
MEMORANDUM

TO: Planning Commission
FROM: Marvin Krout, Planning Director
SUBJECT: 2030 Comprehensive Plan
DATE: October 17, 2006

On October 18th the Planning Commission will hold a special public hearing on the Planning Commission Review Edition of the 2030 Lincoln/ Lancaster County Comprehensive Plan. The following includes two types of proposed changes to the draft released on September 21st.

- 1) Several minor corrections of a generally non controversial nature
- 2) Several proposals by various private parties or governmental entities

The following is a list of the minor corrections. The Planning Commission Review Edition is hereby amended to include the following changes.

Minor Corrections

1. Amend page 27, "Urban Growth Tiers with Priority Areas" to change the square mile from N. 1st to N. W. 12th from McKelvie to Alvo Road from Tier III to Tier II. This was the only area not designated as Tier II north of the City between NW 84th and N. 27th Street. (See p. 3)
2. Amend page 29, "The Economy" chapter to add to the Lincoln Partnership Economic Development vision statement at the beginning of the list of guiding principles as follows:
"Lincoln will nurture the environment for existing businesses, attract high impact industries, develop its entrepreneurial capacity through public and private partnerships, while leveraging its unique strengths in quality-of-life and education."
3. Amend page 30, "The Economy" chapter to add the Downtown Lincoln Association to list of partners listed in guiding principle on encouraging public-private partnerships.
4. Amend page 46, "Business and Commerce" chapter to clarify that the maximum of 25% of retail space will be allowed in Mixed Use Office areas. In the text one section references 25% while another uses 20% to describe the proportion of retail desired in a Mixed Use Office Center. The intent was to provide a maximum of 25% as long as this did not include big box retail uses or exceed the amount of space of a Neighborhood Center.

"May include 1) light industrial centers in I-3 Employment Center zoning which are developing with predominately office type uses, and with 2) up to 25% 20% retail

EXHIBIT

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space, up to 150,000 sq. ft. and, 3) single retail users less than 50,000 sq. ft.

