUMED BEARING OF SOUTH 89 DEGREES 32 MINUTES 37 SECONDS EAST, A DISTANCE OF 53.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 77 I.T., SAID POINT BEING ON THE EAST RIGHT-OF-WAY LINE OF SOUTH 14TH STREET, SAID POINT BEING THE TRUE POINT OF BEGINNING; THENCE, CONTINUING, SOUTH 89 DEGREES 32 MINUTES 37 SECONDS EAST, ALONG THE NORTH LINE OF SAID LOT 77 I.T., AND ALONG THE NORTH LINE OF SAID LOT 92 I.T., SAID LINE BEING THE NORTH LINE OF SAID NORTHWEST QUARTER, A DISTANCE OF 1,610.46 FEET TO THE NORTHEAST CORNER OF SAID LOT 92 I.T., SAID POINT BEING THE NORTHWEST CORNER OF OUTLOT D, THE RIDGE 13TH ADDITION; THENCE SOUTH 00 DEGREES 11 MINUTES 01 SECONDS EAST, ALONG THE EAST LINE OF SAID LOT 92 I.T., SAID LINE BEING THE WEST LINE OF SAID OUTLOT D, A DISTANCE OF 241.94 FEET TO A POINT; THENCE NORTH 88 DEGREES 19 MINUTES 10 SECONDS WEST A DISTANCE OF 912.19 FEET TO A POINT; THENCE NORTH 01 DEGREES 40 MINUTES 50 SECONDS EAST A DISTANCE OF 137.47 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 92 I.T., SAID LINE BEING THE SOUTH LINE OF SAID LOT 77 I.T.; THENCE NORTH 89 DEGREES 32 MINUTES 37 SECONDS WEST, ALONG THE NORTH LINE OF SAID LOT 92 I.T., SAID LINE BEING THE SOUTH LINE OF SAID LOT 77 I.T., A DISTANCE OF 703.30 FEET TO THE NORTHWEST CORNER OF SAID LOT 92 I.T., SAID POINT BEING THE SOUTHWEST CORNER OF SAID LOT 77 I.T., SAID POINT BEING ON THE EAST RIGHT-OF-WAY LINE OF SOUTH 14TH STREET ; THENCE NORTH 00 DEGREES 05 MINUTES 40 SECONDS WEST, ALONG THE WEST LINE OF SAID LOT 92 I.T., SAID LINE BEING THE EAST RIGHT-OF-WAY LINE OF SOUTH 14TH STREET, A DISTANCE OF 85.00 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS A CALCULATED AREA OF 270,785.29 SQUARE FEET OR 6.22 ACRES, MORE OR LESS.

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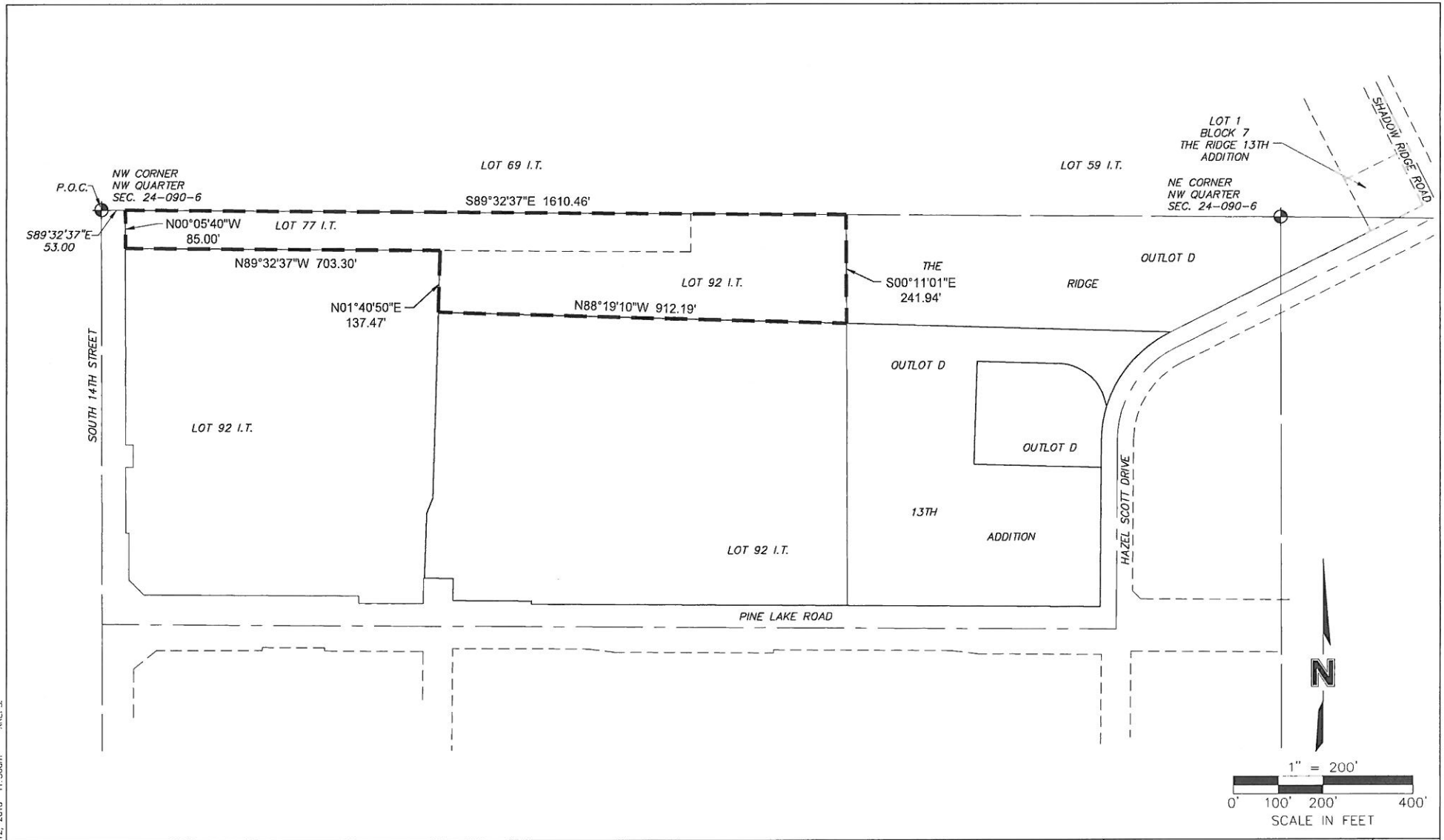

PROJECT NO: 015-3421	AG TO R1 REZONING	OLSSON ASSOCIATES
DRAWN BY: DAT		601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160
DATE: 08.12.16		EXHIBIT

DWG: F:\Projects\015-3421 40-Design\Survey\SRVY\Xref\V_SRVY_ReZoning_015-3421.dwg USER: dthomson
DATE: Sep 12, 2016 11:50am XREFS:

R1 TO B2 REZONING

A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF A PORTION OF OUTLOT D, THE RIDGE 13TH ADDITION, LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 9 NORTH, RANGE 6 EAST, OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINING AT THE SOUTHEAST CORNER OF SAID OUTLOT D, THE RIDGE 13TH ADDITION, SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE OF PINE LAKE ROAD AND ON THE WEST RIGHT-OF-WAY LINE OF HAZEL SCOTT DRIVE; THENCE, WEST, ALONG THE SOUTH LINE OF SAID OUTLOT D, SAID LINE BEING THE NORTH RIGHT-OF-WAY LINE OF PINE LAKE ROAD, ON AN ASSUMED BEARING OF NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, A DISTANCE OF 563.96 FEET TO THE SOUTHWEST CORNER OF SAID OUTLOT D, SAID POINT BEING THE SOUTHEAST CORNER OF LOT 92 I.T.; THENCE NORTH 00 DEGREES 11 MINUTES 01 SECONDS WEST, ALONG THE WEST LINE OF SAID OUTLOT D, SAID LINE BEING THE EAST LINE OF SAID LOT 92 I.T., A DISTANCE OF 636.55 FEET TO A POINT; THENCE SOUTH 88 DEGREES 19 MINUTES 10 SECONDS EAST A DISTANCE OF 723.66 FEET TO A POINT ON THE EAST LINE OF SAID OUTLOT D, SAID POINT BEING ON THE NORTHWEST RIGHT-OF-WAY LINE OF HAZEL SCOTT DRIVE; THENCE SOUTH 63 DEGREES 26 MINUTES 42 SECONDS WEST, ALONG THE EAST LINE OF SAID OUTLOT D, SAID LINE BEING A NORTHWEST RIGHT-OF-WAY LINE OF HAZEL SCOTT DRIVE, A DISTANCE OF 4.77 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 272.37 FEET, A DELTA ANGLE OF 63 DEGREES 03 MINUTES 51 SECONDS, AN ARC LENGTH OF 299.79 FEET, ALONG AN EASTERLY LINE OF SAID OUTLOT D, SAID LINE BEING A NORTHWEST RIGHT-OF WAY LINE OF SAID HAZEL SCOTT DRIVE, A CHORD BEARING OF SOUTH 31 DEGREES 54 MINUTES 46 SECONDS WEST, AND A CHORD DISTANCE OF 284.89 FEET TO A POINT; THENCE SOUTH 00 DEGREES 22 MINUTES 50 SECONDS WEST, ALONG AN EAST LINE OF SAID OUTLOT D, SAID LINE BEING A WEST RIGHT-OF WAY LINE OF SAID HAZEL SCOTT DRIVE, A DISTANCE OF 375.41 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS A CALCULATED AREA OF 368,282.55 SQUARE FEET OR 8.45 ACRES, MORE OR LESS.

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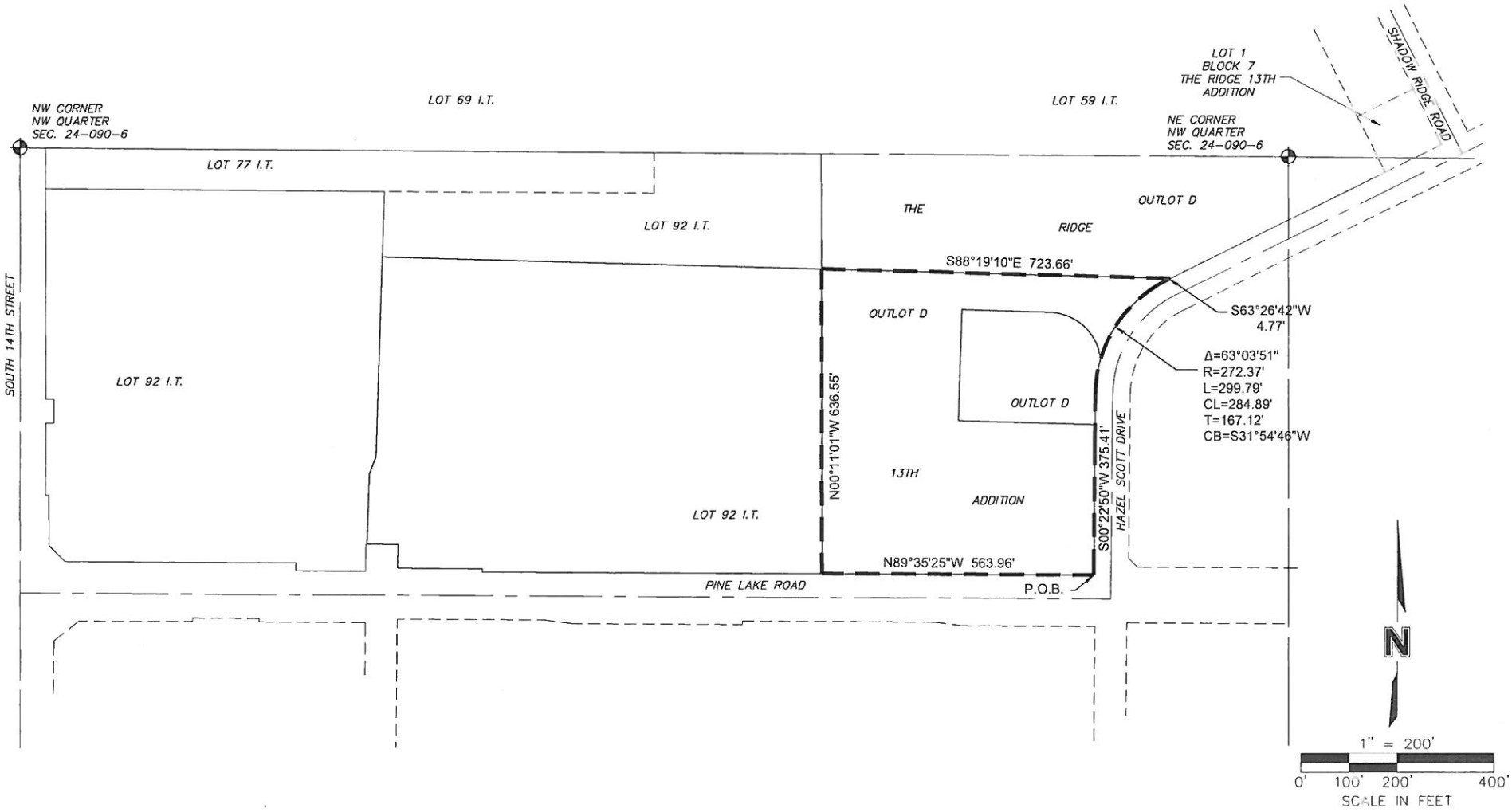

PROJECT NO: 015-3421	R1 TO B2 REZONING	EXHIBIT
DRAWN BY: DAT		
DATE: 09.12.16		

OLSSON ASSOCIATES
601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
TEL 402.474.6311
FAX 402.474.5160

DWG: F:\Projects\015-3421\40-Design\Survey\CRY\Xref\X_CRY_ReZoning_015-3421.dwg USER: dthomson
DATE: Sep 12, 2015 11:41am XREFS:

TJ Design Strategies, LTD.
planning . site development . consulting

September 14, 2016

Mr. Steve Henrichsen
City of Lincoln
Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

RE: Costco Wholesale Corporation
Change of Zone Application; Comprehensive Plan Amendment
and Use Permit Application

Dear Steve:

Please accept this letter on behalf of my client Costco Wholesale Corporation as well as the current owner The Lincoln Memorial Park Cemetery Association in their pursuit to obtain a Change of Zone for approximately 40.58 acres located at the intersection of S 14th Street and Pine Lake Road as depicted on the attached site plan. They are seeking to rezone and replat 6 parcels from AG and R-1 to R-1 and B-2.

Besides the Change of Zone request, we have been informed that this project also requires a Comprehensive Plan Amendment. In addition, Costco Wholesale Corporation as the contract purchaser is seeking a Use Permit for the construction of a member's only retail warehouse along with accessory uses to include an attached Tire Center and a free-standing Fueling Facility. The proposed location for this development will be constructed on approximately 21.73 acres on the north side of Pine Lake Road between the intersections of S. 16th Street and Hazel Scott Drive. The proposal also includes a 1.74 acre lot to be sold to a future user as well as a 1.10 acre on site detention pond. Within this application we are requesting on behalf of the seller Use Permit approval for three lots (1.35 acres, 1.35 acres and 1.18 acres) west of the proposed Costco parcel adjacent to Pine Lake Road and immediately south of the existing funeral home. We acknowledge that any site plan specific use permits for the proposed lots other than Costco's designated lot must be addressed with the City at the time a user has been determined.

We also request a waiver for this project as it applies to Design Standards for Screening and Landscaping, Section 7.5. Section 7.5 requires screening between the funeral home and the cemetery to the north due to the new commercial zoning requested abutting the residential zoning of the cemetery. We have been informed this isn't necessary as they are essentially the same premises. We do not believe we are in need of any other

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additional waivers and/or variances; however wish to request that should any arise during the review process, that we will be able to incorporate such requests at that time.

If you have any questions, and/or require any additional information, please do not hesitate to contact our office at 630-368-0840.

Sincerely,

TJ Design Strategies, Ltd.

Theodore R. Johnson, ASLA
President
Authorized Costco Wholesale Representative

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for October 12, 2016 PLANNING COMMISSION MEETING

PROJECT #: Use Permit No. 16009 - Costco Center

PROPOSAL: Approval of a use permit for a 199,000 square foot commercial center.

