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

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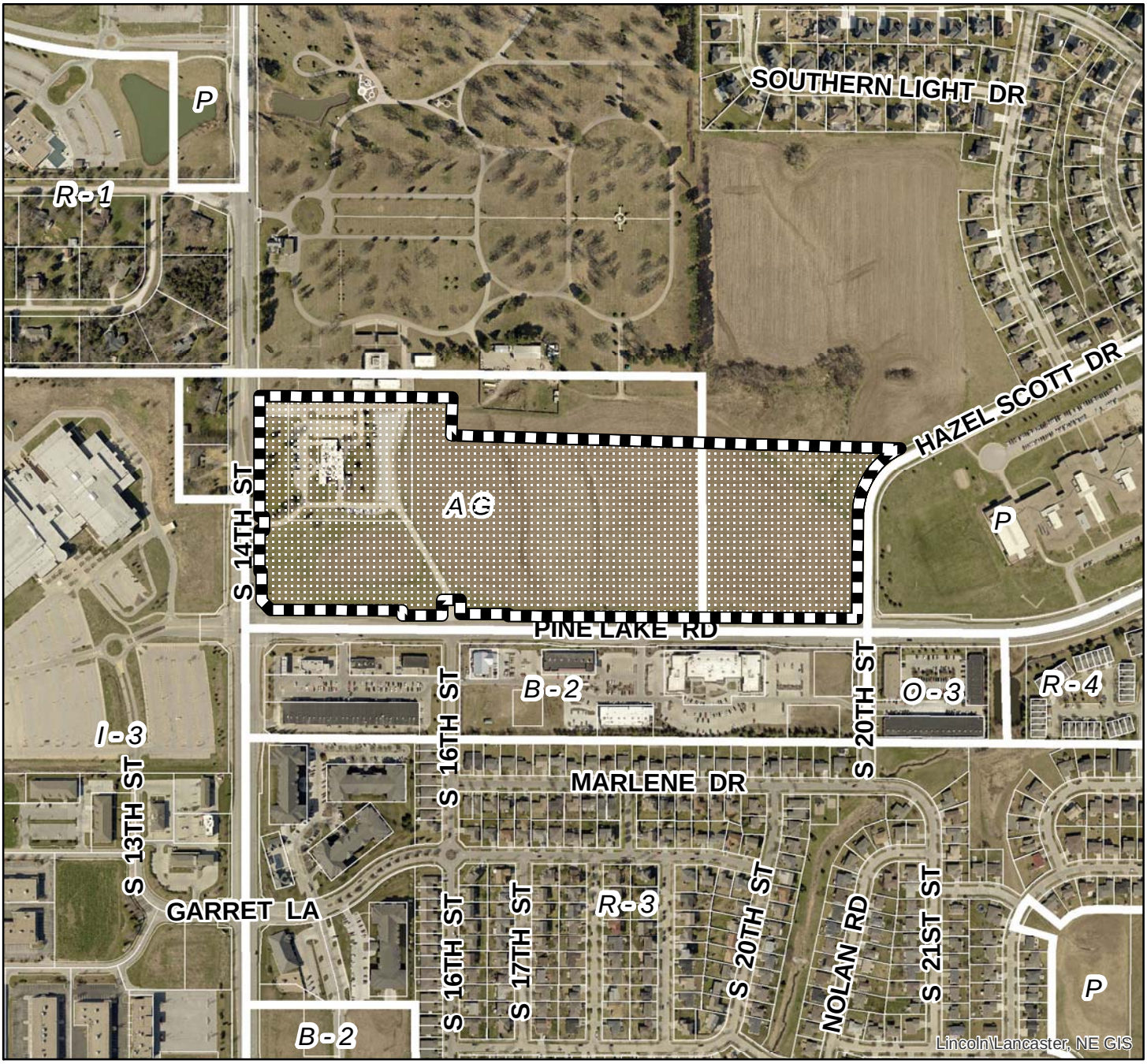
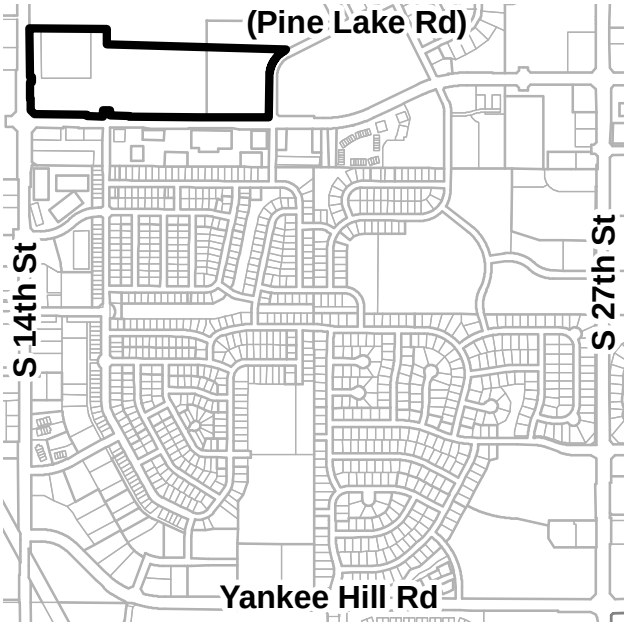