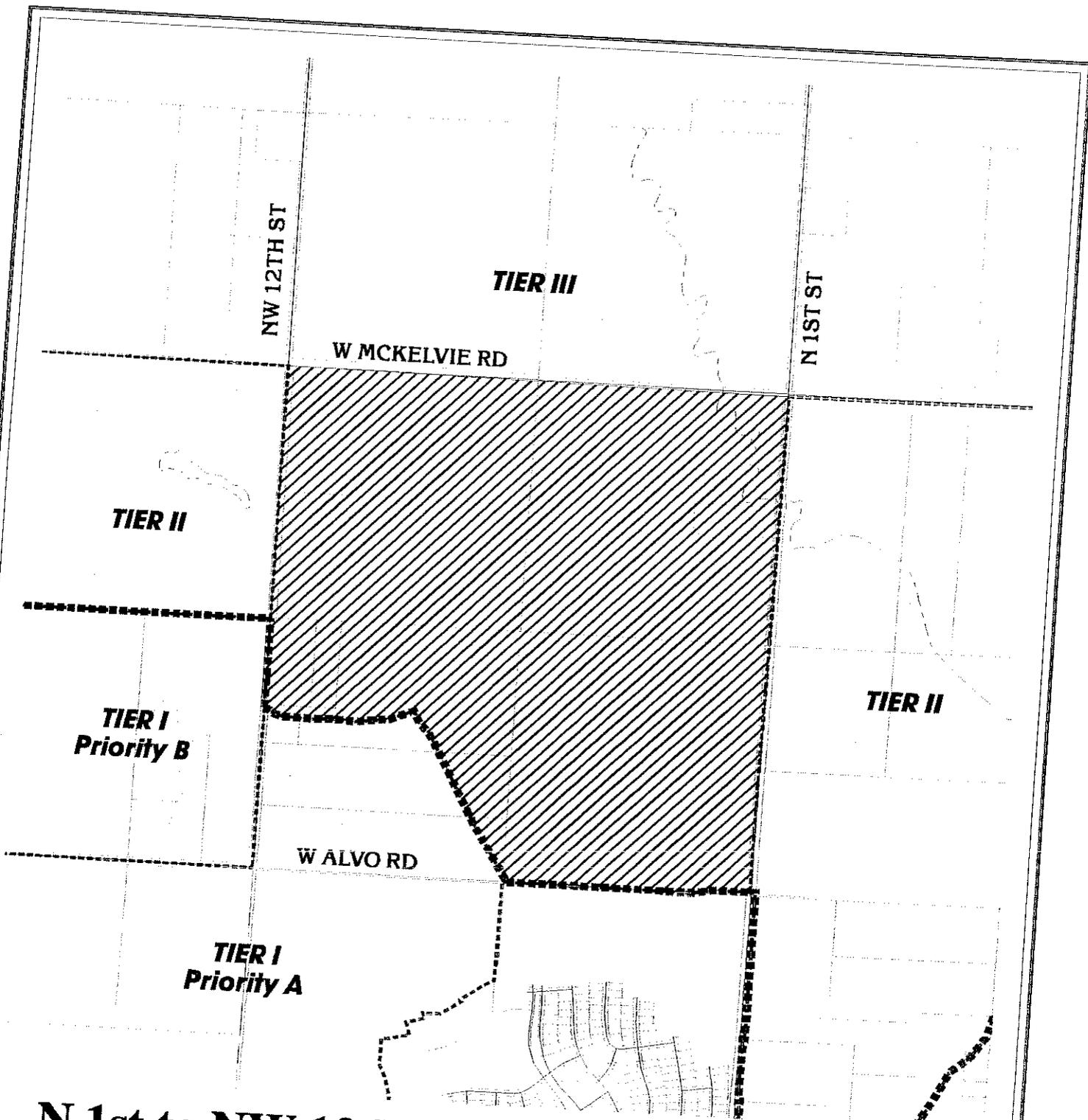
5. Amend page 46, "Business and Commerce" chapter to add "70th & Yankee Hill Road, Village Gardens South" to the list of Mixed Use Office locations which is shown on the map, but was inadvertently left off list of locations.
6. Correct the representation of the future East Beltway/ I-80/ Cornhusker interchange on several maps in the Plan to reflect the previously approved alignment between I-80 and Cornhusker Highway. Until a revised interchange is officially adopted the previously approved alignment should be shown on all maps in the Plan.

Also note that the September 21st draft did include change to land uses in the Village of Bennet and their one-mile zoning jurisdiction to reflect updated Bennet Land Use map. This included a small area of commercial west of State Spur 43 (at about 158th Street), south of Highway 2. These changes were made after the last Planning Commission working session, so they were not included in lists of changes to the land use map.

Additional Private Proposals

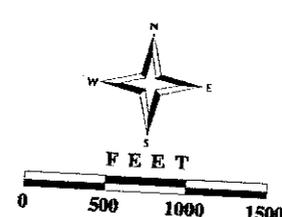
In addition to these minor changes, several other amendments to the Land Use Map have been requested. The table on the following page summarizes these requests. The pages following contain staff comments and further discussion of the relative merits of these requested changes.

#	PROPOSALS	Page #
1	By Peter Katt to change from Urban Residential to Commercial for 23 acres on the southwest corner of 84 th & Adams (North 40 Plaza)	7
2	By Mike Eckert for Steve Champoux to change the designation to the northeast of 84 th & Adams from Neighborhood Center to Community Center and on the southeast corner from Neighborhood Center to Mixed Use Office	14
3	By Tom Huston for Alan Baade & Kenneth Mueller to change 200 acres from Agricultural to Low Density Residential west of 82 nd and north of Roca Rd.	22
4	Change land between N. 40 th -56 th , I-80 to Bluff Road from Tier I, Priority B to Priority A	30
5	By Mike Eckert for Todd and Lisa Hornung, to add land to the Future Service Limit and change from Tier II to Tier I with 51 acres designated as Priority B and Urban Residential and 35 acres of existing Low Density Residential as Priority C between Saltillo Road and South Beltway, from S. 54 th to approximately 1/4 mile to the east.	34
6	By Rob Watson to add approximately 120 acres southwest corner of S. W. 12 th and West Denton Road to the Future Service Limit and change from Tier II to Tier I, Priority A, and change from Low Density Residential to Urban Residential.	41
7	By the City of Hickman for various changes to County land use to reflect Hickman land use plan from their Comprehensive Plan	48
8	Change from Commercial to Urban Residential, Environmental Resources and Green Space in area of Sun Valley Blvd and south of West Charleston	54