LOCATION: South 14th Street and Pine Lake Road

LAND AREA: 40.58 acres, more or less

EXISTING ZONING: AG Agriculture District and R-1 Residential District

CONCLUSION: If the associated comprehensive plan amendment and change of zone applications are approved, this site is appropriate for commercial development as proposed, dependent upon the additional screening, trail crossing improvements, and other conditions of approval. This request complies with the Zoning Ordinance and is consistent with the Comprehensive Plan.

RECOMMENDATION: Conditional Approval

GENERAL INFORMATION:

LEGAL DESCRIPTION: See attached legal description.

EXISTING LAND USE: Agriculture and funeral home

SURROUNDING LAND USE AND ZONING:

North: Lincoln Memorial Park cemetery and agricultural; R-1
South: Commercial; B-2
East: Scott Middle School; P
West: Lincoln Southwest High School and single family residential; I-3 and AG

ASSOCIATED APPLICATIONS: Change of Zone #16030 and Comprehensive Plan Amendment #16004

HISTORY:

Prior to 1979, this area was zoned A-1 Single Family Dwelling District. In 1979, the zoning was changed to R-1 Residential District. The western portion of the site was re-zoned to AG Agriculture some time after 1979.

Apr 1987 The Lincoln Memorial Park cemetery was designated as Pre-Existing Special Permit #12 with approval of Administrative Amendment #87002 to add a mausoleum.

May 1989 Administrative Amendment #89093 to Pre-Existing Special Permit #12 approved four signs on the west side of the Lincoln Memorial Park property.

Sep 1996 Administrative Amendment #96036 to Special Permit #1570 for The Ridge 1st Addition Preliminary Plat and South Ridge Community Unit Plan showed a conceptual future lot layout for single family residential homes on the east portion of the site currently zoned R-1 Residential. That area was platted as an outlot for future development in August 1996 with The Ridge 13th Addition.

Jun 1999 Administrative Amendment #98062 to Pre-Existing Special Permit #12 for Lincoln Memorial Park approved a manufactured structure to be used as an office.

COMPREHENSIVE PLAN SPECIFICATIONS:

P. 1.9 - The Future Land Use Map currently designates this area for future Public and Semi-Public and Urban Density Residential land uses. The associated application for Comprehensive Plan Amendment #16004 would revise the future land use on the majority of this site to Commercial.

P. 5.1 - Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.

P. 5.1-5.2 - Business & Economy Guiding Principles

- Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.
- Promote and foster appropriate, balanced, and focused future economic growth that maintains the quality of life of the community.
- Seek to efficiently utilize investments in existing and future public infrastructure to advance economic development opportunities.
- Provide flexibility to the marketplace in siting future commercial and industrial locations.
- Strive for predictability for neighborhoods and developers.
- Encourage commercial centers to encompass a broad range of land uses with the integration of compatible land use types.

P. 5.3 - Apply design standards as a tool for economic development. They provide assurances for surrounding property owners as well as prospective developers.

P. 5.5 - Commercial and Industrial Development Strategies

- It is the policy that Commercial and Industrial Centers in Lancaster County be located:
  - Within the City of Lincoln or incorporated villages.
  - Outside of saline wetlands, signature habitat areas, native prairie and floodplain areas (except for areas of existing commercial and industrial zoning).
  - Where urban services and infrastructure are available or planned for in the near term.
  - In sites supported by adequate road capacity — commercial development should be linked to the implementation of the transportation plan.
  - In areas compatible with existing or planned residential uses.

- In existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently utilize existing infrastructure.
- In areas accessible by various modes of transportation (i.e. automobile, bicycle, transit, and pedestrian).
- So that they enhance entryways or public way corridors, when developing adjacent to these corridors.
- In a manner that supports the creation and maintenance of green space as indicated in the environmental resources section of this Plan.

P. 5.7 - Strategies for Commercial Centers

- Disperse Commercial Centers throughout the community to support convenience of access and to lessen impacts on infrastructure.
- Locate Commercial Centers where they will have access to arterial streets with adequate capacity and be supported by transit, trails, sidewalks, and local streets.
- Discourage "four corner commercial development."
- Encourage multiple street connections to adjacent residential neighborhoods to allow convenient access for neighboring residences and pedestrians without the use of arterial streets, but exercise care in designing the street network to minimize undesirable traffic impacts.
- Develop smaller stores next to larger anchor stores in centers to encourage small businesses and to provide a variety of goods and services for customers utilizing the centers.
- Design streets and public spaces to enhance pedestrian activity and support multiple modes of transportation.
- Create a pedestrian-oriented environment in the physical arrangement of buildings and parking.
- Develop Commercial Centers as compact clusters or mixed use nodes with appropriate site design features to accommodate shared parking and ease of pedestrian movement, to minimize impacts on adjacent areas, and encourage a unique character.
- Discourage auto-oriented strip commercial development; Commercial Centers should not be developed in a linear strip along a roadway or be completely auto-oriented.
- Design new Commercial Centers in a manner that facilitates future development and intensification of land uses on the site.
- Redevelop existing commercial strips for residential mixed use and/or transit oriented development where appropriate.
- Design buildings and land uses at the edge of the center to be compatible with adjacent residential land uses. Examples of compatible land uses include apartments, mixed use residential buildings, offices, assisted living facilities, or child care centers.
- Buildings should be compatible in terms of height, building materials and setback. Small compatible commercial buildings at the edge could include retail or service uses. Buildings with more intrusive uses should have greater setbacks, screening requirements and be built of more compatible materials.
- Locate the most intensive commercial uses, such as restaurants, car washes, grocery stores, gas stations/ convenience stores and drive through facilities nearer to the major street or roadway and furthest from the residential area (unless contained within a mixed use center). Lighting, dumpsters, loading docks and other service areas should be screened from residences.

UTILITIES: All utilities are available.

TOPOGRAPHY: The site currently slopes down approximately 20 feet from north to south.

TRAFFIC ANALYSIS: South 14th Street is classified as a principal arterial, Pine Lake Road is classified as a minor arterial, and Hazel Scott Drive is classified as a local street in the 2040 Comprehensive Plan.

PUBLIC SERVICE: The nearest fire station is located at South 27th Street and Old Cheney Road.

ANALYSIS:

1. This request is associated with the comprehensive plan amendment and change of zone for the Costco Wholesale Use Permit. The appropriateness of the overall commercial use is addressed in the reports on those applications.

2. The site plans show six commercial lots being created, with an outlot for detention in the southeast corner of the development. A use permit is proposed for up to 199,000 square feet of commercial floor area distributed over the six lots. Access is provided via South 14th Street, Pine Lake Road, and Hazel Scott Drive.

3. It was originally stated that a waiver to Section 7.5 of the Design Standards for Screening and Landscaping was necessary to waive screening between the Lincoln Memorial Park funeral home and the rest of the Lincoln Memorial grounds to the north. However, it was determined a waiver was not needed because the character of the uses would not be substantially different to require screening. Therefore, there are no waiver requests associated with this application. Several requests for deviation from the Access Management Policy will be required.

4. This site has long been shown as primarily future Public & Semi-Public land uses in considering its ownership under Lincoln Memorial Park in anticipation of future expansion of the cemetery. The area on the east side of the site had been conceptually shown in 1996 as a continuation of the single-family neighborhoods to the north, as part of Administrative Amendment #96036 to Special Permit #1570 for The Ridge 1st Addition Preliminary Plat and South Ridge Community Unit Plan. However, no definite plans or layout were ever approved. The land was then sold to the cemetery and could be used for cemetery expansion.

5. With Lincoln Memorial proposing to sell the undeveloped land for development rather than retain it for cemetery expansion, it was necessary to consider the proposed commercial uses and their appropriateness and suitability for this site. Due to the location along two major streets and the existing commercial uses across Pine Lake Road, commercial development on the site is appropriate given the conditions of approval that address various impacts. A buffer area of R-1 residential zoning would remain between the commercial area and existing homes to the north; that area will continue to be shown for future residential land uses. The use permit boundary is approximately 600 feet from existing homes to the northeast.

6. A number of design elements and conditions of approval are proposed to mitigate the effects of traffic, noise, and visual impacts on nearby residential, school, and cemetery land uses. These include site-specific design standards and facade elevations, additional landscape screening, trail crossing improvements, provision

of an alternative pedestrian route around the back of the Costco site, and use restrictions on the northeast commercial pad site.

7. The exterior design of the Costco building was considered an important element from the standpoint of the City and neighbors. Proposed elevations for the Costco building and fuel facility are included as part of the official use permit application. The building elevations will be required to substantially comply with the submitted elevations as modified by the conditions of approval at the time of building permit.

   In addition, basic design standards that will apply to the use permit area as a whole, including the Costco building, are proposed. The design standards (as modified by the conditions of approval) would require that buildings of 50,000 square feet or greater will include at least 20% of the gross area of vertical surfaces as decorative concrete masonry units (CMU), brick or stone; half of those required masonry materials shall be brick or stone, the remainder and any masonry areas in excess of 20% may be decorative CMU. Buildings of less than 50,000 square feet will include at least 50% of the gross area of vertical surfaces as decorative CMU, brick or stone; half of those required masonry materials shall be brick or stone, the remainder and any masonry areas in excess of 50% may be decorative CMU. The required masonry materials must be used to the extent feasible on facades oriented towards public streets, with any remaining required masonry used on other facades. All buildings in the center must utilize building materials and colors similar to the Costco building. The design standards will help ensure that the center maintains a cohesive look and a higher-quality architectural appearance over time.

8. The following landscape screening will be required according to the Design Standards for Screening and Landscaping:

   a. Section 7.1 - Parking Lots, Parking Areas, and Driving Aisles
      Requires screening from the ground to 3 feet around parking lots/areas and one shade tree per 6,000 square feet of parking lot paving.

   b. Section 7.5 - Adjacent Land Uses and Zoning Districts of a Substantially Different Character Abutting Residential Districts
      Requires a 60% screen from the ground to 10 feet. This standard would apply along the north side of the use permit except along the north side of Lot 1 for the funeral home.

   c. Section 7.6 - Around Proposed Buildings in the B-2 District
      Requires a minimum 3 deciduous shade trees and 400 square feet of ornamental grass or shrub coverage per 10,000 square feet of building coverage.

   d. Section 7.11 - Outdoor Refuse Areas, Recycling Bins, Open Storage, Loading Areas, and Ground Level Mechanical Equipment

Requires screening from the ground to 10 feet if located within 150 feet of a street right-of-way and within public view or abutting a residential district.

In order to mitigate the impact of this request, the following additional landscaping will be required for this application:

e. North Side - Screening is required as a condition of approval along the entire north side of the site with the exception of the north side of Lot 1 to be screened with a 30-foot wide landscaped buffer zone with a 100% landscape screen from the ground to 10 feet. In the locations where a berm will be incorporated, the berm height may count towards the screening requirement. This screening requirement may count towards and should exceed the minimum requirement under Section 7.5 of the design standards listed above.

f. East Side - Screening is required as a condition of approval along the east side of Lots 5 and 6 and Outlot "A" that meets the standard set forth in Section 7.5 of the Design Standards.

g. South Side - A 60% landscape screen from the ground to 6 feet is required as a condition of approval on the south side of Lots 2 through 5. Street trees on South 14th Street, Pine Lake Road, and Hazel Scott Drive will be required at the time of final platting. Street trees may be installed behind the sidewalks/trail. Screening on the south side will be required over and above the street tree requirement and parking lot screening requirements. Some of the street trees and portions of the trail would be located on private property with the proposed site plan, and would be the applicant's responsibility to maintain.

9. Portions of the existing trail on the north side of Pine Lake Road will be relocated north due to installation of right turn lanes at the two proposed driveways on Pine Lake Road at South 16th Street and South 18th Street. Several trail crossing improvements are proposed to increase safety for pedestrians and bicyclists. The developer is showing several safety measures at the 18th Street crossing only. A condition of approval for this application would modify the trail crossing improvements to require the following safety measures at <u>both</u> crossings:

a. Stop signs for vehicles turning right out of the driveways, but no stop signs on the trail as trail users have the right-of-way;

b. Diverting the trail crossings an additional five feet to the north than is shown on the site plan to further alert and slow trail users; this measure would also increase storage of a single vehicle between the trail crossing and edge of travel path for westbound vehicles on Pine Lake Road;

c. Marked stop bars for vehicles turning right out of the driveways;

d. Installation of advanced trail crossing signs along the driveways approaching Pine Lake Road to alert drivers to the upcoming trail crossing;

e. The trail crossings must be on raised traffic tables; and

f. The trail crossings must be marked/striped.

The site plan shows flashing stop signs synchronized with school zone times, marked stop bars, and rumble strips on the trail improvement inset. The City recommends those not be installed, as trail users have the right-of-way over vehicles and should not be prompted to stop. The rumble strips as a warning device are unnecessary due to the diversion of the trail to the north and are potentially unfriendly to cyclists. Rumble strips are not typical of trail crossings at driveways or streets in Lincoln, nor are flashing lighted signs.

11. At the request of neighbors and in line with the recommendation of the Pedestrian/Bicycle Advisory Committee, an alternative route to avoid the Pine Lake Road trails crossings has been provided in the form of a 5-foot private sidewalk. The sidewalk would run around the north and west sides of the Costco site from Hazel Scott Drive down to Pine Lake Road on the west side of the 16th Street driveway.

10. This project would be located between two schools, Lincoln Southwest High School and Scott Middle School. Adams Elementary is located in the neighborhood south of Pine Lake Road between South 14th and South 27th Streets. Based on the Traffic Impact Study, the proposed 5-foot private sidewalk around the site, and the trail crossing improvements and revisions to Hazel Scott Drive set out in the conditions of approval, the proposed plan addresses potential impacts on school children or school-related vehicular traffic. The proposed trail crossing measures are in line with other similar driveway and street crossings in Lincoln. The proposed removal of the north driveway on Hazel Scott Drive should help alleviate concerns expressed about loss of the informal parking by parents along either side of Hazel Scott for pick-up/drop-off and special events at the middle school. The elimination of the left-in on Hazel Scott will reduce traffic impact on this street. The developer will also be required to build the missing sidewalk connection on the north side of Hazel Scott Drive from the Costco development to Shadow Ridge Road.

12. Use restrictions on Lot 6, the northeast pad site, are proposed as conditions of approval in response to concerns expressed by neighbors about potential impacts of undesirable, disruptive, and/or 24-hour uses on the site per the B-2 zoning if restrictions were not put in place. Lot 6 is the closest lot to existing homes to the northeast. It is proposed to prohibit drive thru facilities, motorized vehicle fuel sales facilities, motorized vehicle repair/service, motorized vehicle sales, motorized

vehicle wash facilities, and the sale of alcoholic beverages for consumption off the premises (liquor sales). Bars would also be prohibited; however, consumption of alcohol on the premises in a restaurant would still be possible on Lot 6 as long as spacing and other state licencing requirements were met.

13. There was concern expressed by the public about impacts on the Lincoln Memorial Park cemetery grounds to the north. As discussed above, a 30-foot wide landscaped buffer would be installed on the north side of the Costco property. The landscape buffer will provide visual and noise screening to the cemetery. The distance from the north side of the buffer to the edge of the cemetery grounds is variable but would be approximately 137 feet at the closest point, which is on the western end adjacent to the funeral home (see attached informational exhibit titled "Cemetery Distance Exhibit" included with the site plans). On the eastern end, there would be approximately 257 feet between the north side of the buffer and the cemetery grounds. In addition, the land in between will be retained by Lincoln Memorial Park and would be re-zoned from AG to R-1 with the associated change of zone application to indicate that commercial development is not appropriate there.

14. A formal Traffic Impact Study (TIS) was prepared by the developer's project engineer which detailed the site specific impacts and mitigation strategies for the proposed Costco development. The TIS was conducted by licensed professional traffic engineers and followed the City of Lincoln process for TIS requirements as presented in the City's Access Management Policy (AMP). This is the same process that is followed for all new development and redevelopment projects to identify operational and safety improvements that are required to best mitigate expected impacts of additional trips on the City street network.