2016 aerial

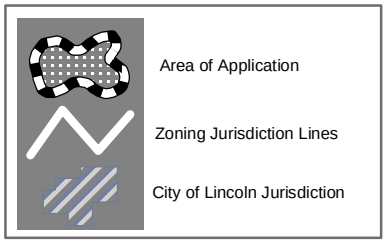
Use Permit #: UP16009
Costco Wholesale
S 14th St & Pine Lake Rd



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.
25. A 5' PEDESTRIAN SIDEWALK SHALL BE INSTALLED ON THE WEST SIDE OF 16TH STREET ENTERING THE COSTCO PROPERTY. THIS SIDEWALK SHALL FOLLOW THE DRIVEWAY NORTH AND EAST AROUND THE BUILDING AND SHALL CONNECT TO HAZEL SCOTT DRIVE NORTH OF THE DRIVEWAY CONNECTION. THIS SIDEWALK WILL PROVIDE A PEDESTRIAN OPTION FOR STUDENTS WALKING TO THE NEIGHBORING RESIDENTIAL NEIGHBORHOOD.
26. THE WATER QUALITY IMPROVEMENTS FOR THIS SITE SHALL BE INCORPORATED INTO THE STORMWATER DETENTION CELLS. THE MAINTENANCE AGREEMENT, CALCULATION WORKSHEETS, AND EASEMENT DOCUMENTS SHALL BE SUBMITTED AT TIME OF BUILDING PERMIT.
27. HAZEL SCOTT DRIVE SHALL BE RECONFIGURED AS SHOWN ON THE USE PERMIT SITE PLAN TO DIRECT TRAFFIC PRIMARILY TO THE COMMERCIAL DEVELOPMENT AND AWAY FROM THE NEIGHBORHOOD.

OWNER
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

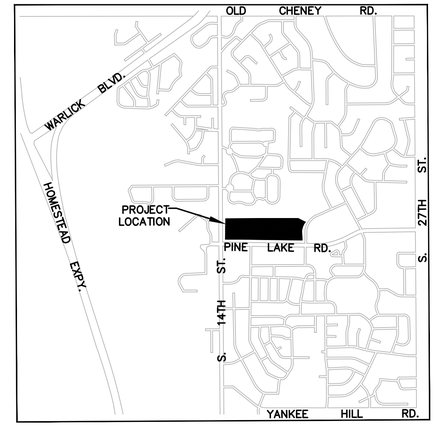
ENGINEER & PREPARER
OLSSON ASSOCIATES
601 "P" STREET
LINCOLN, NE. 68508
PHONE: 402-474-6311

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

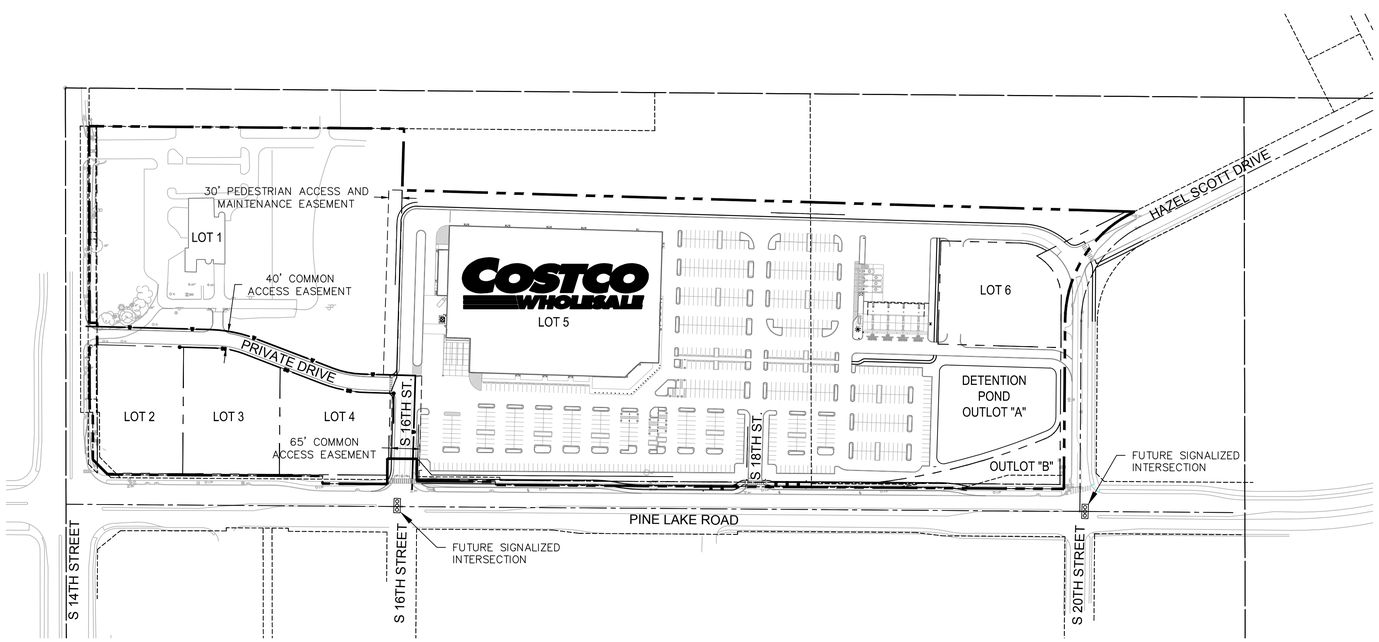
THE PROPOSED ZONING FOR THE PROPERTY IS B-2 COMMERCIAL



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.



