

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for April 13, 2005 PLANNING COMMISSION MEETING

PROJECT #: Waiver of Design Standards #05007

PROPOSAL: Waive the requirement for sidewalks along Crossbridge Road within Crossbridge 1st Addition preliminary plat.

LOCATION: North 27th Street and Fletcher Avenue.

CONCLUSION: This waiver request does not conform to the Comprehensive Plan or Subdivision Regulations.

RECOMMENDATION:

Waive sidewalks along Crossbridge Road

Denial

GENERAL INFORMATION:

LEGAL DESCRIPTION: Outlot B, Crossbridge Addition, located in the SW1/4 of Section 31 T11N R7E, Lancaster County, Nebraska.

EXISTING LAND USE AND ZONING: Church R-3 Residential

SURROUNDING LAND USE AND ZONING:

North:	Commercial	H-3 Highway Commercial
	Vacant	R-3 Residential
South:	Vacant	B-2 Planned neighborhood Business
East:	Vacant	R-3 Residential
West:	Vacant	R-3 Residential

COMPREHENSIVE PLAN SPECIFICATIONS: The 2025 Land Use Plan identifies this area as Commercial. (F 25)

Transportation Planning Principles include:

- *A Connected City.* In Lincoln and Lancaster County, the unifying qualities of transportation will be emphasized. The transportation network will sustain the One Community concept by linking neighborhoods together. Neighborhoods, activity and employment centers, rural communities, and open lands will be connected by a continuous network of public ways.
- *A Balanced Transportation System.* Transportation planning in Lincoln will be guided by the principle of balancing needs and expectations. It will recognize that transportation is a means to the goal of a unified, liveable, and economically strong community, and not an end in itself. Thus, the system will effectively move people and goods around the community, while minimizing impacts on established neighborhoods and investments. The concept of balance also applies to methods of transportation.

While the system must function well for motor vehicles, it should also establish public transportation, bicycling, and walking as realistic alternatives now and in the future.

- *Transportation as a Formative System.* Transportation and land use are linked systems. The land use plan, which includes projections of future development, determines the character of the transportation plan. On the other hand, transportation has a major impact on the form of the City. Lincoln and Lancaster County will use major road projects to reinforce desirable development patterns.
- *Planning as a Process.* Transportation planning is a dynamic process, responding to such factors as community growth, development directions, and social and lifestyle changes. Therefore, the Comprehensive Plan should also establish an ongoing process that responds to these changes. (F 86)

The overall objectives of the transportation plan include:

- Developing a balanced transportation system that meets the mobility needs of the community and supports Lincoln and Lancaster County's land use projections and plan.
- Creating a sustainable transportation network that minimizes energy consumption and environmental pollution.
- Increasing the use of alternate means of transportation, including public transportation, bicycle transit, and pedestrian movement, by improving and expanding facilities and services and encouraging compact, walkable land use patterns and project designs. (F 87)

Pedestrian level of service factors include:

- **Continuity** - The sidewalk system should be complete and without gaps. The pedestrian network in shopping centers should be integrated with adjacent activities.
- **Security** - Pedestrians should be visible to motorists and other pedestrians. Pedestrians should be separated from motorists and bicyclists. Adequate lighting should be provided.
- **Visual Interest** - Pedestrians enjoy a visually appealing environment. Street lighting, fountains, and benches should match the local architecture. Pedestrian amenities should include landscaped parkways with street trees between the street and sidewalk.
- **Directness** - Pedestrians should be able to walk in a direct path to destinations like transit stops, schools, parks, and commercial and mixed-use activity centers. Directness is the ratio of actual distance along a sidewalk or pathway divided by the minimum distance the trip would take on a grid system.
- **Street Crossing** - Street crossings should feel safe and comfortable. Factors to consider are number of lanes to cross, traffic volumes, turning movements, speed of traffic, signal indication, curb radius, crosswalks, lighting, raised medians, visibility, curb ramps, pedestrian buttons and convenience. (F 89)

HISTORY:

Jun 2005 Preliminary Plat #05011 Crossbridge 1st Addition approved by Planning Commission.

Apr 2004 Preliminary Plat #04010 Crossbridge Addition approved by Planning Commission.

- Jun 2001 Use Permit #103B King Ridge approved by City Council.
Feb 1999 Use Permit #103A King Ridge approved by City Council.
- Nov 1998 Change of Zone #3153 from R-3 Residential to H-3 Highway Commercial approved by City Council.
- Feb 1998 Use Permit #103 King Ridge approved by City Council.
- May 1979 The zoning update changed this parcel from A-A Rural and Public Use to R-3 Residential.

ANALYSIS:

1. This is a request to waive sidewalks along Crossbridge Road, a private roadway.
2. Crossbridge Road is located along the southern boundary of the Crossbridge 1st Addition preliminary plat. There is a significant grade change between this plat and the adjacent plat to the south, requiring the use of a retaining wall between the two developments.
3. The design of Crossbridge Road, the parking stalls, and the retaining wall does not provide adequate width for a sidewalk along the south side of the roadway.
4. Crossbridge 1st Addition preliminary plat added a narrow strip of property to the southern boundary of the original plat. Had the strip that was added been several feet wider, it could have accommodated the road, parking spaces, and the required sidewalk. Alternatively, the entire plat could have been shifted north to provide the necessary width for the sidewalk.
5. The potential for pedestrian users to visit this site is difficult to predict. However, the zoning pattern on this side of 27th Street indicates the majority of pedestrians will likely come from the northeast. City staff would be open to approving this waiver if Applicant would provide a paved sidewalk connection to the apartments to the northeast of this project.