    The TIS was reviewed by the Public Works and Utilities Department, who found it generally satisfactory. The scope of the study included an evaluation of existing traffic conditions at study area intersections and also the proposed traffic conditions with buildout of the site and commercial land uses as detailed in the Institute of Transportation Engineers Trip Generation Manual, Latest Edition. The TIS analyzed worst-case peak hour turning movement volumes that consider both the application of new, estimated vehicle trips in addition to peak hour commuter traffic at study area intersections. Key highlights and recommendations of the TIS include the following:

    a. Recommendation of increased level of traffic control at the intersection of Pine Lake Road and South 20th Street/Hazel Scott Drive including either a roundabout or a signalized intersection with improved turn lane geometry on all approaches.

    b. A median-divided, ¾ access (left-in, right-in/right-out) at the intersection of Pine Lake Road and South 16th Street for improved operations and safety.

c. Right-in/right-out access locations along both South 14th Street and Pine Lake Road with auxiliary turn lanes.

d. Extension of several existing study area turn lanes and modifications to the South 14th Street and Pine Lake Road traffic signal and geometry.

e. Improvements to alignment and markings of the existing trail crossing at site access locations and additional sidewalk route along the rear of the proposed development.

Public Works recommends several revisions to the site plan based on the traffic information submitted, which are listed in the conditions of approval below. The primary revisions include removal of the traffic signal shown at South 16th Street and Pine Lake Road because the signal would not meet the Access Management Policy, maintaining the current alignment of Hazel Scott Drive, removal of the north driveway access on Hazel Scott Drive, and prohibiting left-out turns from the south driveway on Hazel Scott Drive.

15. Parking will be regulated per Chapter 27.67 of the Zoning Ordinance. No parking waivers are requested. The standard parking requirement for office and commercial uses in the B-2 District is 1 stall per 300 square feet (labeled incorrectly on the Land Use Table on Sheet 1 as 4.5 stalls per 1,000 square feet).

16. Stormwater detention will be provided in the southeast corner of the site. Title 28 on Stormwater Quality is applicable for this project because there is no approved preliminary plat and the area of construction activity is greater than one acre.

17. Neighborhood meetings were held on August 31 and September 27, 2016. Both meetings had high attendance by neighbors, nearby commercial property owners, and other interested parties. A significant number of written comments were received prior and subsequent to the official application submittal. The Planning Commission has received copies of all written comments received on the Costco project and applications.

CONDITIONS OF APPROVAL:

This approval permits 199,000 square feet of commercial space.

Site Specific Conditions:

1. The City Council approves associated request:

   1.1 Change of Zone #16030

   1.2 Amendment of Comprehensive Plan #16004

2. The permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including **3** copies with all required revisions and documents as listed below before a final plat is approved:

2.1 Make the following revisions on all applicable sheets:

2.1.1 At the intersection of Hazel Scott Drive/South 20th Street and Pine Lake Road:

2.1.1.1 Revise the north and south approaches to include a single lane departing Pine Lake Road and three lanes approaching Pine Lake Road. This is consistent with the mandatory four-in cross section for a signalized intersection, side-street approach design.

2.1.1.2 Show extended east/westbound turning lanes as recommended by the Traffic Impact Study.

2.1.2 On Hazel Scott Drive:

2.1.2.1 Eliminate the proposed north driveway onto Hazel Scott Drive.

2.1.2.2 Show the proposed southern driveway (between Lot 6 and the detention pond) as a right-in/right-out access.

2.1.2.3 Maintain the current alignment of Hazel Scott Drive.

2.1.2.4 Show a 265-foot plus taper southbound right turn lane at South 20th Street/Pine Lake Road. The proposed exiting driveway should not conflict with this turn lane.

2.1.3 At the intersection of South 16th Street and Pine Lake Road:

2.1.3.1 Retain ¾-access as proposed and recommended by the Traffic Impact Study.

2.1.3.2 Remove the traffic signalization shown for this intersection.

2.1.4 At the right-in/right-out access point on South 14th Street, show a 165-foot plus 50-foot straight taper northbound right turn lane.

2.1.5 At the intersection of South 14th Street and Pine Lake Road:

2.1.5.1 Modify the median in Pine Lake Road for South 14th Street and South 16th Street to provide left turn lane lengths of approximately 300' westbound and 200' eastbound, with a 120' taper for each direction to the satisfaction of the Public Works and Utilities Department.

2.1.5.2 Show opening of the second southbound left turn lane and modifications to the signal for protected southbound left-turn phasing as recommended by the Traffic Impact Study.

2.1.6 Remove the labels for S. 16th Street and S. 18th Street and instead label them as “Private Drive A” and “Private Drive B”.

2.1.7 Show a common access easement over the funeral home driveways and parking lot to the proposed east-west private drive. Add a note to Sheet 1 stating that this access easement may be blocked during funeral services.

2.2 Make the following revisions to Sheet 1:

2.2.1 Remove Notes 13, 18, 20, 24, and 27.

2.2.2 Section “B.)” from Note 16 should be retained. Delete the rest of the text under Note 16. Add the following text at the end: “The south right-in/right-out access on S. 14th Street shall be eliminated at that time. In addition, a 300-foot plus taper northbound right turn lane shall be required to be installed at that time for the north access point on S. 14th Street. A common access easement shall be provided over Lot 1 from S. 14th Street along the new east-west driveway.”

2.2.3 Revise Note 15 to read, “Parking will be regulated according to Chapter 27.67 of the Zoning Ordinance.”

2.2.4 Revise the last sentence of Note 17 to read, “10 feet of additional right-of-way will be dedicated.” Add the following text at the end of the note, “The bike trail shall be located a minimum of 10 feet behind back of curb to provide adequate separation and room for street trees. Street trees shall be installed six feet from the back of curb.”

2.2.5 Revise Note 19 to read, “The City will notify the developer by March 1, 2017 as to whether construction of a roundabout will occur at this

time. If roundabout construction will not occur in the next year, the developer will proceed with constructing turn lanes and a traffic signal at the intersection."

2.2.6 Revise Note 21 to change "designed" to "submitted with the final plat."

2.2.7 Revise Note 22 to read, "The buildings on Lot 5 shall substantially conform to the building elevations included in this use permit (sheets 6 thru 10) to the satisfaction of the Planning Director."

2.2.8 Revise General Note 23 on Sheet 1 to read: "All buildings in the Center, including the Costco building, shall meet the following design standards:

A.) Buildings of 50,000 square feet or greater will include at least 20% of the gross area of vertical surfaces as decorative CMU, brick or stone; half of those required masonry materials shall be brick or stone, the remainder and any masonry areas in excess of 20% may be decorative CMU. Buildings of less than 50,000 square feet will include at least 50% of the gross area of vertical surfaces as decorative CMU, brick or stone; half of those required masonry materials shall be brick or stone, the remainder and any masonry areas in excess of 50% may be decorative CMU. The required masonry materials shall be used to the extent feasible on facades oriented towards public streets, with any remaining required masonry used on other facades.

B.) All buildings in the center will utilize building materials and colors similar to the Costco building.

(C.) Calculations of the gross area of vertical surfaces, the required area of masonry materials, and the proposed area of masonry on each façade shall be provided at the time of application for building permits."

2.2.9 Add the following sentences at the end of Note 25: "The sidewalk shall be connected to the existing sidewalk along Hazel Scott Drive, shall be privately owned and maintained, and will be located in a pedestrian way easement. With construction on Lot 5, a sidewalk shall be built on the north side of Hazel Scott Drive from Lot 5 to Shadow Ridge Road."

2.2.10 Add the following note: "The following additional screening requirements apply:

A.) Screening is required along the east side of Lots 5 and 6 and Outlot 'A' that meets the standard set forth in Section 7.5 of the Design Standards for Screening and Landscaping.

B.) Screening is required on the south side of Lots 2 through 5 to provide a 60% landscape screen from the surface of the ground to 6 feet.

C.) A 30-foot wide landscaped buffer zone is required along the north sides of Lot 5 to provide a 100% landscape screen from the surface of the ground to 10 feet.

D.) The north side of Lot 1 shall comply with Section 7.5 of the Design Standards for Screening and Landscaping at until such time as the funeral home redevelops into a different use."

2.2.11 Under the "Zoning" heading in the center of the sheet, revise the text below to read, "B-2 Planned Neighborhood Business District".

2.2.12 Revise the Land Use Table as follows:

2.2.12.1 Remove/change the rectangular symbols in and under the table as necessary.

2.2.12.2 Revise the use on Lot 1 to "Funeral Home" and designate 22,000 square feet in line with the existing funeral home square footage, add required parking, and provided parking for this lot.

2.2.12.3 The parking ratio will be 1 / 300 S.F., not 4.5 / 1,000 S.F. Revise the 'Required Parking Stalls' column accordingly.

2.2.12.4 Add dashes under the 'Provided Parking Stalls' column for all lots except Lot 5.

2.2.12.5 Revise the second note under the Land Use Table to remove the word "administrative".

2.2.12.6 Add an asterisk or numerical superscript after "Commercial" under the 'Use' column for Lot 6: "The following uses are prohibited on Lot 6: drive thru facilities, motorized vehicle fuel sales facilities, motorized vehicle repair/service, motorized vehicle sales, motorized vehicle wash facilities, and the sale of

alcoholic beverages for consumption either on or off the premises except on-sale for restaurants."

2.2.12.7 Remove the 'Height' column as it is unnecessary.

2.3 Make the following revisions to Sheet 3:

2.3.1 Specify that the "Trail Crossing Detail" applies to both trail crossings.

2.3.2 Modify the Trail Crossing Detail to show only the following safety improvement measures:

2.3.2.1 Stop signs for vehicles turning right out of the driveways.

2.3.2.2 Divert the trail crossings an additional five feet to the north than is shown on the site plan.

2.3.2.3 Marked stop bars for vehicles turning right out of the driveways.

2.3.2.4 Advanced trail crossing signs along the driveways approaching Pine Lake Road.

2.3.2.5 The trail crossings shall be on raised traffic tables to the satisfaction of the Public Works and Utilities Department.

2.3.2.6 The trail crossings shall be marked/striped.

2.3.3 Dimension the sidewalk in front of the store.

2.3.4 Note that the sidewalk must be at least 8 feet in width along the front of the store per the Design Standards for Pedestrian Circulation in Commercial and Industrial Areas, Chapter 3.105, Section 2, item #3.

2.3.5 Dimension the sidewalk space between the parking stalls that runs east from the store entrance. The pedestrian area must be at least 8 feet wide if cars overhang 2 feet on both north and south sides, leaving 4 feet of clear space.

2.3.6 Identify the bollards in front of the entrance and tire center.

2.3.7 Provide a sidewalk connection from Pine Lake Road to the store per the Design Standards for Pedestrian Circulation in Commercial and

Industrial Areas, Section 2, item #1.

2.3.8 Show a sidewalk extension from the northwest corner of Outlot A to Hazel Scott Drive as required by the Design Standards for Pedestrian Circulation in Commercial and Industrial Areas, Section 2, item #1.

2.3.9 Note that truck deliveries may not exit/enter from Hazel Scott Drive.

2.4 The loading dock elevations listed on Sheets 8 and 9 do not match. Correct the elevation.

2.5 Identify the trees northeast of the development as to remain during construction.

2.6 Submit revised Grading & Drainage Plan, drainage report, Water Quality Control Form, Maintenance Plan, and any other necessary drainage-related plans and calculations to the satisfaction of the Public Works & Utilities Department. No grading anywhere on the site is permitted to begin until this condition of approval is complete.

2.7 Revise the submitted elevations as necessary to meet the design criteria as modified with Condition of Approval 2.2.8.

2.8 Revise the submitted elevations for the Costco warehouse building to provide curbs between pedestrian areas and parking or driving aisles as required in the Design Standards for Pedestrian Circulation in Commercial and Industrial Areas.

2.9 Provide two cross-sections of the 30-foot landscape buffer per Condition 2.2.10 to the satisfaction of the Planning Director, to be included as official sheets in the use permit plan set.

2.10 Apply for an administrative amendment to Pre-Existing Special Permit #12 for Lincoln Memorial Park to remove the funeral home from the boundary.

3. Final plat(s) is/are approved by the City.

Before the approval of a final plat, the public streets, private roadway improvements, sidewalks, public sanitary sewer system, public water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs, must be completed or provisions (bond, escrow or security agreement) to guarantee completion must be approved by the City Law Department. The improvements must be completed in conformance with adopted design standards and within the time

period specified in the Land Subdivision Ordinance. A cash contribution to the City in lieu of a bond, escrow, or security agreement may be furnished for street trees on a final plat with 10 or fewer lots.

Permittee agrees:

to complete the installation of sidewalks along the west side of Hazel Scott Drive as shown on the final plat within four (4) years following the approval of the final plat.

to complete the installation or relocation of sidewalks along the east side of South 14th Street and the north side of Pine Lake Road as shown on the final plat within two (2) years following the approval of this final plat.

to construct the sidewalk in the pedestrian way easements in Lot 5.

to complete the public water distribution system to serve this plat within two (2) years following the approval of the final plat.

to complete the public wastewater collection system to serve this plat within two (2) years following the approval of the final plat.

to complete the enclosed public drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of the final plat.

to complete the enclosed private drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of the final plat.

to complete land preparation including storm water detention/retention facilities and open drainageway improvements to serve this plat prior to the installation of utilities and improvements but not more than two (2) years following the approval of the final plat

to complete the planting of the street trees along the west side of Hazel Scott Drive within this plat within two (2) years following the approval of the final plat.

to complete the installation of street trees along the east side of South 14th Street and the north side of Lake Road as shown on the final plat within two (2) years following the approval of this final plat.

to complete the planting of the landscape screen within this plat within two (2) years following the approval of the final plat.

to complete the installation of the street name signs within two (2) years following the approval of the final plat.

to complete the installation of the permanent markers prior to construction on or conveyance of any lot in the plat.

to complete any other public or private improvement or facility required by Chapter 26.23 (Development Standards) of the Land Subdivision Ordinance in a timely manner which inadvertently may have been omitted from the above list of required improvements.

to submit to the Director of Public Works a plan showing proposed measures to control sedimentation and erosion and the proposed method to temporarily stabilize all graded land for approval.

to comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.

to complete the public and private improvements shown on the Use Permit.

to keep taxes and special assessments on the outlots from becoming delinquent.

to maintain the outlots and private improvements in a condition as near as practical to the original construction on a permanent and continuous basis.

to maintain the street trees located on private property and landscape screens on a permanent and continuous basis.

to maintain the sidewalks in the pedestrian way easements on Lot 5 and all of its elements in a condition as near as practical to the original or as constructed condition in order to provide the user with a safe and convenient facility on a permanent and continuous basis.

to maintain and supervise the private facilities which have common use or benefit in a condition as near as practical to the original construction on a permanent and continuous basis, and to recognize that there may be additional maintenance issues or costs associated with providing for the proper functioning of storm water detention/retention facilities as they were designed and constructed within the development and that these are the responsibility of the land owner.

to retain ownership of and the right of entry to the outlots in order to perform the above-described maintenance of the outlots and private improvements on a permanent and continuous basis. However, Permittee(s) may be relieved and discharged of such maintenance obligations upon creating in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance subject to the following conditions:

(1) Permittee shall not be relieved of Permittee's maintenance obligation

for each specific private improvement until a register professional engineer or nurseryman who supervised the installation of said private improvement has certified to the City that the improvement has been installed in accordance with approved plans.

(2) The maintenance agreements are incorporated into covenants and restrictions in deeds to the subdivided property and the documents creating the association and the restrictive covenants have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

to pay all design, engineering, labor, material, inspection, and other improvement costs.

to relinquish the right of direct vehicular access from lot 1-3 to S. 14th Street and Pine Lake Road, and from Lot 6 to Hazel Scott Drive.

Standard Conditions:

4. The following conditions are applicable to all requests:

4.1 Before occupying buildings all development and construction is to substantially comply with the approved plans.

4.2 All privately-owned improvements, including landscaping are to be permanently maintained by the Permittee or an appropriately established homeowners association approved by the City.

4.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.

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. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefore to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.