OLSSON ASSOCIATES
601 P Street, Suite 200
P.O. Box 85608
Lincoln, NE 68508
TEL 402.474.6311
FAX 402.474.5160
www.olssonassociates.com

PROFESSIONAL CIVIL ENGINEER
BRIAN H. LIGHTNER
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

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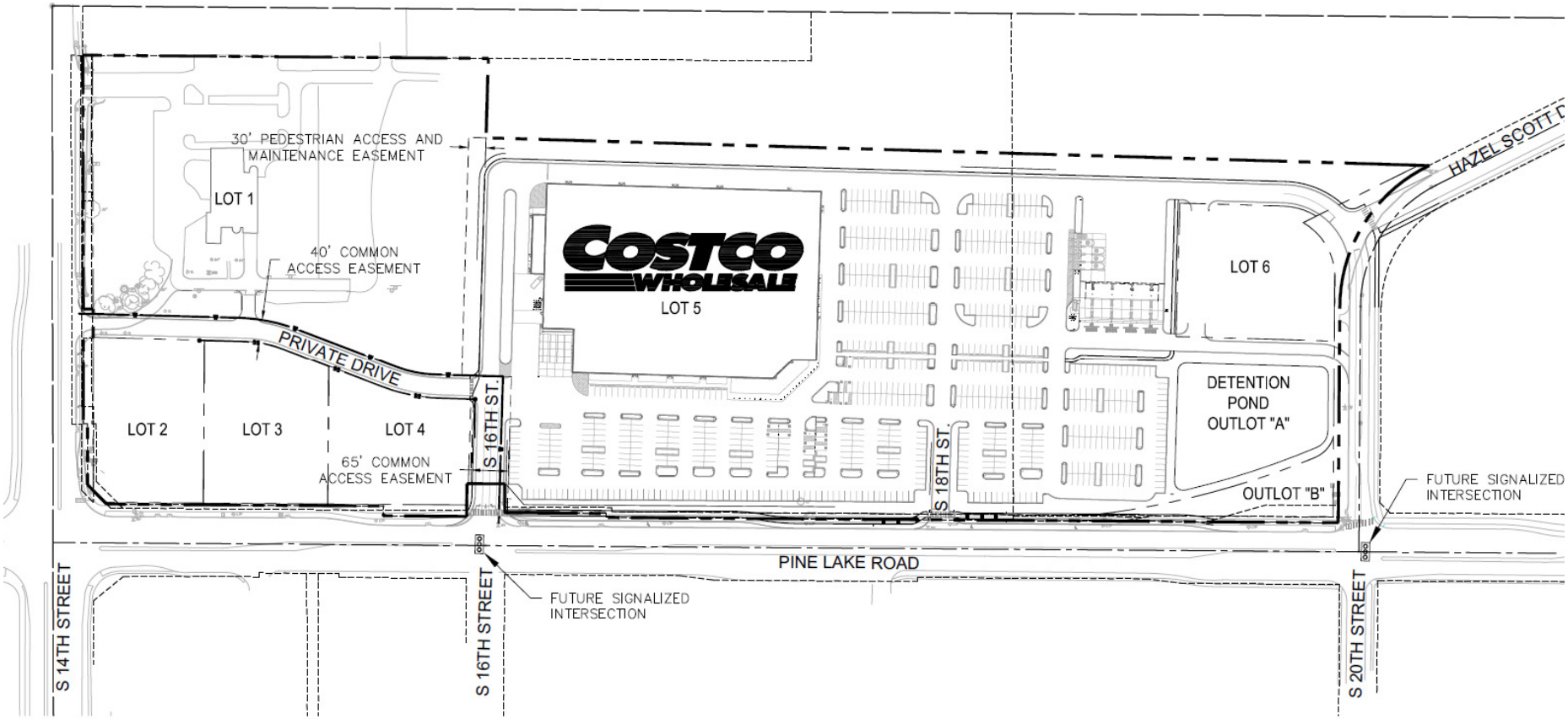
23. ALL BUILDINGS IN THE CENTER WILL MEET THE FOLLOWING DESIGN STANDARDS:
    A.) ALL BUILDINGS WILL INCLUDE AT LEAST 20% OF THE VERTICAL SURFACE AS DECORATIVE CMU, BRICK, OR STONE. THIS MATERIAL WILL BE USED ON ANY BUILDING SURFACE THAT FACES A PUBLIC STREET. THE BUILDINGS WILL UTILIZE SIMILAR BUILDING 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.
25. A 5' PEDESTRIAN SIDEWALK SHALL BE INSTALLED ON THE WEST SIDE OF 16TH STREET ENTERING THE COSTCO PROPERTY. THIS SIDEWALK SHALL FOLLOW THE DRIVEWAY NORTH AND EAST AROUND THE BUILDING AND SHALL CONNECT TO HAZEL SCOTT DRIVE NORTH OF THE DRIVEWAY CONNECTION. THIS SIDEWALK WILL PROVIDE A PEDESTRIAN OPTION FOR STUDENTS WALKING TO THE NEIGHBORING RESIDENTIAL NEIGHBORHOOD.
26. THE WATER QUALITY IMPROVEMENTS FOR THIS SITE SHALL BE INCORPORATED INTO THE STORMWATER DETENTION CELLS. THE MAINTENANCE AGREEMENT, CALCULATION WORKSHEETS, AND EASEMENT DOCUMENTS SHALL BE SUBMITTED AT TIME OF BUILDING PERMIT.
27. HAZEL SCOTT DRIVE SHALL BE RECONFIGURED AS SHOWN ON THE USE PERMIT SITE PLAN TO DIRECT TRAFFIC PRIMARILY TO THE COMMERCIAL DEVELOPMENT AND AWAY FROM THE NEIGHBORHOOD.