N 1st to NW 12th, W Alvo to W McKelvie 2030 Comprehensive Plan Correction

- Future Service Limit
- Tier/Priority Boundary
-  Change from Tier III to Tier II



LINCOLN - LANCASTER COUNTY
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M e m o r a n d u m

To: Steve Henrichsen, Planning Department
From: Dennis Bartels, Engineering Services
Subject: Proposed Comprehensive Plan Amendments
Date: October 10, 2006
cc: Randy Hoskins
Mike Brienzo
Brian Kramer

Development Services has reviewed the proposed private citizen amendments to the Comprehensive Plan and has the following comments:

1. Southwest Corner of 84th and Adams (North 40 Plaza) - This proposal to add commercial to this corner will increase the need to address paving of Adams Street between 70th and 84th. The present plan shows a "3 lane" width for Adams. The traffic study submitted with the change of zone for this application shows traffic numbers that suggest 4 lanes plus turn lanes as this property and already approved areas develop. The change to commercial from residential does not affect existing or planned sewer or water facilities.
2. East Side of 84th at Adams - This change to designate this area from neighborhood to community commercial will potentially increase traffic numbers on Adams and 84th. It potentially moves up the need for the 6 laning of 84th and brings into question the adequacy of the Comprehensive Plan identified improvements to Adams west of 84th.
3. AGR Designation at 82nd and Roca Road - Development Services has no comment.
4. 56th and I-80 - Development Services agrees with Planning's recommendation to leave as Priority B unless or until the questions are answered about the environmental issues and infrastructure availability and funding questions (i.e. paving of North 40th and Bluff Road) are accounted for.
5. Horning Lane, South Beltway to Saltillo, 56th to 70th - If this land is moved into the future service, I would recommend that it be Priority C at the earliest. The sewer information provided does not show that sewer can be extended to 70th. No other infrastructure needs have been addressed.
6. Southwest 12th and West Denton to Tier 1 Priority A - The Cardwell Branch Trunk Sewer is not shown extended west of Southwest 12th. Until the city shows extending the trunk sewer and other property that can use the extended trunk, I do not see why this property should be moved up in priority.



CITY OF LINCOLN
NEBRASKA

Public Works and Utilities Department

MEMORANDUM

Date: October 16 2006

To: Stephen Henrichsen, Planning

From: Mike Brienzo, Transportation Planning 

Subject: *Comments on Proposals & Changes for the Planning Commission Review Edition of the Comprehensive Plan*

Copies To: Karl Fredrickson, Roger Figard, Randy Hoskins, Dennis Bartels, Virendra Singh, Marvin Krout, Kent Morgan, David Cary

Public Works Department: Engineering Services has reviewed the Proposals and Changes to the Planning Commission Review Edition of the proposed 2030 Comprehensive Plan (10/6/06) and is offering a few comments.

Proposal #1. Designate the southwest corner of 84th Street & Adams Street (the North 40 Golf Course, approximately 22 acres) as commercial.

This is located within a rapidly growing area with limited roadway capacity. Preliminary review shows the current access is off Adams Street which is a rural two lane road and in the proposed Transportation Plan as a two plus center turn-lane (2+CTL) facility. This road would not be able to accept the demands from 22 acres of additional commercial development. This development will be asking for access on 84th Street which was purchased by the City. This added traffic will place additional strains on both Adams Street and North 84th Street which are not considered a priority for proposed improvements.

Proposal #2. Change the designation of the Prairie Village North PUD to the northeast of 84th Street & Adams Street from two Neighborhood Commercial Centers to one Community Commercial Center and one Mixed Use Office Center.