Prepared by

Rachel Jones, Planner

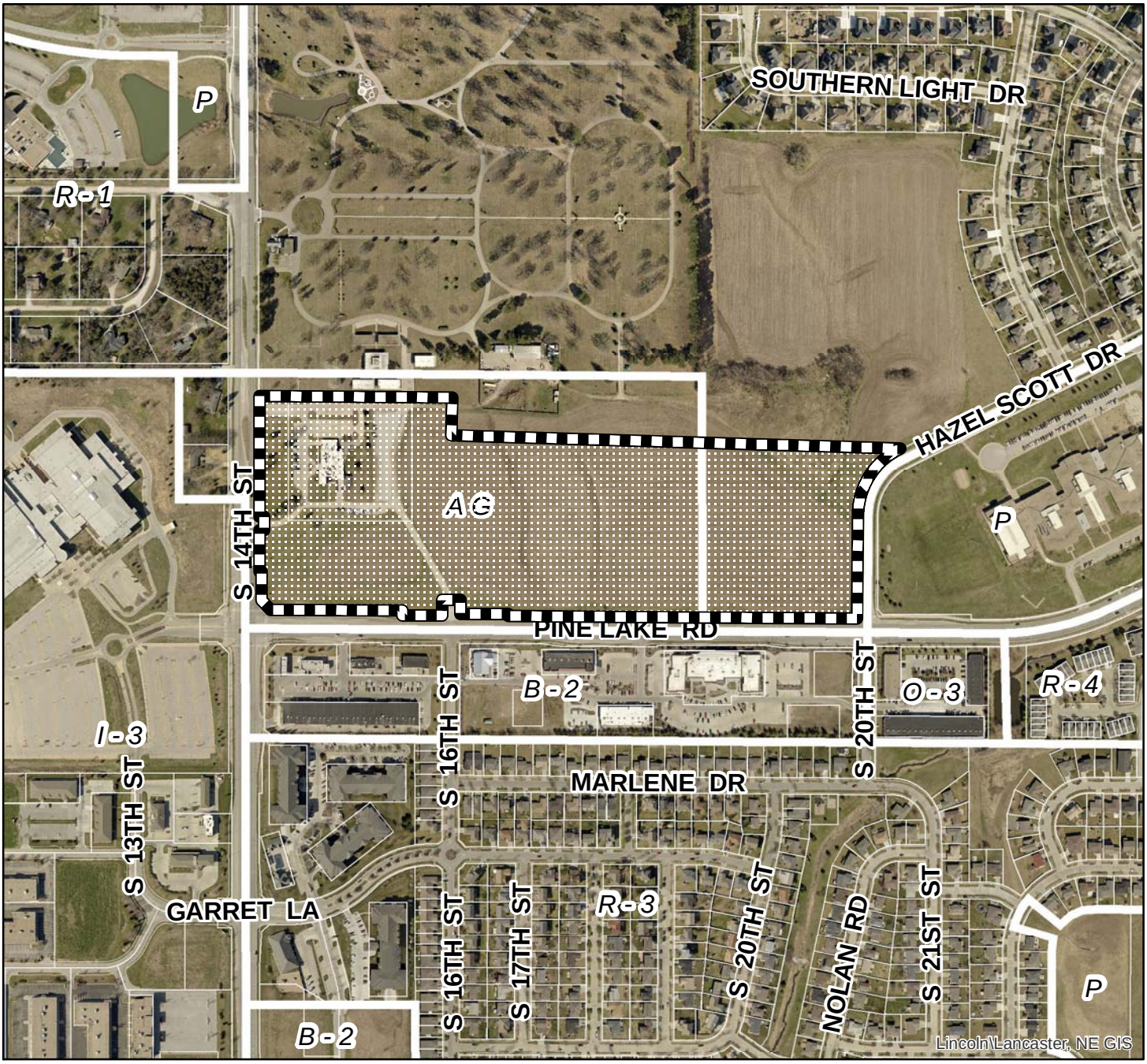
DATE: October 4, 2016

APPLICANT: Costco Wholesale c/o TJ Design Strategies
2311 W. 22nd Street, Suite 208
Oak Brook, Illinois 60523

OWNER: The Lincoln Memorial Park Cemetery Association
1929 Allen Parkway
Houston, Texas 77019

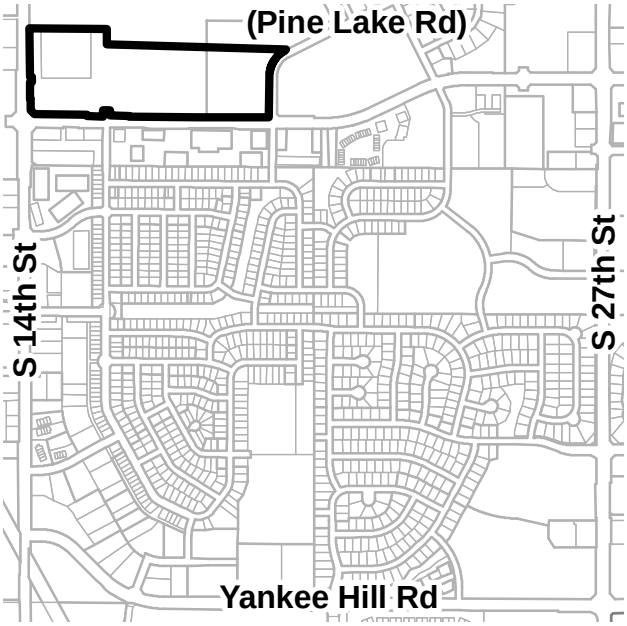
CONTACT: Theodore R. Johnson
2311 W. 22nd Street, Suite 208
Oak Brook, Illinois 60523

F:\DevReview\UP\16000\UP16009 Costco Center.rkj.wpd



2016 aerial

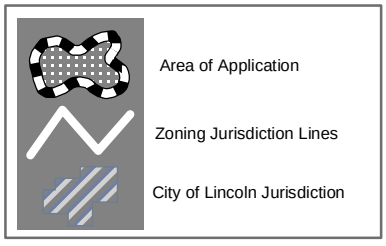
Use Permit #: UP16009
Costco Wholesale
S 14th St & Pine Lake Rd



Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential 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.24 T09N R06E



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USE PERMIT LEGAL DESCRIPTION

A LEGAL DESCRIPTION FOR A TRACT OF LAND COMPOSED OF A PORTION OF LOT 92 I.T., AND A PORTION OF OUTLOT D, THE RIDGE 13TH ADDITION, LOCATED IN THE NORTHWEST QUARTER OF SECTION 24, TOWNSHIP 9 NORTH, RANGE 6 EAST, OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHEAST CORNER OF SAID OUTLOT D, THE RIDGE 13TH ADDITION, SAID POINT BEING ON THE NORTH RIGHT-OF-WAY LINE OF PINE LAKE ROAD AND ON THE WEST RIGHT-OF-WAY LINE OF HAZEL SCOTT DRIVE; THENCE, WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID OUTLOT D, AND THE SOUTH LINE OF SAID LOT 92 I.T., ON AN ASSUMED BEARING OF NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, A DISTANCE OF 1269.84 FEET TO A POINT; THENCE NORTH 00 DEGREES 24 MINUTES 35 SECONDS EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 7.00 FEET TO A POINT; THENCE NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 175.50 FEET TO A POINT; THENCE NORTH 00 DEGREES 24 MINUTES 35 SECONDS EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 50.00 FEET TO A POINT; THENCE NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 66.00 FEET TO A POINT; THENCE SOUTH 00 DEGREES 24 MINUTES 35 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 57.00 FEET TO A POINT; THENCE NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 144.59 FEET TO A PONT; THENCE NORTH 00 DEGREES 24 MINUTES 35 SECONDS EAST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 17.00 FEET TO A POINT; THENCE NORTH 89 DEGREES 35 MINUTES 25 SECONDS WEST, ALONG SAID NORTH RIGHT-OF-WAY LINE, SAID LINE BEING THE SOUTH LINE OF SAID LOT 92 I.T., A DISTANCE OF 480.00 FEET TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF SOUTH 14TH STREET; THENCE NORTH 44 DEGREES 50 MINUTES 33 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING A SOUTHWEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 46.88 FEET TO A POINT; THENCE NORTH 00 DEGREES 05 MINUTES 40 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 105.72 FEET TO A POINT; THENCE SOUTH 89 DEGREES 54 MINUTES 20 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 7.00 FEET TO A POINT; THENCE NORTH 00 DEGREES 05 MINUTES 40 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 149.84 FEET TO A POINT; THENCE NORTH 89 DEGREES 54 MINUTES 20 SECONDS EAST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 17.00 FEET TO A POINT; THENCE NORTH 00 DEGREES 05 MINUTES 40 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT

92 I.T., A DISTANCE OF 50.00 FEET TO A POINT; THENCE SOUTH 89 DEGREES 54 MINUTES 20 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 17.00 FEET TO A POINT; THENCE NORTH 00 DEGREES 05 MINUTES 40 SECONDS WEST, ALONG SAID EAST RIGHT-OF-WAY LINE, SAID LINE BEING THE WEST LINE OF SAID LOT 92 I.T., A DISTANCE OF 439.30 FEET TO THE NORTHWEST CORNER OF LOT SAID 92 I.T., SAID POINT BEING THE SOUTHWEST CORNER OF LOT 77 I.T.; THENCE SOUTH 89 DEGREES 32 MINUTES 37 SECONDS EAST, ALONG THE NORTH LINE OF SIAD LOT 92 I.T., SAID LINE BEING THE SOUTH LINE OF SAID LOT 77 I.T., A DISTANCE OF 703.30 FEET TO A POINT; THENCE SOUTH 01 DEGREES 40 MINUTES 50 SECONDS WEST, A DISTANCE OF 137.47 FEET TO A POINT; THENCE SOUTH 88 DEGREES 19 MINUTES 10 SECONDS EAST A DISTANCE OF 1635.85 FEET TO A POINT ON THE EAST LINE OF SAID OUTLOT D, SAID POINT BEING ON THE NORTHWEST RIGHT-OF-WAY LINE OF HAZEL SCOTT DRIVE; THENCE SOUTH 63 DEGREES 26 MINUTES 42 SECONDS WEST, ALONG THE EAST LINE OF SAID OUTLOT D, SAID LINE BEING A NORTHWEST RIGHT-OF-WAY LINE OF HAZEL SCOTT DRIVE, A DISTANCE OF 4.77 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE TO THE LEFT, HAVING A RADIUS OF 272.37 FEET, A DELTA ANGLE OF 63 DEGREES 03 MINUTES 51 SECONDS, AN ARC LENGTH OF 299.79 FEET, ALONG AN EASTERLY LINE OF SAID OUTLOT D, SAID LINE BEING A NORTHWEST RIGHT-OF WAY LINE OF SAID HAZEL SCOTT DRIVE, A CHORD BEARING OF SOUTH 31 DEGREES 54 MINUTES 46 SECONDS WEST, AND A CHORD DISTANCE OF 284.89 FEET TO A POINT; THENCE SOUTH 00 DEGREES 22 MINUTES 50 SECONDS WEST, ALONG AN EAST LINE OF SAID OUTLOT D, SAID LINE BEING A WEST RIGHT-OF WAY LINE OF SAID HAZEL SCOTT DRIVE, A DISTANCE OF 375.41 FEET TO THE POINT OF BEGINNING.

SAID TRACT CONTAINS A CALCULATED AREA OF 1,497,660.94 SQUARE FEET OR 34.38 ACRES, MORE OR LESS.

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COSTCO CENTER USE PERMIT

LINCOLN, NEBRASKA

PRELIMINARY CIVIL ENGINEERING

GENERAL SITE NOTES

1. SANITARY SEWERS & WATER MAINS ARE TO BE PUBLIC UNLESS OTHERWISE NOTED.
2. DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.
3. PAVING RADII TO BE 20' UNLESS OTHERWISE NOTED.
4. INTERSECTION ANGLES SHALL BE 90° ±10° UNLESS OTHERWISE NOTED.
5. ELEVATIONS ARE BASED ON NAVD 1988.
6. SIDEWALKS SHALL BE 4' WIDE MINIMUM AND SIDEWALK EASEMENTS SHALL BE 10' WIDE. (UNLESS OTHERWISE NOTED)
7. AN ASSOCIATION MAY BE ESTABLISHED TO MAINTAIN OPEN SPACES.
8. LOT DIMENSIONS ARE APPROXIMATE AND MAY VARY AT THE TIME OF FINAL PLAT.
9. STREET DIMENSIONS ARE TO BACK OF CURB.
10. EXACT LOCATIONS OF WATER, SEWER, DRAINAGE AND PAVING WILL BE SUBMITTED WITH INDIVIDUAL SITE PLANS AT TIME OF BUILDING PERMIT IN ACCORDANCE WITH CITY OF LINCOLN DESIGN STANDARDS.
11. DETAILS OF ALL SIGNS, INCLUDING TYPE, HEIGHT AND SIZE, WILL BE SUBMITTED SEPARATELY FOR REVIEW WITH THE BUILDING PERMIT AND NEED NOT BE SHOWN ON THE PLAN, AND SHALL BE IN ACCORDANCE WITH LINCOLN MUNICIPAL CODE TITLE 27.
12. THE "CENTER SIGN" FOR THIS USE PERMIT WILL BE LOCATED ON LOT 5 ONLY.
13. BUILDING LAYOUTS SHOWN ARE CONCEPTUAL AND MAY VARY AT TIME OF BUILDING PERMIT.
14. BUILDING SETBACKS SHALL BE PER THE B-2 ZONING DISTRICT.
15. PARKING WILL BE REGULATED ACCORDING TO THE B-2 ZONING ORDINANCE.
16. A DEVIATION REQUEST TO THE ACCESS MANAGEMENT POLICY FOR INTERSECTION SPACING IS REQUESTED FOR THE FOLLOWING INTERSECTIONS:
    A.) THE SOUTHERN 14TH STREET ACCESS TO THE EXISTING FUNERAL HOME SHALL BECOME A PRIVATE DRIVE THAT ACCESSES LOTS 2,3, AND 4. A RIGHT TURN LANE WILL BE BUILT AND THE SIDEWALK RELOCATED TO BE AT LEAST 9 FEET BEHIND BACK OF CURB.
    B.) IF THE EXISTING FUNERAL HOME ON LOT 1 REDEVELOPS INTO DIFFERENT COMMERCIAL USES,THE FOLLOWING IS REQUIRED: THE NORTHERN DRIVEWAY WILL BE RECONFIGURED TO BETTER SERVE THE MULTIPLE COMMERCIAL PROPERTIES.A RIGHT HAND TURN LANE WILL BE REQUIRED TO THE NORTHERN DRIVEWAY ON 14TH STREET AND THE SIDEWALK RELOCATED TO PROVIDE ADEQUATE SAFETY FOR PEDESTRIANS. ALL IMPROVEMENTS, AND RIGHT OF WAY DEDICATION, WILL BE AT THE EXPENSE OF THE DEVELOPER REDEVELOPING THE FUNERAL HOME PROPERTY.
    C.) THE RIGHT IN / RIGHT OUT ON PINE LAKE ROAD (18TH STREET) WILL NOT SERVE MULTIPLE PROPERTIES AS RECOMMENDED IN THE ACCESS MANAGEMENT POLICY.
17. THE RIGHT TURN LANES CONSTRUCTED ON PINE LAKE ROAD SHALL BE DESIGNED TO PROVIDE SAFE PEDESTRIAN CROSSING FOR THE BIKE TRAIL. THE BIKE TRAIL SHALL BE LOCATED A MINIMUM OF 9 FEET BEHIND BACK OF CURB OF THE TURN LANES. 10 FEET OF ADDITIONAL RIGHT OF WAY WILL BE REQUIRED.
18. THE INTERSECTION OF 16TH AND PINE LAKE ROAD SHALL MAINTAIN FULL ACCESS IN ALL DIRECTIONS.
19. OUTLOT "B" SHALL BE RESERVED FOR RIGHT OF WAY FOR A POTENTIAL ROUNDABOUT AT 20TH / HAZEL SCOTT DRIVE AND PINE LAKE ROAD. THE CITY HAS UNTIL MARCH 1ST, 2017 TO FUND THE ROUNDABOUT OPTION. IF THE CITY HAS NOT SECURED FUNDING BY MARCH 1ST, 2017, THE DEVELOPER MAY PROCEED WITH TURN LANE RECONSTRUCTION AND TRAFFIC SIGNAL INSTALLATION AT THEIR COST. OUTLOT "B" MAY BE UTILIZED FOR DEVELOPMENT IF THE TRAFFIC SIGNAL IS INSTALLED. IF THE CITY PROCEEDS WITH THE ROUNDABOUT PROJECT, THE CONSTRUCTION SHALL BE COMPLETED BY OCTOBER, 2017, AHEAD OF COSTCO'S GRAND OPENING.
20. TRAFFIC SIGNAGE SHALL BE INSTALLED TO PROHIBIT DELIVERY'S AND SERVICE VEHICLES FROM TURNING LEFT ONTO HAZEL SCOTT DRIVE.
21. A LANDSCAPE PLAN WILL BE PROVIDED AT TIME OF BUILDING PERMIT. A STREET TREES PLAN FOR PINE LAKE, 14TH STREET, AND HAZEL SCOTT DRIVE WILL BE DESIGNED WITH THE FINAL PLAT.
22. THE COSTCO BUILDING ON LOT 5 (WAREHOUSE & FUELING STATION) SHALL SUBSTANTIALLY CONFORM TO THE BUILDING ELEVATIONS INCLUDED IN THIS USE PERMIT (SHEETS 6 THRU 10).
23. ALL BUILDINGS IN THE CENTER WILL MEET THE FOLLOWING DESIGN STANDARDS:
    A.) ALL BUILDINGS WILL INCLUDE AT LEAST 20% OF THE VERTICAL SURFACE AS DECORATIVE CMU, BRICK, OR STONE. THIS MATERIAL WILL BE USED ON ANY BUILDING SURFACE THAT FACES A PUBLIC STREET. THE BUILDINGS WILL UTILIZE SIMILAR BUILDING MATERIALS AND COLORS AS THE COSTCO BUILDING.
24. A PROGRAMMED FLASHING SIGNAL SHALL BE INSTALLED AT THE STOP SIGN AT THE RIGHT OUT LOCAITON ON PINE LAKE ROAD. THIS SIGNAL WILL BE PROGRAMMED TO OPERATE DURING SCHOOL DISMISSAL TIMES TO ALERT DRIVERS OF POTENTIAL PEDESTRIANS WALKING EASTBOUND DURING THIS TIME PERIOD.
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LINCOLN MEMORIAL PARK CEMETERY
6800 S. 14TH ST.
LINCOLN, NE 68512
PHONE: 402-423-1515