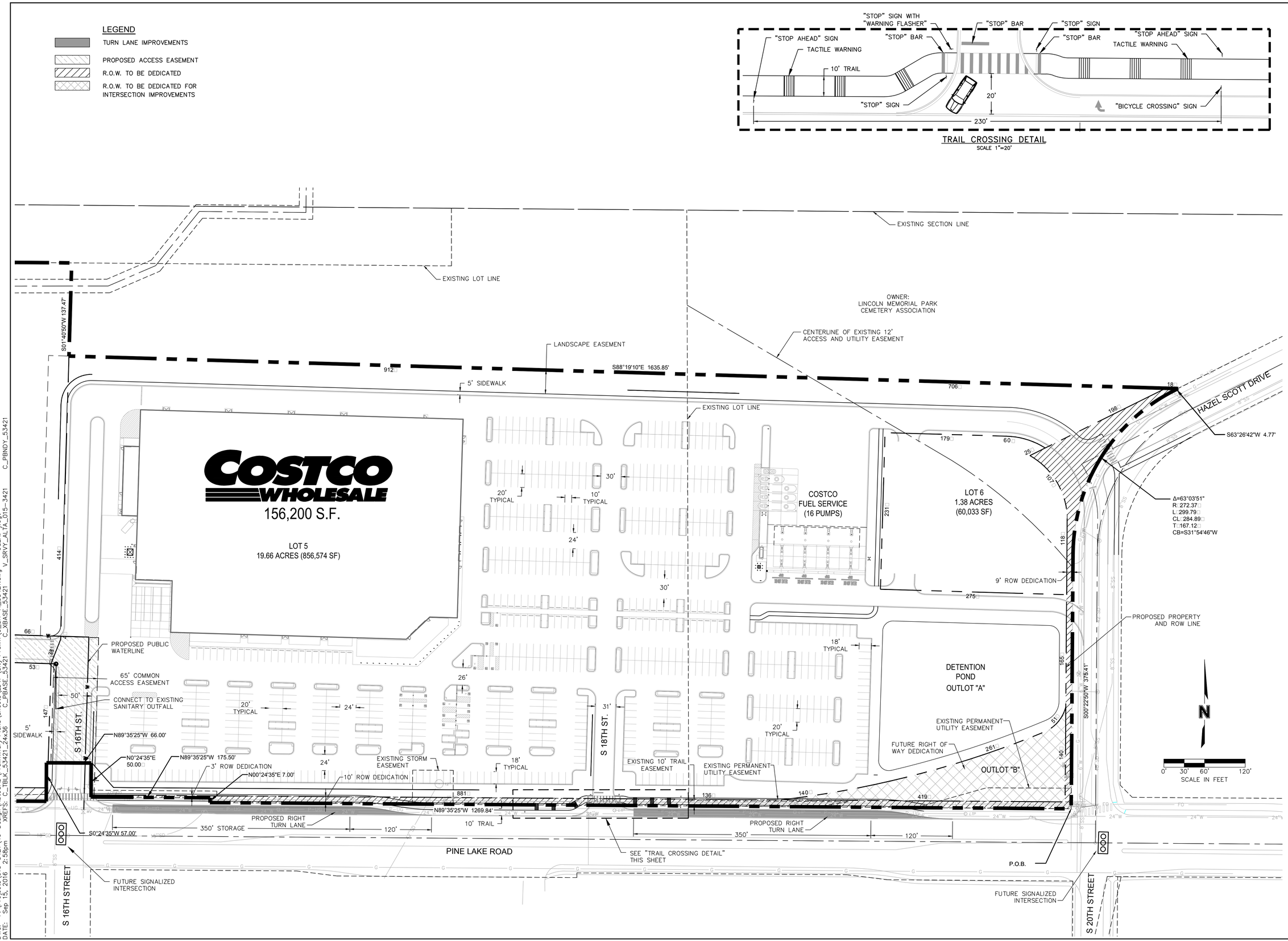
LAND USE TABLE

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.