The Public Works Department generally supports "Towncenter" Concept Plans, "Walkable" Community Centers and "Mixed Use" developments. However, staff has concerns with further intensifying land uses within this rapidly growing area. Roadway system capacity is limited and the addition of another 200,000 to 300,000 s.f. of commercial space is expected to further deplete existing system capacity. The proposed Transportation Plan shows North 84th Street as a future 6 lane facility but these improvements are not considered a priority for programming. This development is also expected to negatively impact Adams Street which is limited in the Transportation Plan to a two plus center turn-lane (2+CTL) facility. If this is approved, the recommendation in the Transportation Plan for Adams Street, 70th to 84th Street is for 4 + turn lanes.

Proposal #3. Designate the property located at the northwest corner of 82nd Street and Roca Road as Low Density Residential. (Alan Baade property, approximately 119 acres)

Long Range Transportation Planning and Engineering has no comment.

Proposal #4. Change the designation of the western portion of the area between North 40th Street and 56th Street, I-80 to Bluff Road from Priority 'B' to Priority 'A'.

Identification of this area as Priority 'A' is premature because it lacks urban facilities to directly serve this area and we are currently unable to place any improvements in the 6 year Lincoln Capital Improvement Program (CIP).

Proposal #5. Change the designation of the land generally from 56th to 70th Street between Saltillo Road and South Beltway which includes approximately 35 acres changing from Tier 2 to Tier 1: Priority 'C' and 51 acres changing from Tier 2 to Tier 1: Priority 'B'.

We generally accept all proposed residential land use developments and this appears acceptable if it can meet the test of receiving future urban services. The roads directly serving this area are rural in character and the South Beltway is still several years from completion (estimated at 10 years). Development can not take place before infrastructure can adequately serve the area. Tier 1: Priority 'C' at the earliest.

Proposal #6. Change the southwest corner of S. W. 12th Street and West Denton Road to from Tier 2 to Tier 1: Priority 'A'.

Proposed residential land use developments are generally acceptable if they can meet the test of receiving future urban services. West Denton Road is currently a rural asphalt surfaced road directly serving this area and is programmed for further improvements within the County system. Concern is that this develops before infrastructure can adequately serve the area. A Tier 1: Priority 'C' at the earliest.

Proposal #7. Include various changes to County land use plan to reflect the Hickman Comprehensive Plan.

Long Range Transportation Planning and Engineering has no comment.

If you have any questions or need additional information, please feel free to contact me in the Public Works & Utilities Department at 441-6369.

**Proposal No. 1
N. 84th & Adams (North Forty)**

Location	Proposal
Southwest corner of N. 84 th and Adams Street	Amend the 2025 Lincoln/ Lancaster County Comprehensive Plan to 1) Change approximately 22 acres from Urban Residential to Commercial on the southwest corner of N. 84 th and Adams Street
Recommendation: Denial	

Status/Description

This proposal is associated with Change of Zone #06063 which includes a commercial component with proposed B-2 zoning on 22.25 acres. Approximately 140,000 square feet of commercial floor area is proposed.

Comprehensive Plan Implications

Twice before, the site on the southwest corner of 84th and Adams has requested a Comprehensive Plan change to Commercial. The last proposed change was in January 1998 as part of the Comprehensive Plan Annual Review. This proposal Amendment #9423-18 was denied by the Planning Commission by a 7-0 vote and was then withdrawn prior to City Council action in March 1998.

The N. 84th Street corridor has over 2.2 million square feet of commercial space approved from the State Farm offices on O Street to north of Adams Street. The majority of this space is still unbuilt as of this date, including nearly 600,000 square feet of commercial space to the northeast and southeast of the intersection of 84th and Adams. There is an additional 350,000 square feet of commercial space unbuilt on the northwest corner of 84th and Holdrege. HyVee grocery stores recently announced plans to locate in this center.

There is over a million square feet of primarily retail space yet to be built in the one and ½ mile stretch of N. 84th Street from Holdrege to north of Adams Street. This one million square feet of space provides ample opportunities for grocery and discount stores, restaurants and other retail needs in the area. In addition, a large Community size center is approved at N. 98th and O Street which will serve the northeast and east Lincoln residents. This could provide a half million square feet of space in addition to the over 2 million square feet on N. 84th Street.