DEVELOPER
COSTCO WHOLESALE
999 LAKE DRIVE
ISSAQUAH, WA. 98027
PHONE: 425-313-8103

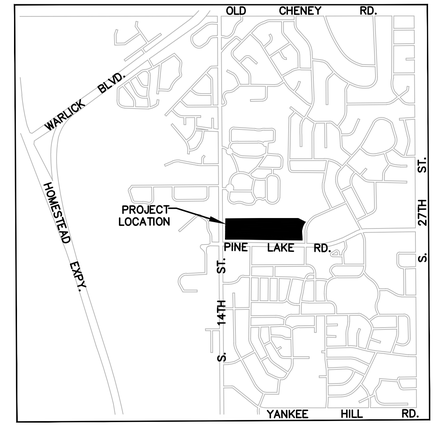
ENGINEER & PREPARER
OLSSON ASSOCIATES
601 "P" STREET
LINCOLN, NE. 68508
PHONE: 402-474-6311

SHEET INDEX

1	COVER / NOTE PLAN
2	SITE PLAN
3	SITE PLAN
4	GRADING & DRAINAGE PLAN
5	PROFILE SHEET
6	BUILDING ELEVATIONS
7	BUILDING ELEVATIONS
8	BUILDING ELEVATIONS
9	BUILDING ELEVATIONS
10	BUILDING ELEVATIONS

ZONING

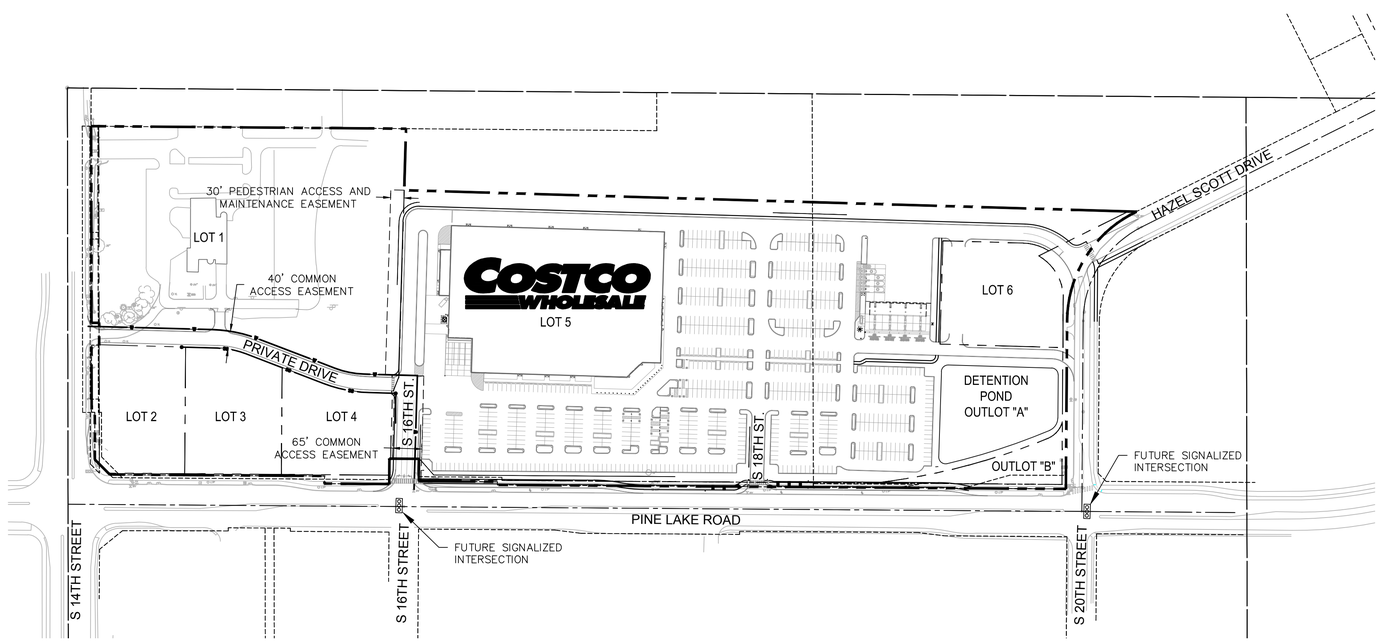
THE PROPOSED ZONING FOR THE PROPERTY IS B-2 COMMERCIAL



LAND USE TABLE

BLOCK/ LOT NUMBER	USE	FLOOR AREA (FT2)	REQUIRED PARKING STALLS	PROVIDED PARKING STALLS	HEIGHT
BLOCK 1					
1	COMMERCIAL / FUNERAL HOME □	□	□	□	40□
2	COMMERCIAL	5,000	23	□□	40□
3	COMMERCIAL	4,000	18	□□	40□
4	COMMERCIAL	4,000	18	□□	40□
5	DISCOUNT CLUB COMMERCIAL	157,000	707	752	40□
6	COMMERCIAL	7,000	32	□□	40□
	TOTAL	177,000	798	□□	
	RATIO		4.5 / 1,000 S.F.		

□ LOT 1 CURRENTLY IS A FUNERAL HOME. AN AMENDMENT TO THE USE PERMIT WILL BE REQUIRED IF THIS LOT REDEVELOPS INTO COMMERCIAL USES.
□□ LOTS 2,3,4, AND 6 WILL REQUIRE AN ADMINISTRATIVE AMENDMENT TO THE USE PERMIT THAT INCLUDES A SITE PLAN TO VERIFY LAND USE AND PARKING CONFORMANCE.



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PROFESSIONAL CIVIL ENGINEER
BRIAN H. LUNDBERG
E-14263
STATE OF NEBRASKA

REV. NO.	DATE	REVISIONS DESCRIPTION

REVISIONS

COVER / NOTE PLAN

COSTCO CENTER USE PERMIT

LINCOLN, NEBRASKA

2016

drawn by:	CAD
checked by:	KLU
approved by:	BHL
QA/QC by:	MCP
project no.:	015-3421
drawing no.:	
date:	09-14-2016

SHEET 1 OF 10

DWG: F:\Projects\015-3421\40-Design\AutoCAD\Preliminary Plans\Sheets\LDVP\City Prelim\C_COVR_53421.dwg USER: jvogt
DATE: Sep 15, 2016 2:17pm XREFS: C_TBLK_53421_24x36 C_PBASE_53421 C_XBASE_53421 V_SRVY_ALTA_015-3421 C_PBNDY_53421

GENERAL SITE NOTES

1. SANITARY SEWERS & WATER MAINS ARE TO BE PUBLIC UNLESS OTHERWISE NOTED.
2. DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.
3. PAVING RADII TO BE 20' UNLESS OTHERWISE NOTED.
4. INTERSECTION ANGLES SHALL BE 90° ±10° UNLESS OTHERWISE NOTED.
5. ELEVATIONS ARE BASED ON NAVD 1988.
6. SIDEWALKS SHALL BE 4' WIDE MINIMUM AND SIDEWALK EASEMENTS SHALL BE 10' WIDE. (UNLESS OTHERWISE NOTED)
7. AN ASSOCIATION MAY BE ESTABLISHED TO MAINTAIN OPEN SPACES.
8. LOT DIMENSIONS ARE APPROXIMATE AND MAY VARY AT THE TIME OF FINAL PLAT.
9. STREET DIMENSIONS ARE TO BACK OF CURB.
10. EXACT LOCATIONS OF WATER, SEWER, DRAINAGE AND PAVING WILL BE SUBMITTED WITH INDIVIDUAL SITE PLANS AT TIME OF BUILDING PERMIT IN ACCORDANCE WITH CITY OF LINCOLN DESIGN STANDARDS.
11. DETAILS OF ALL SIGNS, INCLUDING TYPE, HEIGHT AND SIZE, WILL BE SUBMITTED SEPARATELY FOR REVIEW WITH THE BUILDING PERMIT AND NEED NOT BE SHOWN ON THE PLAN, AND SHALL BE IN ACCORDANCE WITH LINCOLN MUNICIPAL CODE TITLE 27.
12. THE "CENTER SIGN" FOR THIS USE PERMIT WILL BE LOCATED ON LOT 5 ONLY.
13. BUILDING LAYOUTS SHOWN ARE CONCEPTUAL AND MAY VARY AT TIME OF BUILDING PERMIT.
14. BUILDING SETBACKS SHALL BE PER THE B-2 ZONING DISTRICT.
15. PARKING WILL BE REGULATED ACCORDING TO THE B-2 ZONING ORDINANCE.
16. A DEVIATION REQUEST TO THE ACCESS MANAGEMENT POLICY FOR INTERSECTION SPACING IS REQUESTED FOR THE FOLLOWING INTERSECTIONS:

    A.) THE SOUTHERN 14TH STREET ACCESS TO THE EXISTING FUNERAL HOME SHALL BECOME A PRIVATE DRIVE THAT ACCESSES LOTS 2,3, AND 4. A RIGHT TURN LANE WILL BE BUILT AND THE SIDEWALK RELOCATED TO BE AT LEAST 9 FEET BEHIND BACK OF CURB.

    B.) IF THE EXISTING FUNERAL HOME ON LOT 1 REDEVELOPS INTO DIFFERENT COMMERCIAL USES,THE FOLLOWING IS REQUIRED: THE NORTHERN DRIVEWAY WILL BE RECONFIGURED TO BETTER SERVE THE MULTIPLE COMMERCIAL PROPERTIES.A RIGHT HAND TURN LANE WILL BE REQUIRED TO THE NORTHERN DRIVEWAY ON 14TH STREET AND THE SIDEWALK RELOCATED TO PROVIDE ADEQUATE SAFETY FOR PEDESTRIANS. ALL IMPROVEMENTS, AND RIGHT OF WAY DEDICATION, WILL BE AT THE EXPENSE OF THE DEVELOPER REDEVELOPING THE FUNERAL HOME PROPERTY.

    C.) THE RIGHT IN / RIGHT OUT ON PINE LAKE ROAD (18TH STREET) WILL NOT SERVE MULTIPLE PROPERTIES AS RECOMMENDED IN THE ACCESS MANAGEMENT POLICY.