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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REV. NO.	DATE	REVISIONS DESCRIPTION

REVISIONS

SITE 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
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date:	09-14-2016

SHEET
3 OF 10

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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

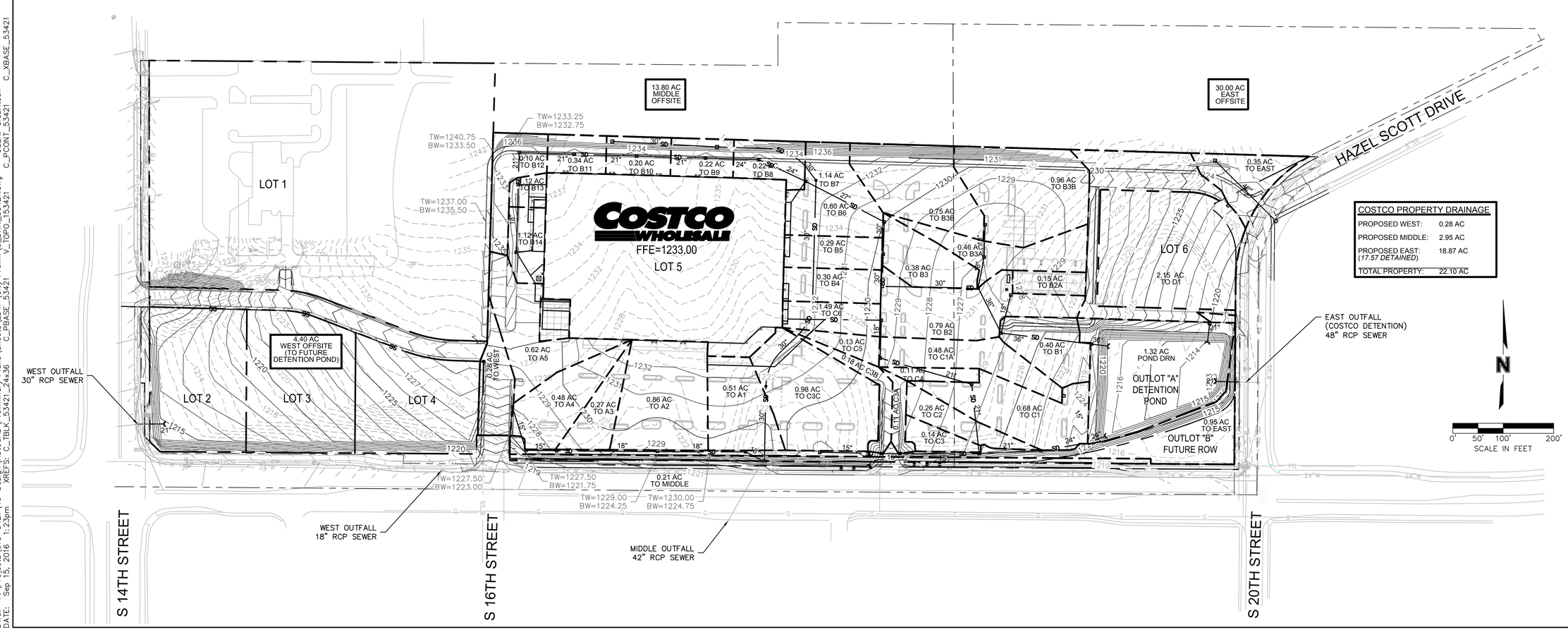
Table 5. – Subbasin Hydrologic Parameters

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

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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.:	
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SHEET
4 OF 10

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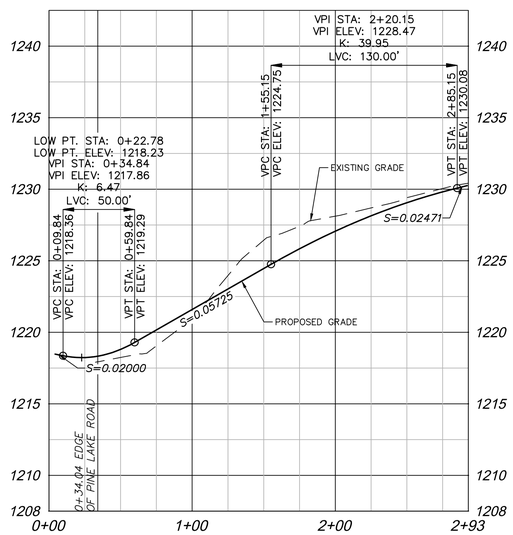
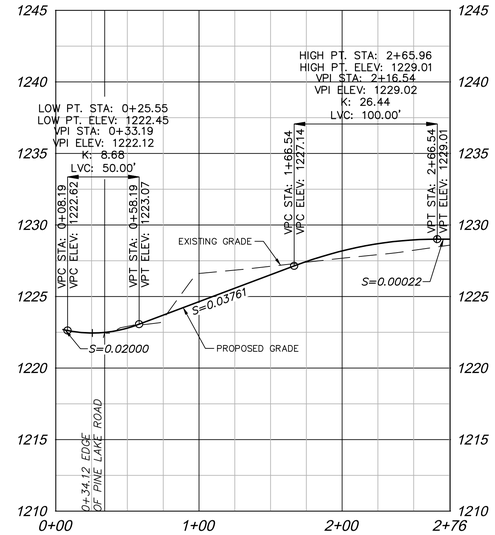