The Comprehensive Plan designates the southwest corner of 84th and Adams as Urban Residential. The proposed 140,000 sq. ft. center on 22 acre commercial area would be the size of a Neighborhood Center in the Comprehensive Plan. The 2030 Plan on page 45 states that:

“Neighborhood Centers should be located approximately a ½ mile apart, depending upon

*their size, scale and function and the population of the area. **When located at intersections, they should also not be located across an arterial street from a Community Center or another Neighborhood Center.***" (Emphasis added)

This proposal is:

- directly across the street from the Prairie Village 285,000 sq. ft. center zoned B-2 PUD which could provide numerous neighborhood retail services, and is designated as a Neighborhood Center in the 2030 Plan
- within a 1/4 mile of the Neighborhood Center zoned B-2 PUD in Prairie Village North which is approved for 300,000 sq. ft. of commercial space,
- within a 1/2 mile of the Northern Lights center, which is designated as a Community Center with approximately 315,000 sq. ft. of commercial space, including a new HyVee grocery store, with a Walgreens and fast food restaurant already built and space for other stores approved

The Comprehensive Plan on page 45 further states that:

"When a square mile of urban use contains a Community or Regional Center, and that center includes many of the uses found in a neighborhood center, then only one neighborhood center would be approved within that square mile."

This proposal is within the same square mile as Northern Lights, which is designated as a Community Center and will provide most of the uses found in a Neighborhood Center. While the Plan implies a single neighborhood center might have been appropriate, that Neighborhood Center would still need to meet the criteria for spacing — which this proposal does not meet.

In the surrounding area to the north, there is not a designated Neighborhood Center, but that area also contains Mahoney Park which occupies nearly a third of the area. If an additional Neighborhood Center were warranted in the square mile to the north, then it would be more appropriate somewhere closer to Havelock Avenue, more than a 1/2 mile away from any existing Neighborhood Centers.

Likewise to the northeast of this proposal there is only one Neighborhood Center designated, but barely a 1/4 of this square mile is in urban residential use in the future. The rest of the land is either outside the Future Service Limit, is floodplain or in Public - Semi Public Use. Thus, a second Neighborhood Center is not warranted to the northeast.

Another Comprehensive Plan proposal for the 2030 Plan, proposal #2 by Mike Eckert for Steve Champoux, would change the two Neighborhood Centers east of 84th Street to a Community Center on the northeast corner and a Mixed Use Office center on the southeast corner. Even if Proposal #2 were approved, it would not change the conformance of Proposal #1, because this Proposal (#1) would now be with a 1/2 mile of two Community Centers.

Transportation

The traffic study submitted with Change of Zone #06063 is not acceptable to the City because it discounted the amount of development in Prairie Village North too much. The North Forty PUD proposes adding 140,000 SF of commercial space. The traffic study for the North Forty then reduces the amount of built space in Prairie Village North by approximately 153,000 SF compared to what is approved. The traffic study assumes only 75% of the Prairie Village North commercial space will be built. Including assuming that only 75% of the 175,000 SF "big box discount superstore" would be built. In addition, the traffic study assumes only 10% of 879 apartment and townhome units will be built and only 50% of the 646 single family homes will be built. This results in a significant underestimation of the amount of traffic on Adams and N. 84th Street, by the year 2016 and into the future.

Since the traffic study underestimates the amount of development in Prairie Village North, none of the conclusions or analysis of the study should be considered.

Public Works and Utilities Department has done some initial estimates as to the traffic impact of this proposal. Their initial analysis shows that approval of this proposal would exceed the peak hour capacity Adams Street east of N. 70th Street. Adams is shown as a 2+1 (2 through lanes with center turn lane) in the 2030 Plan on page 107. This map also identifies that Adams Street west of about 74th to 75th Street is part of the "Built Environment." The Plan states on page 107:

"As the community seeks low impact ways to minimize traffic congestion while preserving the character and viability of the established neighborhoods and other components of the built environment, it renews its commitment to an essential program implementing the 'two plus center turn lane' concept in the 'built environment'."