17. THE RIGHT TURN LANES CONSTRUCTED ON PINE LAKE ROAD SHALL BE DESIGNED TO PROVIDE SAFE PEDESTRIAN CROSSING FOR THE BIKE TRAIL. THE BIKE TRAIL SHALL BE LOCATED A MINIMUM OF 9 FEET BEHIND BACK OF CURB OF THE TURN LANES. 10 FEET OF ADDITIONAL RIGHT OF WAY WILL BE REQUIRED.
18. THE INTERSECTION OF 16TH AND PINE LAKE ROAD SHALL MAINTAIN FULL ACCESS IN ALL DIRECTIONS.
19. OUTLOT "B" SHALL BE RESERVED FOR RIGHT OF WAY FOR A POTENTIAL ROUNDABOUT AT 20TH / HAZEL SCOTT DRIVE AND PINE LAKE ROAD. THE CITY HAS UNTIL MARCH 1ST, 2017 TO FUND THE ROUNDABOUT OPTION. IF THE CITY HAS NOT SECURED FUNDING BY MARCH 1ST, 2017, THE DEVELOPER MAY PROCEED WITH TURN LANE RECONSTRUCTION AND TRAFFIC SIGNAL INSTALLATION AT THEIR COST. OUTLOT "B" MAY BE UTILIZED FOR DEVELOPMENT IF THE TRAFFIC SIGNAL IS INSTALLED.
IF THE CITY PROCEEDS WITH THE ROUNDABOUT PROJECT, THE CONSTRUCTION SHALL BE COMPLETED BY OCTOBER, 2017, AHEAD OF COSTCO'S GRAND OPENING.
20. TRAFFIC SIGNAGE SHALL BE INSTALLED TO PROHIBIT DELIVERY'S AND SERVICE VEHICLES FROM TURNING LEFT ONTO HAZEL SCOTT DRIVE.
21. A LANDSCAPE PLAN WILL BE PROVIDED AT TIME OF BUILDING PERMIT. A STREET TREES PLAN FOR PINE LAKE, 14TH STREET, AND HAZEL SCOTT DRIVE WILL BE DESIGNED WITH THE FINAL PLAT.
22. THE COSTCO BUILDING ON LOT 5 (WAREHOUSE & FUELING STATION) SHALL SUBSTANTIALLY CONFORM TO THE BUILDING ELEVATIONS INCLUDED IN THIS USE PERMIT (SHEETS 6 THRU 10).
23. ALL BUILDINGS IN THE CENTER WILL MEET THE FOLLOWING DESIGN STANDARDS:
    A.) ALL BUILDINGS WILL INCLUDE AT LEAST 20% OF THE VERTICAL SURFACE AS DECORATIVE CMU, BRICK, OR STONE. THIS MATERIAL WILL BE USED ON ANY BUILDING SURFACE THAT FACES A PUBLIC STREET. THE BUILDINGS WILL UTILIZE SIMILAR BUILDING MATERIALS AND COLORS AS THE COSTCO BUILDING.
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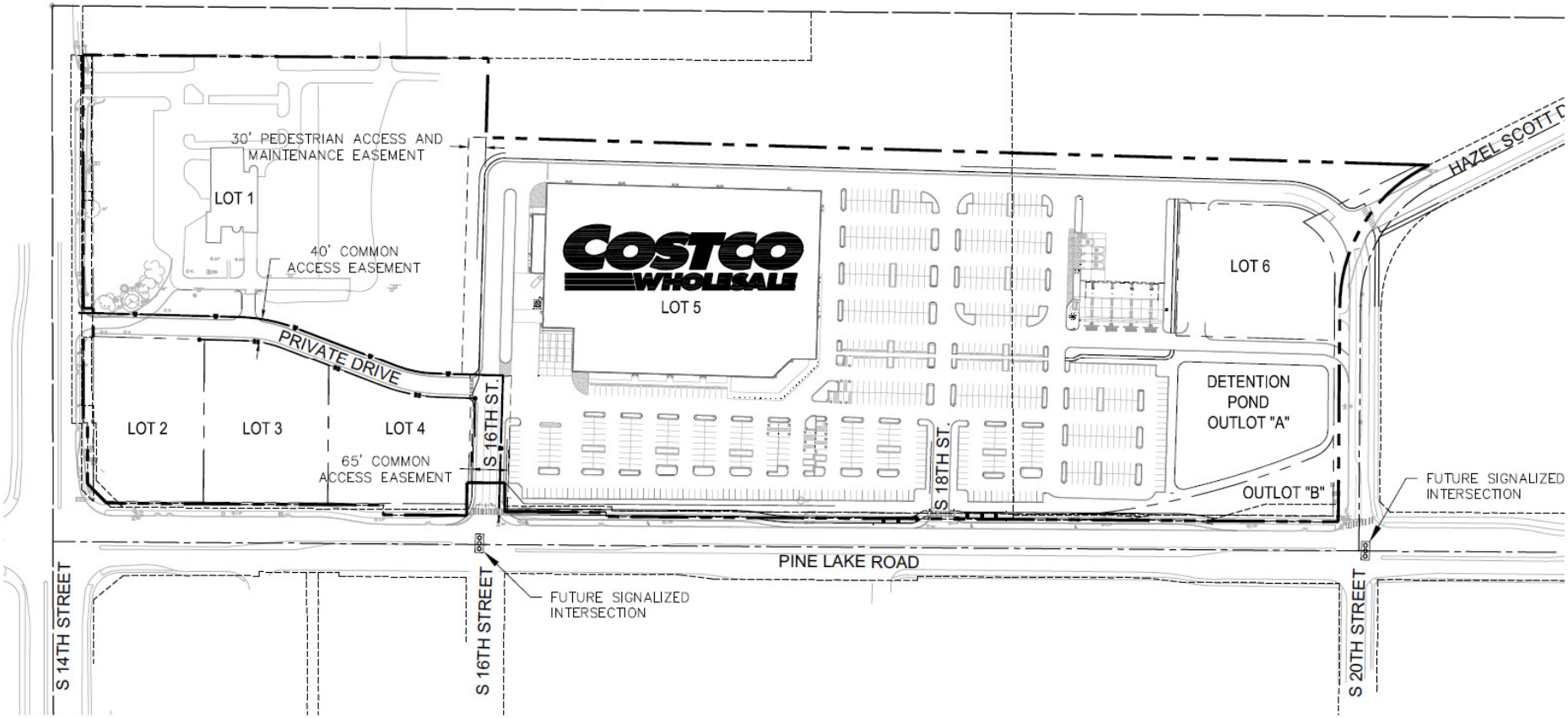
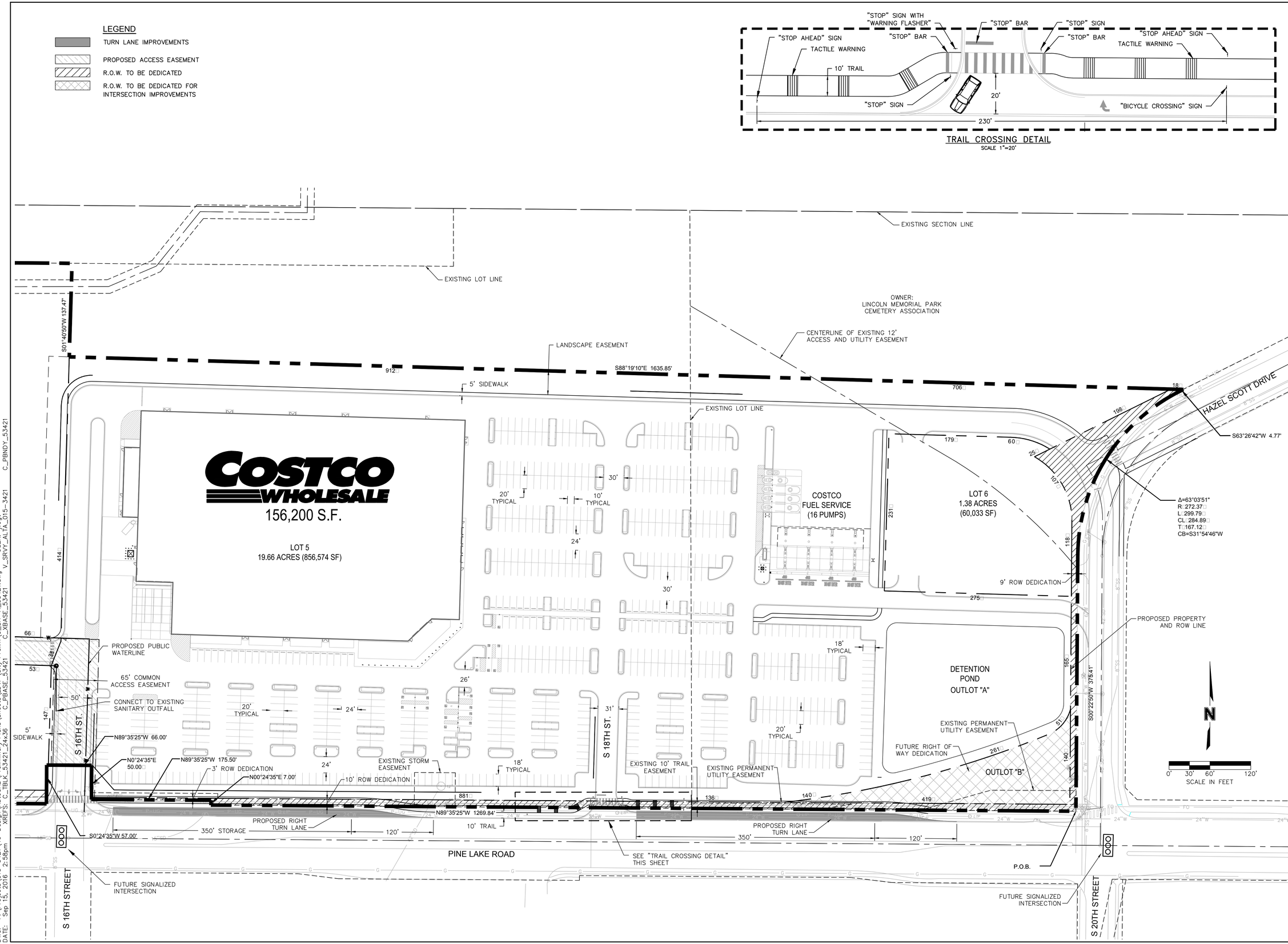

30' PEDESTRIAN ACCESS AND MAINTENANCE EASEMENT
LOT 1
40' COMMON ACCESS EASEMENT
PRIVATE DRIVE
LOT 2
LOT 3
LOT 4
65' COMMON ACCESS EASEMENT
S 16TH ST.
COSTCO WHOLESALE
LOT 5
S 18TH ST.
LOT 6
DETENTION POND OUTLOT "A"
OUTLOT "B"
HAZEL SCOTT D
FUTURE SIGNALIZED INTERSECTION
PINE LAKE ROAD
FUTURE SIGNALIZED INTERSECTION
S 14TH STREET
S 16TH STREET
S 20TH STREET



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PROFESSIONAL CIVIL ENGINEER
BRETT HOWARD LINDRIGSEN
E-14259
STATE OF NEBRASKA

REV. NO.	DATE	REVISIONS DESCRIPTION

REVISIONS

SITE PLAN

COSTCO CENTER USE PERMIT

LINCOLN, NEBRASKA

2016

drawn by:	CAD
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project no.:	015-3421
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SHEET 3 OF 10

DWG: F:\Projects\015-3421\40-Design\AutoCAD\Preliminary Plans\Sheets\LDVP\City Prelim\C_SIT-A_53421.dwg USER: jvogt
DATE: Sep 15, 2016 2:58pm XREFS: C_TBLK_53421_24x36 C_PBASE_53421 C_XBASE_53421 V_SRVY_ALTA_015-3421 C_PBNDY_53421

LEGEND

- PROPOSED PROPERTY LINE
- 1290 — EXISTING CONTOUR
- 1290 — PROPOSED CONTOUR
- RETAINING WALL / LANDSCAPE WALL
- SD — PROPOSED STORM SEWER

Table 1 – WQCV Calculations

Description	New Development Area (ac)	Percent Impervious	WQCV (ac-ft)	WQCV (cu ft)
East Pond	16.9	95	1.06	46,080
West Offsite Pond	4.4	85	0.25	10,800

Table 2. – Peak Flows from Subbasins and Nodes (cfs)

Location	2-Year	10-Year	100-Year
Exist West Offsite	14	24	36
Proposed West Offsite	17	26	38
Exist West	3.5	6.0	9.1
Prop West	1.1	1.7	2.5
Exist Middle	37	63	97
Middle Offsite	22	38	58
Prop Middle	11	18	25
Middle Combined	23	40	61
Exist East	64	111	169
Prop East	63	100	144
East Offsite	56	97	148
East Combined	64	111	163

Table 3. – Detention Pond Routing – East Pond

Event	Peak Inflow (cfs)	Peak Outflow (cfs)	Peak Elevation (ft)	Peak Volume (ac-ft)
2-Year	63	8.4	1216.95	1.67
10-Year	100	14	1218.18	2.74
100-Year	144	15	1219.84	4.28

Table 4. – Detention Pond Routing – Hypothetical West Offsite

Event	Peak Inflow (cfs)	Peak Outflow (cfs)	Peak Elevation (ft)	Peak Volume (ac-ft)
2-Year	17	12	1211.51	0.32
10-Year	26	14	1212.33	0.45
100-Year	38	16	1213.37	0.64

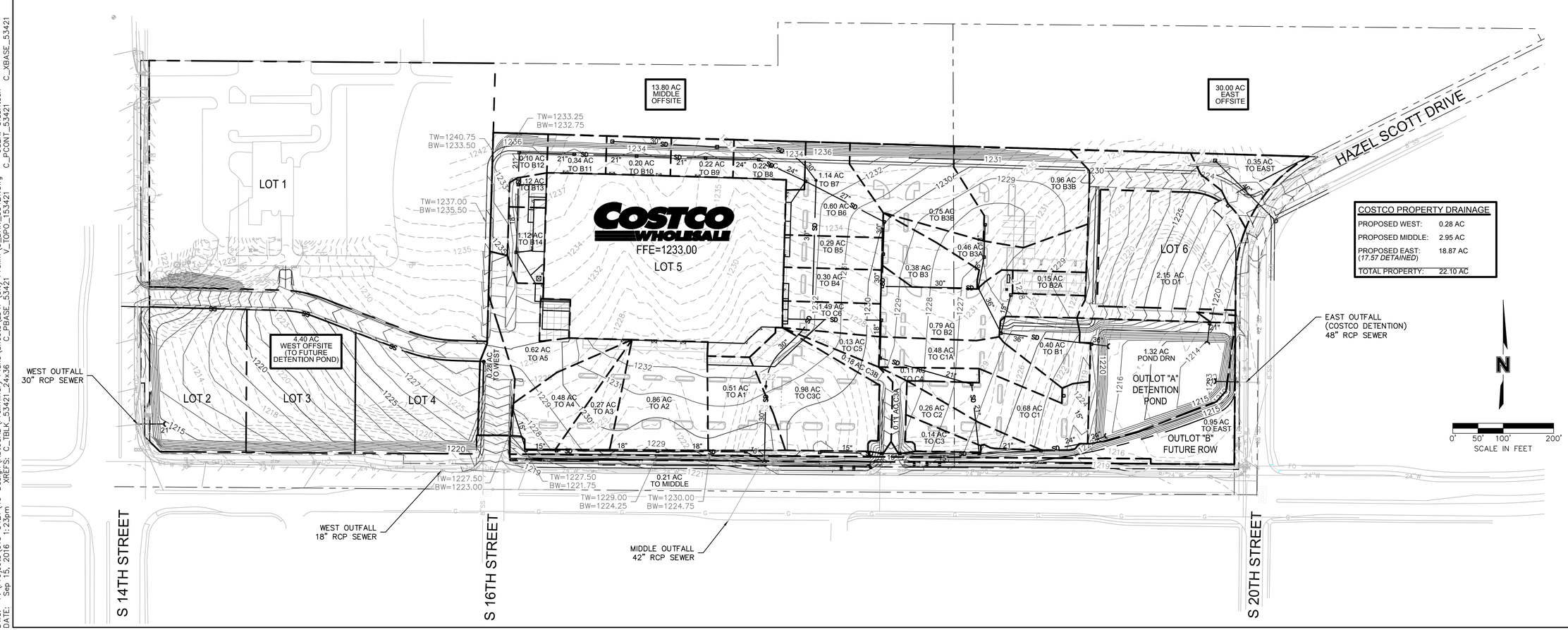
Table 5. – Subbasin Hydrologic Parameters

Location	Drainage Area (ac)	Time of Concentration (min)	Curve Number
Exist West Offsite	4.4	8.0	89
Prop West Offsite	4.4	8.0	95
Exist West	1.11	8.0	89
Prop West	0.28	8.0	98
Exist Middle	25.8	40.1	89
Middle Offsite	13.8	34.2	89
Prop Middle	2.83	8.0	98
Exist East	38.4	31.5	89
Prop East	16.9	8.7	95
East Offsite	30.0	26.2	89

STORM SEWER PIPE AND STRUCTURE TABLE

TITLE: Costco Center Use Permit
JOB #: 015-3421
DESIGN CONDITIONS: PRIVATE - 10 YEAR STORM EVENT