S 16TH STREET PROFILE



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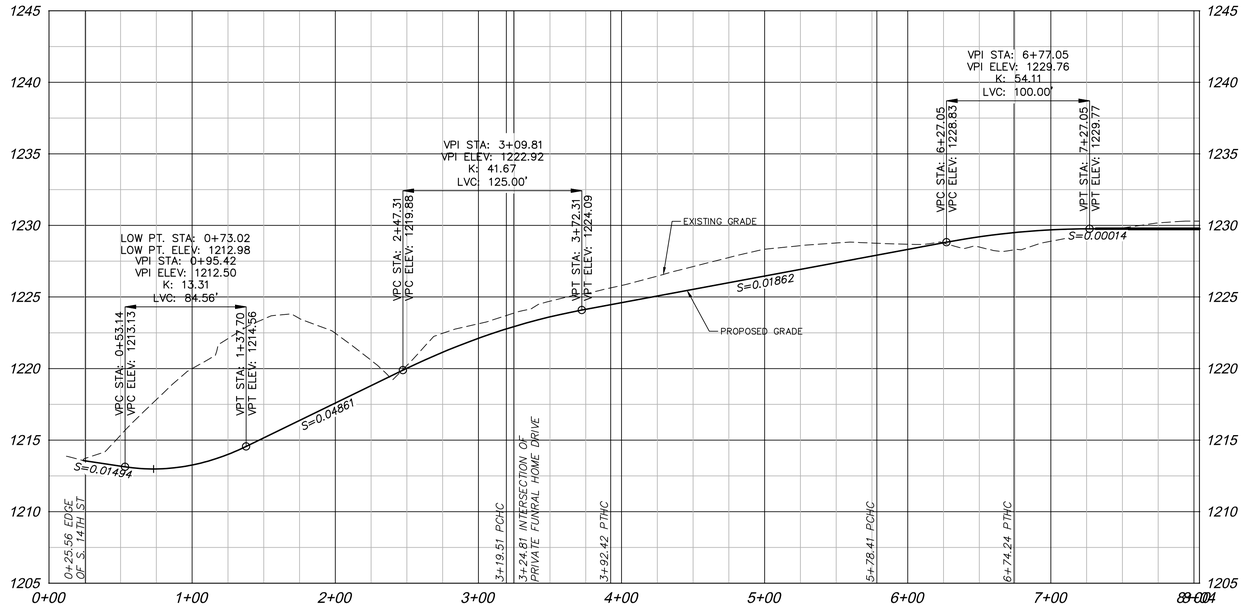

PRIVATE DRIVE

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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
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SHEET
6 OF 10

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MG2

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

ENTRY PERSPECTIVE

COSTCO WHOLESALE

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REV NO	DATE	REVISIONS DESCRIPTION

REVISIONS

ENTRY PERSPECTIVE
BUILDING ELEVATIONS

COSTCO CENTER
USE PERMIT

LINCOLN, NEBRASKA

2016

drawn by CAD
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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: 5878.01
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

LINCOLN, NEBRASKA

2016

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 #16-5038-01
LINCOLN, NE

LOADING DOCK PERSPECTIVE

COSTCO WHOLESALE

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DATE: Sep 14, 2016 2:00pm XREFS: C_TBLK_53421_24x36 C_PBASE_53421 C_XBASE_53421 V_SRVY_ALTA_015-3421 C_PBNDY_53421

OLSSON ASSOCIATES
601 P Street, Suite 200
P.O. Box 84608
Lincoln, NE 68508
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REV NO	DATE	REVISIONS DESCRIPTION

REVISIONS

LOADING DOCK PERSPECTIVE
BUILDING ELEVATIONS

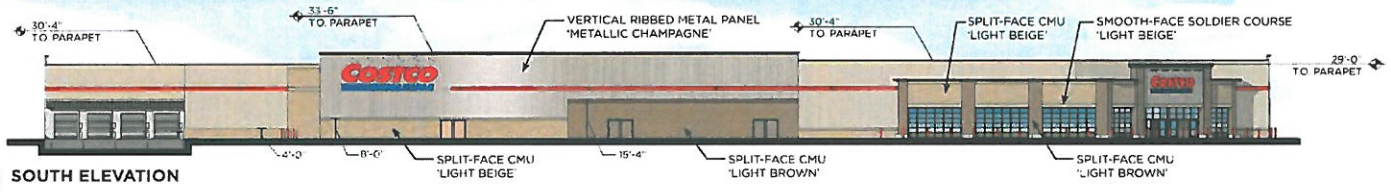
COSTCO CENTER
USE PERMIT

LINCOLN, NEBRASKA

2016

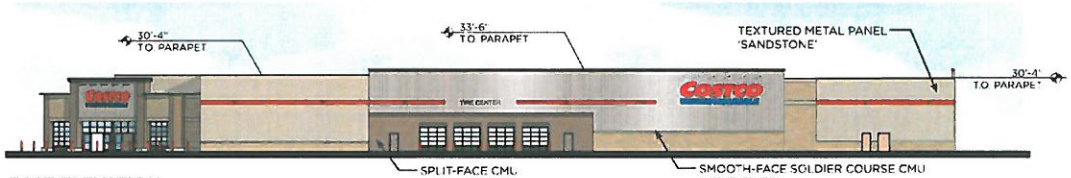
drawn by CAD
checked by KLU
approved by BNL
QA/QC by MGP
project no 015-3421
drawing no
date 09-14-2016