The 2 +1 concept "increases the street's efficiency to move traffic and improves safety, while minimizing the impacts on the adjacent neighborhood." (Page 107)

The Transportation Principles on page 85 and 86 of the Mobility and Transportation chapter note the relationship between land use decisions and the transportation network:

"The relationship between land use and urban development patterns. The transportation system both serves and shapes development. When most trips were made by walking and public transportation, cities exhibited relatively dense development patterns. The convenient access to all parts of the City provided by the automobile allowed people to live, work, and shop in more dispersed locations, creating lower density cities. The construction of roads opens areas to development, helping to mold the City's directional growth. Just as the transportation system is influenced by land use, land use is also influenced by transportation."

"... Transportation and land use are linked systems, that are subject to change by growth and development....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 land use development patterns."

The Plan emphasizes the need to ensure that the type and intensity of land uses can be supported by the transportation network.

Conclusion

This proposal does not support the commercial principles of the Plan. There is a Community Center within a ½ mile to the south and two neighborhood centers to the east, including one directly across the street. Even if Proposal #2 to convert the Neighborhood Centers to the east to a Community Center and Mixed Use Office were approved, this application would not conform with the Plan.

Public Works and Utilities note that this proposal will exceed the traffic capacity of Adams Street between 70th and 75th Street. The portion of Adams west of 75th is in the “built environment” with a dozen houses directly fronting and taking access to Adams Street. The traffic study completed for Change of Zone #06067 which accompanies this proposal significantly underestimated the traffic generation for Prairie Village North across 84th Street. The applicant’s traffic study assumed a reduced amount of commercial space in Prairie Village by approximately 153,000 sq. ft. before it then adds their proposed 140,000 sq. ft. – including assuming that only 75% of the big box store would be built. The study also assumes over 1,100 of the dwelling units will be unbuilt in Prairie Village North 10 years from now.

The community needs to balance land use decisions with the transportation network. The commercial needs of the citizens must be balanced with the costs and impacts of widening existing streets. In this case, there is over a 1 million square feet of commercial space to be built along N. 84th Street. There are opportunities for small and large box retailers and office users along 84th Street and along 98th Street now and in the future. Thus, for all these reasons, this application should be denied.

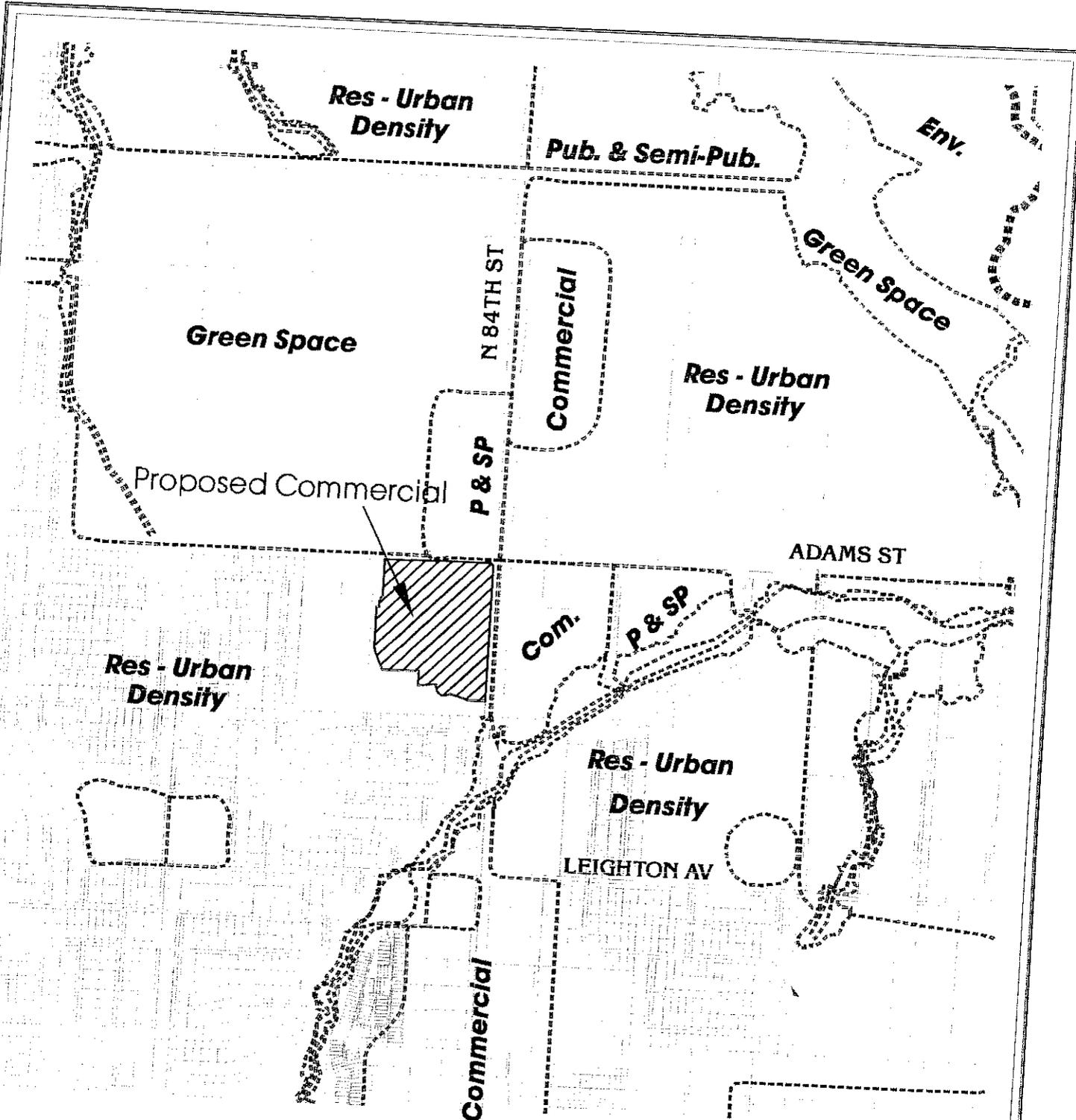
Prepared by:



Stephen Henrichsen shenrichsen@lincoln.ne.gov
Planning Department, (402) 441 - 6374

Date: October 16, 2006

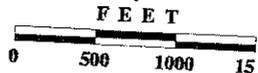
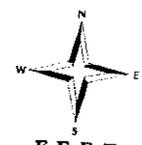
Applicant: Peter Katt
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N 84th and Adams St

2030 Comprehensive Plan Proposal # 1

- Future Service Limit
- Land Use Boundary
- Res** Land Use Category
-  From Residential - Urban Density to Commercial



**LINCOLN - LANCASTER COUNTY
PLANNING DEPARTMENT**

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E C E I V E

AUG 31 2006

LINCOLN CITY/LANCASTER CO.
PLANNING DEPARTMENT

Comprehensive Plan Amendment
Southwest Corner of 84th & Adams

Statement of Purpose:

On June 21st, 2006 the Applicant and their legal counsel met with City Staff (Ray Hill, Greg Czaplewski and Dennis Bartels. At this meeting the potential for obtaining a small amount of commercial zoning at the southwest corner of 84th & Adams as a part of the redevelopment of the North 40 golf course was discussed. Staff was asked and indicated that a Comprehensive Plan Amendment would be necessary for any amount of commercial space to be approved. While that opinion is not shared with Staff, this amendment is being filed to satisfy Staff's request. Since land use lines on the maps are to be soft lines not hard lines, the extension of commercial uses west across 84th street should not require a comprehensive plan amendment.

The specific proposed uses and layout for this development are being separately submitted as a request for the approval of a PUD on the property with a portion being zoned B-2 and the balance being zoned R-3. This amendment seeks to designate the B-2 portion as commercial in the comprehensive plan. The current comprehensive plan calls for this entire property to be zoned R-3 and R-4. Given the property's location next to 84th street (which is shown to be expanded to a six lane facility) and 285,000 square feet of commercial space directly across 84th street, residential development of the 84th street frontage is unlikely to find acceptance in the market place and is an unrealistic planning land use objective for this property.