STRUCTURES		RUNOFF CALCULATIONS								PIPE DESIGN					
FROM	TO	DIRECT AREA (ACRES)	TOTAL AREA (ACRES)	C	SAFETY FACTOR (N/A)	Tc (MIN)	FLOW TIME (MIN)	INTENSITY EST (IN/HR)	Q DESIGN (CFS)	DESCRIPTION	PIPE LENGTH (L.F.)	PIPE SLOPE (%)	PIPE DIA (IN)	Q FULL CAPACITY (CFS)	Comments
A5		0.62		0.80	0.80	8.0		6.00	2.98	Curb Inlet					
	A4		0.62	0.80	0.80	8.0	0.32	6.00	2.98	15" RCP	90.0	0.75	15	5.61	
A4		0.48		0.80	0.80	8.0		6.00	2.30	Curb Inlet					
	A3		1.10	0.80	0.80	8.3	0.17	6.00	5.28	15" RCP	61.0	1.00	15	6.48	
A3		0.27		0.80	0.80	8.0		6.00	1.30	Curb Inlet					
	A2		1.37	0.80	0.80	8.5	0.53	6.00	6.58	18" RCP	200.0	1.00	18	10.53	
A2		0.86		0.80	0.80	8.0		6.00	4.13	Curb Inlet					
	A1		2.23	0.80	0.80	9.0	0.39	6.00	10.70	18" RCP	175.0	1.25	18	11.78	
A1		0.51		0.80	0.80	8.0		6.00	2.45	Curb Inlet					
	MIDDLE		2.74	0.80	0.80	9.4	0.08	6.00	13.15	18" RCP	42.0	1.75	18	13.93	To "Middle" (Excludes ROW)
B14		1.12		0.80	0.80	8.0		6.00	5.38	Curb Inlet					Includes Truck Dock and 15% of Building Roof
	B13		1.12	0.80	0.80	8.0	0.42	6.00	5.38	18" RCP	136.0	0.75	18	9.12	
B13		1.12		0.80	0.80	8.0		6.00	5.38	Curb Inlet					Includes 25% of Building Roof
	B12		2.24	0.80	0.80	8.4	0.19	6.00	10.75	21" RCP	62.0	0.50	21	11.23	
B12		0.10		0.80	0.80	8.0		6.00	0.48	Curb Inlet					
	B11		2.34	0.80	0.80	8.6	0.39	6.00	11.23	21" RCP	108.0	0.50	21	11.23	
B11		0.34		0.80	0.80	8.0		6.00	1.63	Curb Inlet					
	B10		2.68	0.80	0.80	9.0	0.32	6.00	12.86	21" RCP	124.0	0.75	21	13.76	
B10		0.20		0.80	0.80	8.0		6.00	0.96	Curb Inlet					
	B9		2.88	0.80	0.80	9.3	0.31	6.00	13.82	21" RCP	139.0	1.00	21	15.89	
B9		0.22		0.80	0.80	8.0		6.00	1.06	Curb Inlet					
	B8		3.10	0.80	0.80	9.6	0.30	6.00	14.88	24" RCP	105.0	0.50	24	16.04	
B8		0.22		0.80	0.80	8.0		6.00	1.06	Curb Inlet					
	B7		3.32	0.80	0.80	9.9	0.29	6.00	15.94	24" RCP	102.0	0.50	24	16.04	
B7		1.14		0.80	0.80	8.0		6.00	5.47	Curb Inlet					Includes 25% of Building Roof
	B6		4.46	0.80	0.80	10.2	0.46	6.00	21.41	27" RCP	175.0	0.50	27	21.96	
B6		0.60		0.80	0.80	8.0		6.00	2.88	Curb Inlet					
	B5		5.06	0.80	0.80	10.7	0.16	6.00	24.29	30" RCP	64.0	0.50	30	29.08	
B5		0.29		0.80	0.80	8.0		6.00	1.39	Curb Inlet					
	B4		5.35	0.80	0.80	10.9	0.16	6.00	25.68	30" RCP	64.0	0.50	30	29.08	
B4		0.30		0.80	0.80	8.0		6.00	1.44	Curb Inlet					
	B3		5.65	0.80	0.80	11.0	0.47	6.00	27.12	30" RCP	190.0	0.50	30	29.08	
B3B		1.71		0.80	0.80	8.0		6.00	8.21	Curb Inlet					
	B3A		1.71	0.80	0.80	8.0	0.16	6.00	8.21	18" RCP	64.0	1.00	18	10.53	
B3A		0.46		0.80	0.80	8.0		6.00	2.21	Curb Inlet					
	B3		2.17	0.80	0.80	8.2	0.15	6.00	10.42	18" RCP	62.0	1.00	18	10.53	
B3		0.38		0.80	0.80	8.0		6.00	1.82	Curb Inlet					
	B2		8.20	0.80	0.80	11.5	0.22	6.00	39.36	36" RCP	100.0	0.50	36	47.29	
B2A		0.15		0.80	0.80	8.0		6.00	0.72	Fuel Station Inlet					
	B2		0.15	0.80	0.80	8.0	0.48	6.00	0.72	15" RCP	78.0	0.50	15	4.58	
B2		0.79		0.80	0.80	8.0		6.00	3.79	Curb Inlet					
	B1		9.14	0.80	0.80	11.7	0.40	6.00	43.87	36" RCP	180.0	0.50	36	47.29	
B1		0.40		0.80	0.80	8.0		6.00	1.92	Curb Inlet					
	B0		9.54	0.80	0.80	12.1	0.07	6.00	45.78	36" RCP	32.0	0.50	36	47.29	To East Detention (Costco) Excludes ROW
C6		1.49		0.80	0.80	8.0		6.00	7.15	Curb Inlet					
	C5		1.49	0.80	0.80	8.0	0.18	6.00	7.15	18" RCP	75.0	1.25	18	11.78	Includes 35% of Building Roof
C5		0.13		0.80	0.80	8.0		6.00	0.62	Curb Inlet					
	C4		1.62	0.80	0.80	8.2	0.44	6.00	7.78	21" RCP	188.0	1.25	21	17.76	
C4		0.11		0.80	0.80	8.0		6.00	0.53	Curb Inlet					
	C3		1.73	0.80	0.80	8.6	0.30	6.00	8.30	21" RCP	138.0	1.50	21	19.46	
C3C		0.98		0.80	0.80	8.0		6.00	4.70	Curb Inlet					
	C3B		0.98	0.80	0.80	8.0	0.36	6.00	4.70	15" RCP	123.0	1.00	15	6.48	
C3B		0.18		0.80	0.80	8.0		6.00	0.86	Curb Inlet					
	C3A		1.16	0.80	0.80	8.4	0.10	6.00	5.57	15" RCP	36.0	1.00	15	6.48	
C3A		0.11		0.80	0.80	8.0		6.00	0.53	Curb Inlet					
	C3		1.27	0.80	0.80	8.5	0.44	6.00	6.10	15" RCP	157.0	1.00	15	6.48	
C3		0.14		0.80	0.80	8.0		6.00	0.67	Curb Inlet					
	C2		3.14	0.80	0.80	8.9	0.27	6.00	15.07	21" RCP	123.0	1.00	21	15.89	
C2		0.26		0.80	0.80	8.0		6.00	1.25	Curb Inlet					
	C1		3.40	0.80	0.80	9.2	0.19	6.00	16.32	24" RCP	96.0	1.25	24	25.36	
C1A		0.48		0.80	0.80	8.0		6.00	2.30	Curb Inlet					
	C1		0.48	0.80	0.80	8.0	0.36	6.00	2.30	15" RCP	105.0	1.00	15	6.48	
C1		0.68		0.80	0.80	8.0		6.00	3.26	Curb Inlet					
	C0		4.56	0.80	0.80	9.4	0.07	6.00	21.89	24" RCP	34.0	1.00	24	22.68	To East Detention (Costco) Excludes ROW
D1		2.15		0.80	0.80	8.0		6.00	10.32	Curb Inlet					
	D0		2.15	0.80	0.80	8.0	0.08	6.00	10.32	21" RCP	37.0	2.50	21	25.12	To East Detention (Costco) Exc. ROW & Pond itself
P5		13.80		0.46	0.46	34.2		6.00	38.09	Area Inlet					
	P4		13.80	0.46	0.46	34.2	0.37	6.00	38.09	30" RCP	208.0	1.00	30	41.13	
P4		0.00		0.46	0.46	34.2		6.00	0.00	Area Inlet					
	P3		13.80	0.46	0.46	34.6	0.35	6.00	38.09	30" RCP	201.0	1.00	30	41.13	
P3		0.00		0.46	0.46	34.2		6.00	0.00	Junction Manhole					
	P2		13.80	0.46	0.46	34.9	0.42	6.00	38.09	30" RCP	239.0	1.00	30	41.13	
P2		0.00		0.46	0.46	34.2		6.00	0.00	Junction Manhole					
	P1		13.80	0.46	0.46	35.3	0.35	6.00	38.09	30" RCP	200.0	1.00	30	41.13	
P1		0.00		0.46	0.46	34.2		6.00	0.00	Junction Manhole					
	MIDDLE		13.80	0.46	0.46	35.7	0.26	6.00	38.09	30" RCP	149.0	1.00	30	41.13	Offsite To "Middle" (Via Public Line)
PB		30.00		0.54	0.54	26.2		6.00	97.20	Area Inlet					
	PA		30.00	0.54	0.54	26.2	0.24	6.00	97.20	42" RCP	170.0	1.00	42	100.88	Offsite To "East" (Via Public Line)



COSTCO PROPERTY DRAINAGE

PROPOSED WEST:	0.28 AC
PROPOSED MIDDLE:	2.95 AC
PROPOSED EAST: (*17.57 DETAINED*)	18.87 AC
TOTAL PROPERTY:	22.10 AC

OLSSON ASSOCIATES
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P.O. Box 84608
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REV. NO.	DATE	REVISIONS DESCRIPTION

REVISIONS

GRADING & DRAINAGE PLAN

COSTCO CENTER USE PERMIT

LINCOLN, NEBRASKA

2016

drawn by:	CAD
checked by:	KLU
approved by:	BHL
QA/QC by:	MCP
project no.:	015-3421
drawing no.:	
date:	09-14-2016

SHEET 4 OF 10

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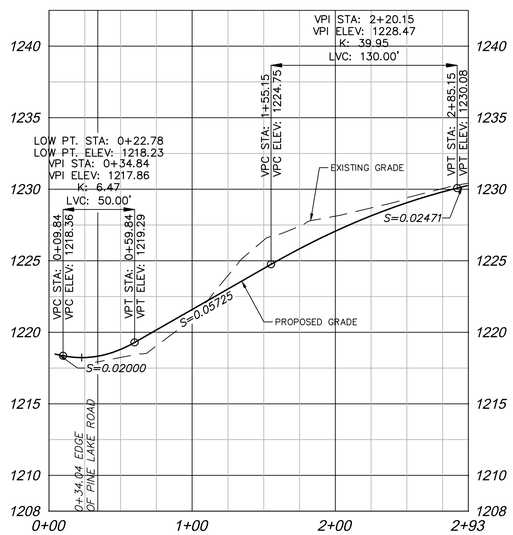
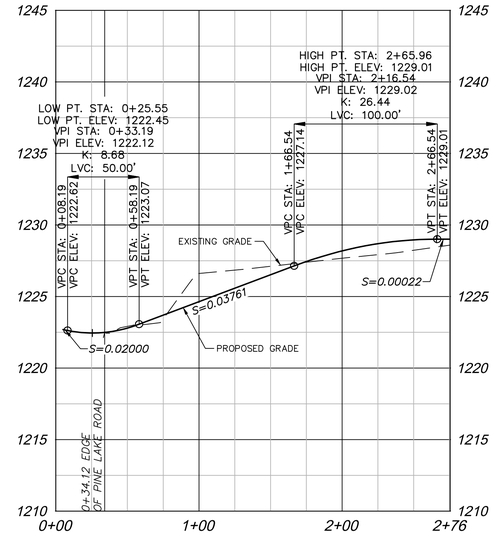
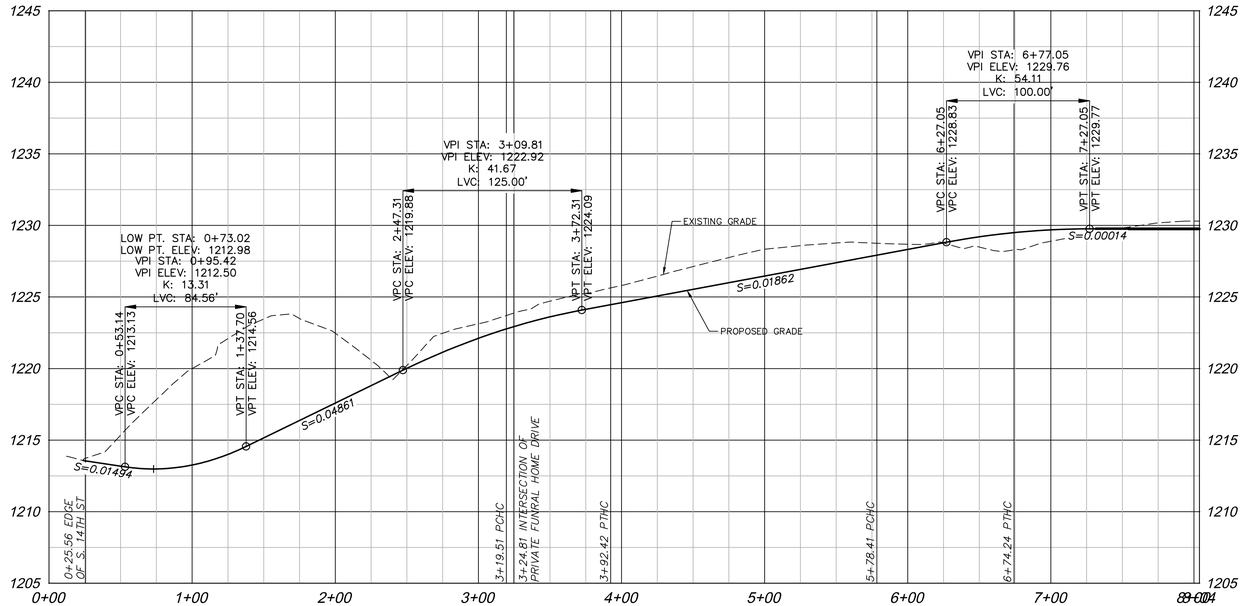


S 16TH STREET PROFILE



S 18TH STREET PROFILE



PRIVATE DRIVE

OLSSON ASSOCIATES
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PROFESSIONAL CIVIL ENGINEER
STATE OF NEBRASKA

REV. NO.	DATE	REVISIONS DESCRIPTION

REVISIONS

PROFILE SHEET

COSTCO CENTER
USE PERMIT

LINCOLN, NEBRASKA

2016

drawn by:	CAD
checked by:	KLU
approved by:	BHL
QA/QC by:	MCP
project no.:	015-3421
drawing no.:	
date:	09-14-2016

SHEET
5 OF 10

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MG2

AUGUST 26TH, 2016
PROJECT #16-5038-01
LINCOLN, NE

ENTRY PERSPECTIVE

COSTCO WHOLESALE

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PROFESSIONAL CIVIL ENGINEER
STATE OF NEBRASKA

REV. NO.	DATE	REVISIONS DESCRIPTION

REVISIONS

ENTRY PERSPECTIVE
BUILDING ELEVATIONS

COSTCO CENTER
USE PERMIT

LINCOLN, NEBRASKA

2016

drawn by:	CAD
checked by:	KLU
approved by:	BHL
QA/QC by:	MCP
project no.:	015-3421
drawing no.:	
date:	09-14-2016

SHEET
6 OF 10

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MG2

AUGUST 26TH, 2016
PROJECT #16-5038-01
LINCOLN, NE

ENTRY PERSPECTIVE

COSTCO WHOLESALE

OLSSON ASSOCIATES

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REV NO	DATE	REVISIONS DESCRIPTION

REVISIONS

ENTRY PERSPECTIVE
BUILDING ELEVATIONS

COSTCO CENTER
USE PERMIT

LINCOLN, NEBRASKA

2016

drawn by CAD
checked by XLU
approved by RHL
QA/QC by MCP
project no 015-3421
drawing no
date 09-14-2016

SHEET
6 OF 10

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MG2

AUGUST 20TH, 2016
PROJECT NO: 5070.01
LINCOLN, NE

TIRE CENTER PERSPECTIVE

COSTCO WHOLESALE

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REV NO	DATE	REVISIONS DESCRIPTION

REVISIONS

TIRE CENTER PERSPECTIVE
BUILDING ELEVATIONS

COSTCO CENTER
USE PERMIT

2016

LINCOLN, NEBRASKA

drawn by	CAD
checked by	KLU
approved by	DBL
QA/QC by	MOP
project no	015-3421
drawing no	
date	09-14-2016

SHEET
7 OF 10

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MG2

AUGUST 26TH, 2016
PROJECT #N-5018.01
LINCOLN, NE

LOADING DOCK PERSPECTIVE

COSTCO WHOLESALE

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REV NO	DATE	REVISIONS DESCRIPTION

REVISIONS

LOADING DOCK PERSPECTIVE
BUILDING ELEVATIONS

COSTCO CENTER
USE PERMIT

2016

LINCOLN, NEBRASKA

drawn by	CAD
checked by	KLE
approved by	BWB
QA/QC by	MOR
project no	015-3421
drawing no	
date	09-14-2016

SHEET
8 OF 10

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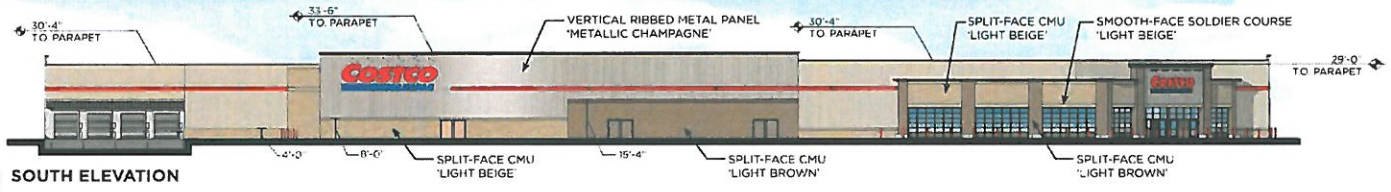
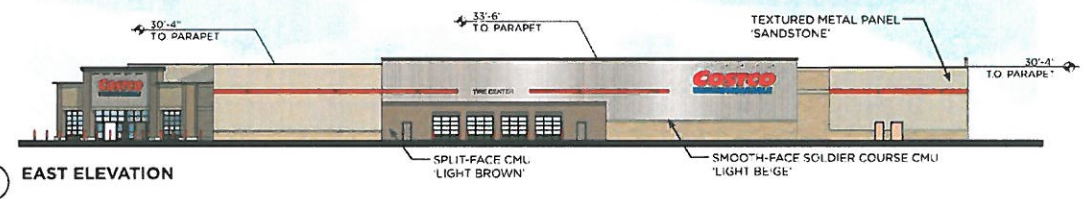
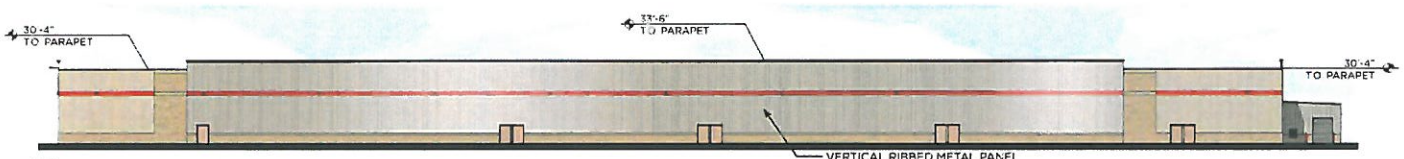