SHEET
8 OF 10

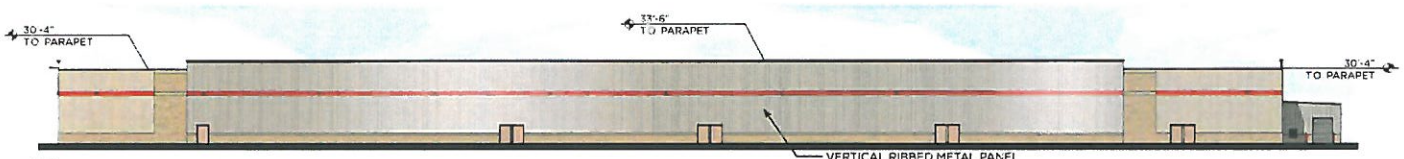


1 SOUTH ELEVATION

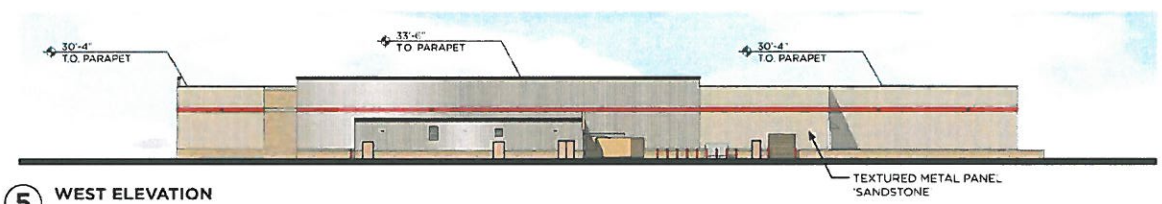
2 ENTRY ELEVATION



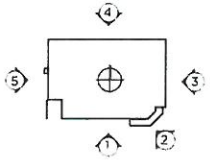
3 EAST ELEVATION



4 NORTH ELEVATION



5 WEST ELEVATION



MG2

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

CONCEPT WAREHOUSE ELEVATIONS

COSTCO WHOLESALE

OLSSON® ASSOCIATES

CONCEPT WAREHOUSE ELEVATIONS
BUILDING ELEVATIONS

COSTCO CENTER
USE PERMIT

LINCOLN, NEBRASKA

2016

REVISIONS

REV NO	DATE	REVISIONS DESCRIPTION

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

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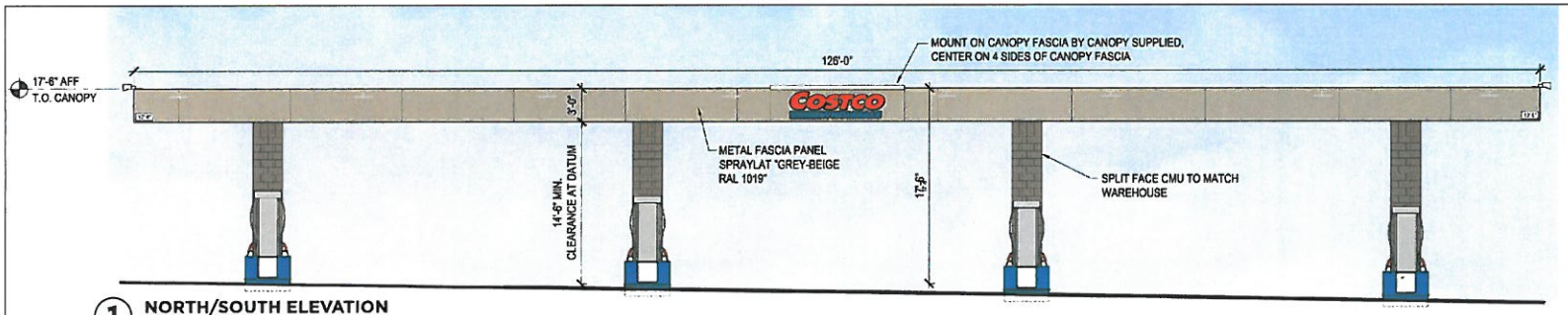
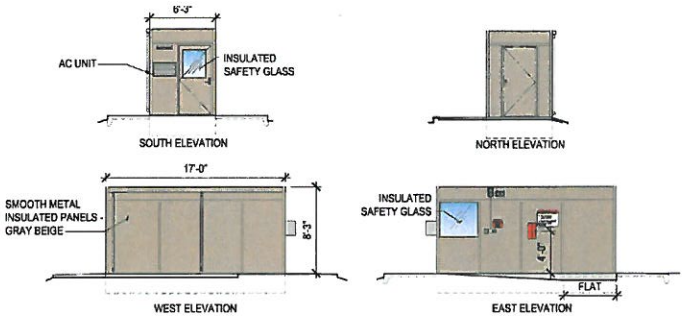