6. The drawings show a sidewalk along the north side of Crossbridge Road serving each lot within the plat.

Prepared by:

Greg Czaplewski, 441-7620, gczaplewski@lincoln.ne.gov

Date: June 28, 2005

Applicant and Owner: Austin Realty Company
3355 Orwell Street, Suite 100
Lincoln, NE 68516

Contact: Mark Palmer
Olsson Associates
1111 Lincoln Mall
Lincoln, NE 68508
474.6311



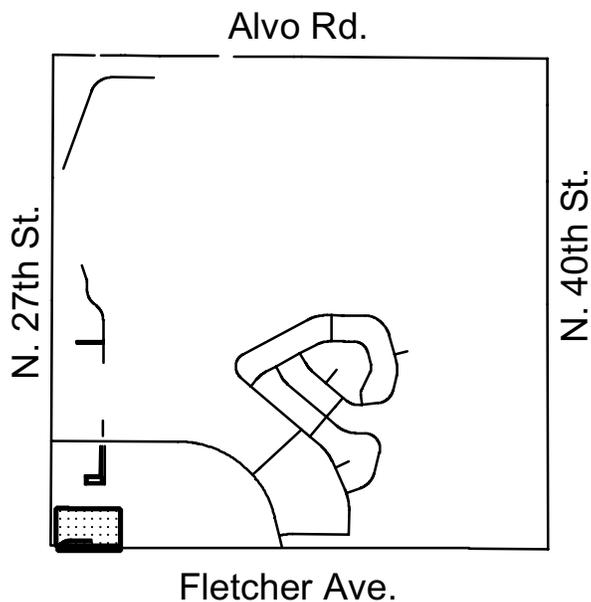
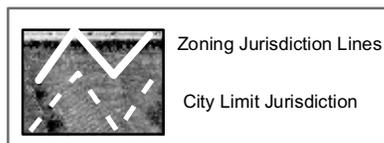
2002 aerial

Waiver #05007 N. 27th & Fletcher Rd.

Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conservation District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

One Square Mile
Sec. 31 T11N R7E

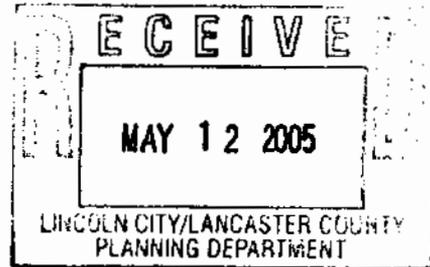




OLSSON ASSOCIATES
ENGINEERS • PLANNERS • SCIENTISTS • SURVEYORS

May 12, 2005

Mr Marvin Krout
Planning Department, City of Lincoln
County-City Building
555 South 10th Street
Lincoln, NE 68508



Re: Cross Bridge 1st Addition Preliminary Plat
OA Project No. 2003-1252

Dear Mr. Krout,

Enclosed, please find the following for the above-mentioned project:

1. Site Plan - 21 copies
2. Drainage and Grading Plans - 9 copies
3. Preliminary Plat Application with Technical checklist
4. Change of Zone application with submittal requirements
5. Change of Zone Legal description and exhibit
6. Change of Zone Application Fee
7. Preliminary Plat Application Fee
8. Soils Report - 1 copy
9. Ownership certificate

On behalf of the Owner/Developer, Austin Realty Company, 8644 Executive Woods Drive, Lincoln NE 68512, we are requesting a *Preliminary Plat* on the property shown on the enclosed site plan, all located in the Northwest Quarter (NW4) of Section 6, T10N, R7E of the 6th PM, City of Lincoln, Lancaster County, Nebraska

The owners have purchased a 50' wide strip of property from the King Ridge developers to the south. We are proposing to change the zone on this property to H-3. This area is to be used for additional parking.

We are also requesting a right in / right out entrance off 27th Street as shown on the site plan. This property had the access to 27th Street purchased by the City as part of the 27th Street widening project. The current access is a frontage driveway from Enterprise Road parallel to 27th Street. The future access is a meandering private roadway through the King Ridge development. The King Ridge development showed the construction of a third northbound thru lane for the entire length of the development. Our clients are willing to construct 150' of this third lane to be used as a right turn lane. Our clients understand that the controlled access will need to be purchased from the City.

Mr. Marvin Krout
May 12, 2005
Page 2

The land uses that this turn lane will support are not high traffic generating uses. One lot is a church, one is an office building, and one lot will be either a sit-down restaurant, or office building. These uses will be less intensive than the Rustad Property to the south that just recently got a right in / right out turn lane approved off 27th Street.

The following waivers are being requested for the above-mentioned project. The justification for each waiver is listed below. These waivers were previously approved as part of Cross Bridge Preliminary Plat.

1. A waiver to Design Standards to not construct sidewalks on both sides of the private roadway.

We have shown an alternative location for the sidewalks through the site.

4. A waiver to Design Standards to not require storm water detention on this site.

The neighboring properties to the north and south (King Ridge and Northridge) were not required to provide detention due to their proximity to Salt Creek. As this property fits the same locational criteria, it should also be granted the same waiver.

5. A waiver to Design Standards to not require a cul-de-sac at the end of the private roadway.

This private roadway connects into a parking lot that will provide room for vehicles to turn around.

Please contact me if you have any questions or require additional information.

Sincerely,



Mark C. Palmer, PE

Encls

cc John Schleich
Tom Schleich