1 SOUTH ELEVATION

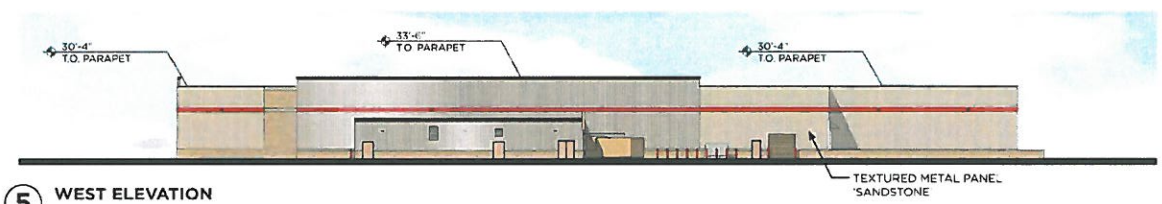
2 ENTRY ELEVATION



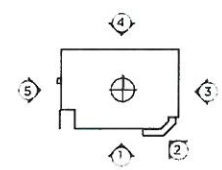
3 EAST ELEVATION



4 NORTH ELEVATION



5 WEST ELEVATION



MG2

AUGUST 25TH, 2016
PROJECT #16-5078-01
LINCOLN, NE

CONCEPT WAREHOUSE ELEVATIONS

COSTCO WHOLESALE

OLSSON ASSOCIATES

REVISIONS

REV NO	DATE	REVISIONS DESCRIPTION

CONCEPT WAREHOUSE ELEVATIONS
BUILDING ELEVATIONS

COSTCO CENTER
USE PERMIT

LINCOLN, NEBRASKA

2016

drawn by CAD
checked by KLU
approved by BHL
QA/QC by MDP
project no 015-3421
drawing no
date 09-14-2016

SHEET
9 OF 10

DWG: F:\Projects\015-3421\40-Design\AutoCAD\Preliminary Plans\Sheets\LDVP\City Prelim\C_COVR_53421.dwg USER: jvogt
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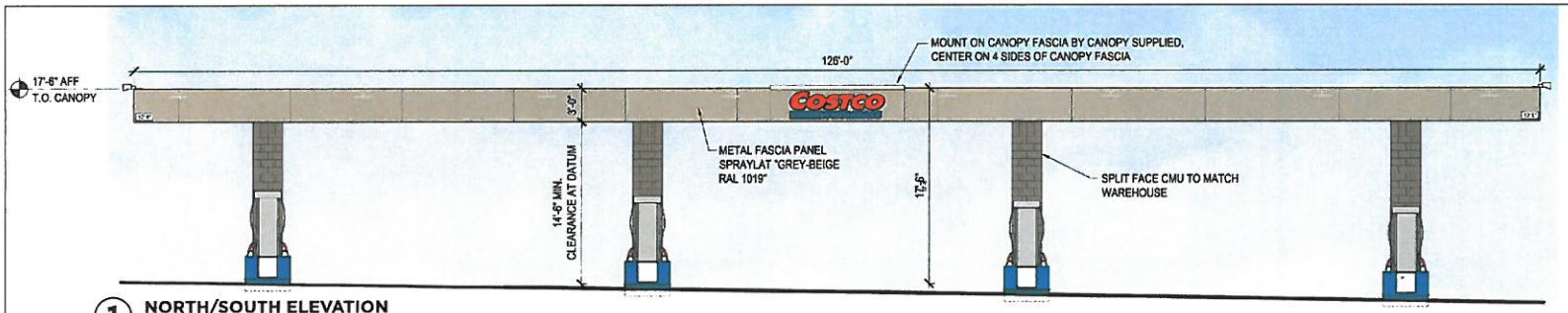
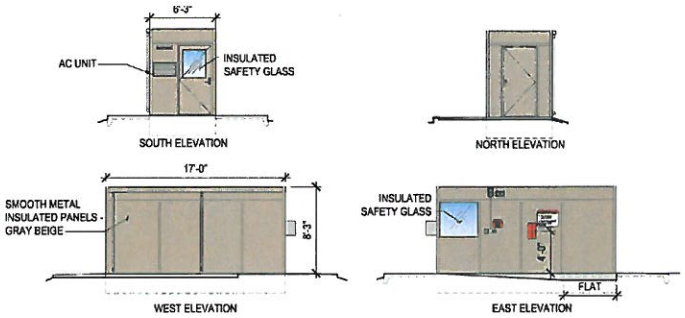


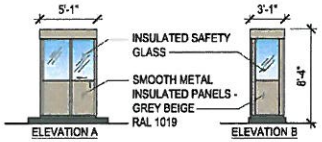
1 **NORTH/SOUTH ELEVATION**
SCALE: NTS

2 **EAST/WEST ELEVATION**
SCALE: NTS



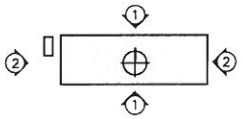
3 **CONTROLLER ENCLOSURE**
SCALE: NTS

4 **SIGNAGE DETAIL**
SCALE: NTS



5 **WARMING HUT**
SCALE: NTS

SIGNAGE AREA TABULATION (WALL SIGNS)				
QTY	SIGN	SIZE	AREA (SF) EA	TOTAL SF
4	COSTCO GASOLINE	2'-6" X 8'-7"	21 SF	84 SF
			TOTAL SIGNAGE AREA	84 SF



MG2

SEPTEMBER 13TH, 2016
PROJECT #16-5038-01
LINCOLN, NE

FUEL ELEVATIONS

COSTCO WHOLESALE

OLSSON ASSOCIATES
601 P Street, Suite 200
P.O. Box 84608
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www.olssonassociates.com

REV NO	DATE	REVISIONS DESCRIPTION

REVISIONS

FUEL ELEVATIONS
BUILDING ELEVATIONS

COSTCO CENTER
USE PERMIT

2016

LINCOLN, NEBRASKA

drawn by	CAD
checked by	KLU
approved by	BHL
QA/QC by	MGP
project no	015-3421
drawing no	
date	09-14-2016

SHEET
10 OF 10

DWG: F:\Projects\015-3421\45-Design\AutoCAD\Preliminary Plans\Permit\C_COVR_53421.dwg USER: krzl
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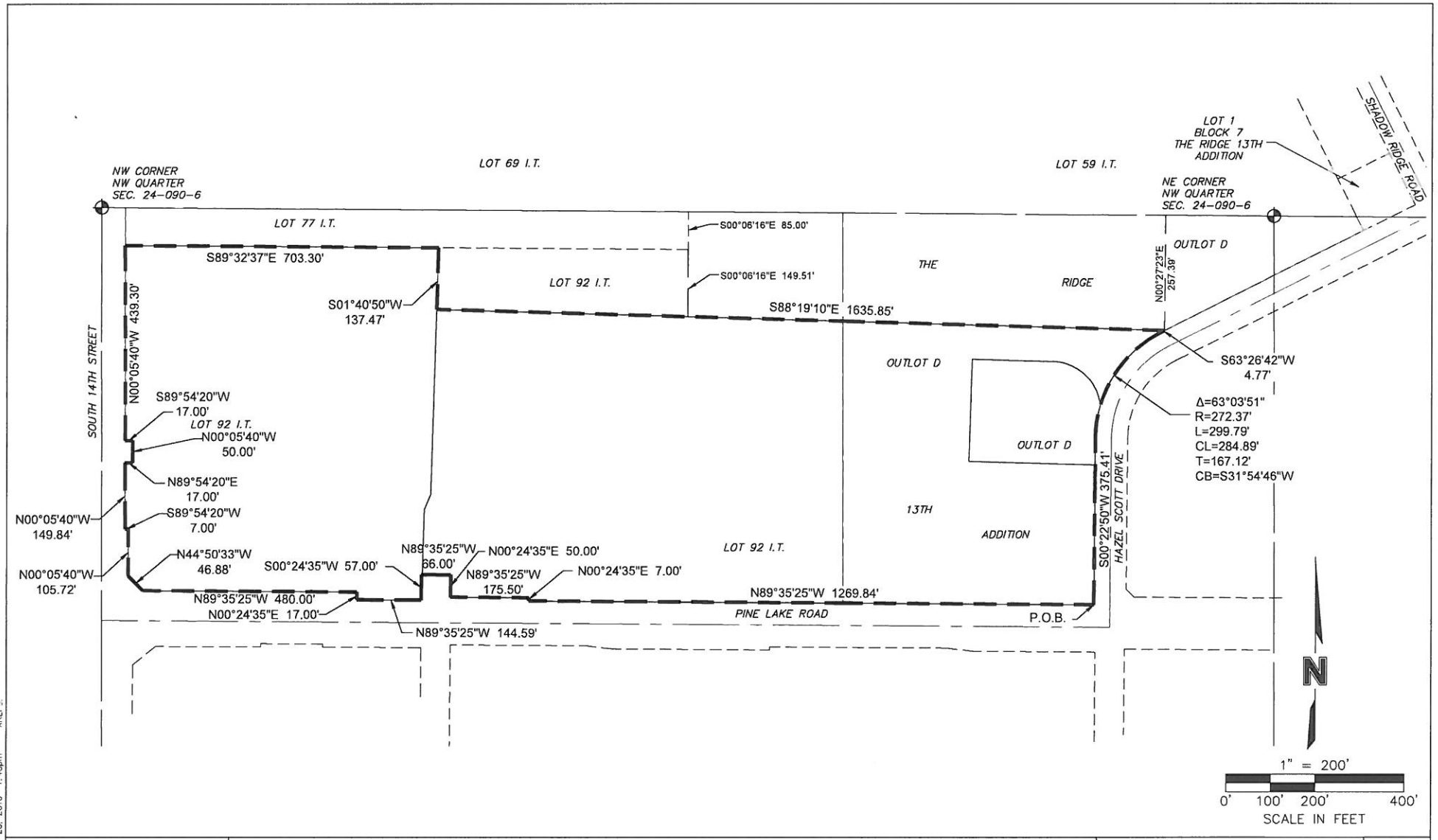

PROJECT NO: 015-3421	CEMETERY DISTANCE EXHIBIT	OLSSON ASSOCIATES 601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160	EXHIBIT
DRAWN BY: DAT			
DATE: 09.28.16			

DWG: F:\Projects\015-3421\40-Design\Survey\SRVY\Xref\V_SRVY_P-Zoning_015-3421.dwg USER sinyc
DATE: Sep 28, 2016 1:48pm XREFS:

TJ
Design Strategies, LTD.
planning . site development . consulting

September 14, 2016

Mr. Steve Henrichsen
City of Lincoln
Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

RE: Costco Wholesale Corporation
Change of Zone Application; Comprehensive Plan Amendment
and Use Permit Application

Dear Steve:

Please accept this letter on behalf of my client Costco Wholesale Corporation as well as the current owner The Lincoln Memorial Park Cemetery Association in their pursuit to obtain a Change of Zone for approximately 40.58 acres located at the intersection of S 14th Street and Pine Lake Road as depicted on the attached site plan. They are seeking to rezone and replat 6 parcels from AG and R-1 to R-1 and B-2.

Besides the Change of Zone request, we have been informed that this project also requires a Comprehensive Plan Amendment. In addition, Costco Wholesale Corporation as the contract purchaser is seeking a Use Permit for the construction of a member's only retail warehouse along with accessory uses to include an attached Tire Center and a free-standing Fueling Facility. The proposed location for this development will be constructed on approximately 21.73 acres on the north side of Pine Lake Road between the intersections of S. 16th Street and Hazel Scott Drive. The proposal also includes a 1.74 acre lot to be sold to a future user as well as a 1.10 acre on site detention pond. Within this application we are requesting on behalf of the seller Use Permit approval for three lots (1.35 acres, 1.35 acres and 1.18 acres) west of the proposed Costco parcel adjacent to Pine Lake Road and immediately south of the existing funeral home. We acknowledge that any site plan specific use permits for the proposed lots other than Costco's designated lot must be addressed with the City at the time a user has been determined.

We also request a waiver for this project as it applies to Design Standards for Screening and Landscaping, Section 7.5. Section 7.5 requires screening between the funeral home and the cemetery to the north due to the new commercial zoning requested abutting the residential zoning of the cemetery. We have been informed this isn't necessary as they are essentially the same premises. We do not believe we are in need of any other

2311 W. 22nd Street, Suite 208, Oak Brook, IL 60523 P: 630.368.0840 F: 630.368.0845 E: info@tjdesignltd.com

additional waivers and/or variances; however wish to request that should any arise during the review process, that we will be able to incorporate such requests at that time.

If you have any questions, and/or require any additional information, please do not hesitate to contact our office at 630-368-0840.

Sincerely,

TJ Design Strategies, Ltd.

Theodore R. Johnson, ASLA
President
Authorized Costco Wholesale Representative

Current Project - Agency Review Report

Agency Name	User Name	Review Cycle	Review Status	Comments	Assignment
Building & Safety	Terry Kathe	1	Pending		Individual
City Recycling Office	Gene Hanlon	1	Pending		Individual
County Health	chris schroeder	1	Recommend Approval	During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of ground cover will also be incorporated as necessary. Developers are responsible for all mosquito control issues during the building process and all outlots, green-spaces, and/or natural corridors subsequently controlled by the owner, tenant, occupant, lessee, or otherwise, for that subdivision would be responsible for vectors of zoonotic disease in those areas.	Individual
Development Review Manager	steve henrichsen	1	Corrections Required		Individual
Emergency Communications	Kelly Davila	1	Pending		Individual
Fire Department	patrick borer	1	Recommend Approval	Lincoln Fire and Rescue recommends approval of this application.	Individual
Historic Districts/Capitol Environs	ed zimmer	1	Corrections Required		Individual
LES	les reviews	1	Corrections Required	9/29/2016 See required easements on DWG. Relocation will be needed for facilities in R.O.W, Hazel Scott Dr. & 14th & Pine Lake. DG & SLS	First In Group

Current Project - Agency Review Report

Lincoln Police Department	Lincoln Police Department	1	Pending		First In Group
Lower Platte South NRD	kyle hauschild	1	Recommend Approval	ok KH	Individual
Parks & Recreation	mark canney	1	Recommend Approval		First In Group
Planning Dept	brenda thomas	1	No Review Required		First In Group
Public Works - Engineering Services	bob simmering	1	Corrections Required	9-30. See Burkland letter regarding access, ROW dedication and traffic issues. EO required for all public improvements including turn lanes, traffic signals, trail construction.	First In Group
Public Works - Watershed Management	tim	1	Corrections Required	- Both "East Offsite" and "Middle Offsite" are not accurate drainage areas. Please revise the drainage areas to reflect the actually grading. As shown now, there will be areas from both "East Offsite" and "Middle Offsite" that to not get to the inlets, but sheet flow into the "East" area, increasing the flow in this area. - Need to see actual grading for the "West" detention cell. Cannot show it as "Future". - Need to show the detail for the outlet structure in both detention cells, making sure to include the WQCV outlet. Also show a detail of the state storage elevations for the 2, 10, and 100-year in both detention cells. - In the drainage report, it is shown that the outfall for the "East Pond" is a 15" RCP, with a stair-stepped weir. Yet, on the site plan, the outfall is shown as a 21" RCP that taps into the existing 42" RCP. This existing 42" RCP then taps into the 48" RCP down Hazel Scott Dr. There are two issues here. The first issue is that the outfall shown in the report is different than what is shown on the site plan. Please correct either the report or the site plan. The second issue is how the 21" RCP connects into the 42" RCP. Please show a detail of this. - Detention cell side slopes need to be 4:1. Currently they look closer to 3:1. Also, the top width of the detention cell needs to be 14 ft. Currently it appears there is no top width. - Set a Minimum Floor Elevation for Lot 6 at 1 ft above the	Individual

Current Project - Agency Review Report

				100-year elevation in the adjacent detention cell. - Add a note that states that once the "East Offsite" area is developed, detention will be required for that area so that the post development flows are not greater than the pre development flows. - Please submit the official WQCV form. The provided calculations look ok, but the official form needs to be submitted. Also include a maintenance plan for the WQ requirements. A maintenance agreement is not needed at this time, but will be required prior to Building Permit.	
Public Works & Utilities - Wastewater	brian kramer	1	Recommend Approval	All lots appear to have sanitary sewer.	Individual
Public Works & Utilities - Water	dave beyersdorf	1	Recommend Approval		First In Group
Stronger Safer Neighborhoods	Jon Carlson	1	Pending		Individual
United States Post Office	kerry kowalski	1	Recommend Approval	Recommend approval on the condition all new delivery addresses are established in Centralized Box Units (CBUs) which will be purchased and installed at the developer's expense in a location mutually agreed upon by the developer and the US Postal Service.	First In Group
Windstream	Jeff Zoller	1	Pending		Individual