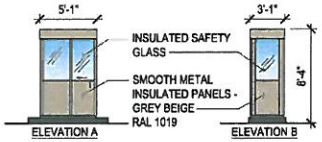
1 **NORTH/SOUTH ELEVATION**
SCALE: NTS

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



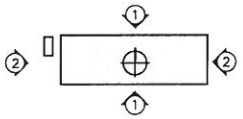
3 **CONTROLLER ENCLOSURE**
SCALE: NTS

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
Lincoln, NE 68508
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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
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project no	015-3421
drawing no	
date	09-14-2016

SHEET
10 OF 10

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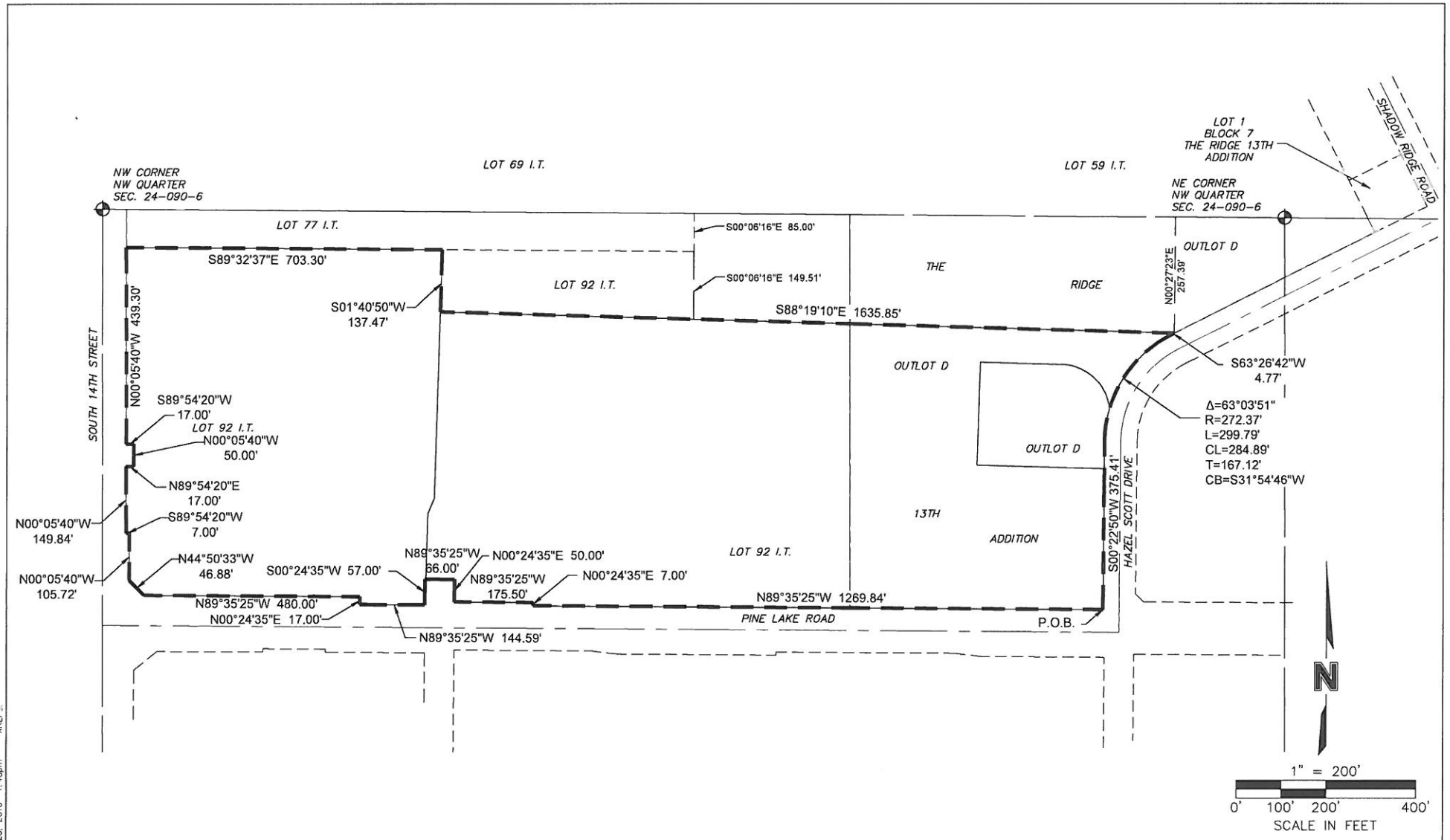

PROJECT NO: 015-3421	CEMETERY DISTANCE EXHIBIT	OLSSON ASSOCIATES 601 P Street, Suite 200 P.O. Box 84608 Lincoln, NE 68508 TEL 402.474.6311 FAX 402.474.5160	EXHIBIT
DRAWN BY: DAT			
DATE: 09.28.16			

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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

ProjectDox

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