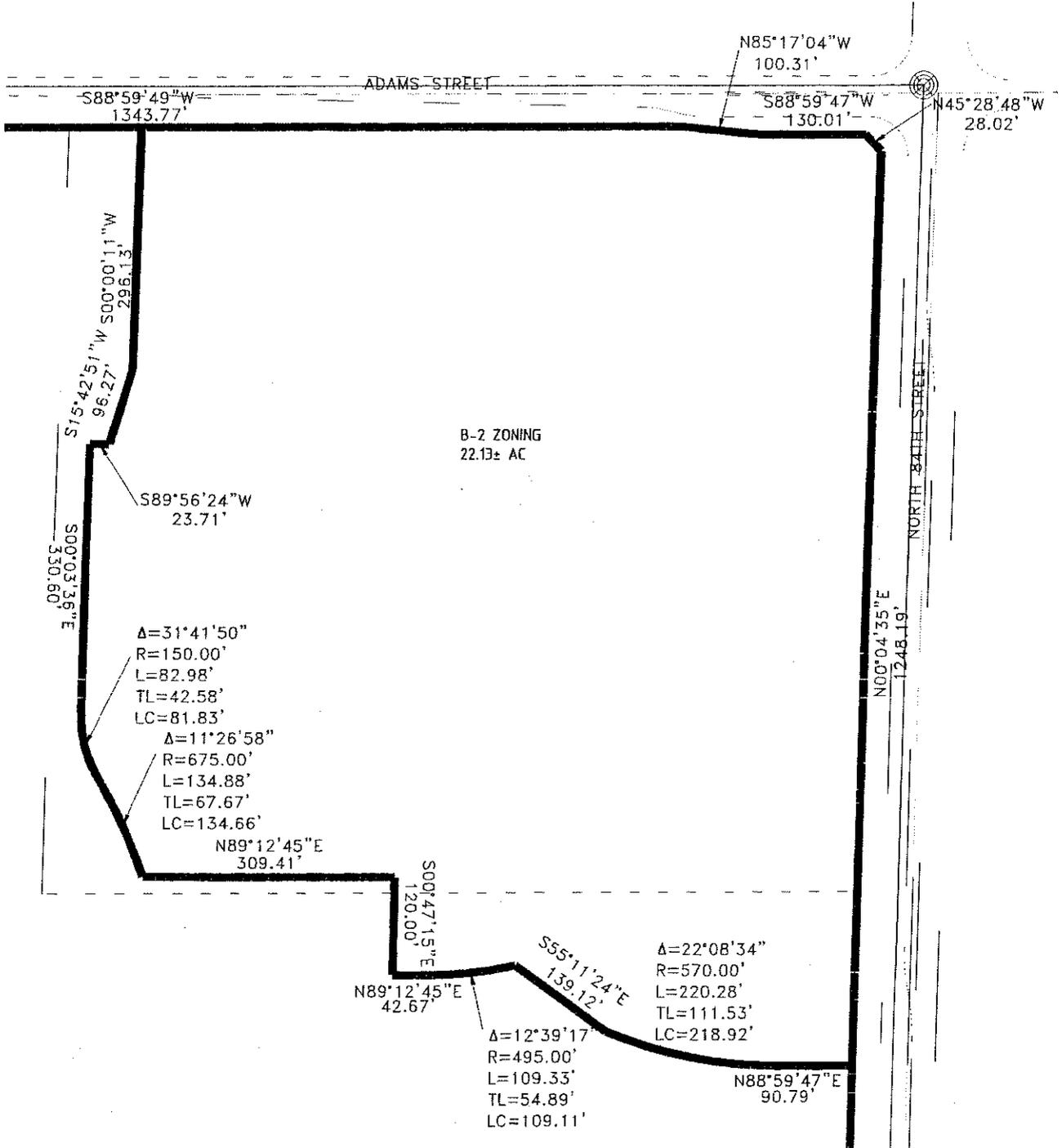
This proposal seeks to buffer the negative impacts of 84th street with a low intensity fully integrated commercial space with residential development that complements and extends the existing form of residential development onto this property and fully buffer the existing residential neighborhood from the commercial uses. The PUD will seek approval of 120-140,000 square feet of commercial space on just over 22 acres or approximately half of typical commercial development densities. There is no specific designation for this small of commercial center and would accordingly propose that this be considered for designation as a 'traditional center'.

The adjoining neighbors appear at this time to prefer a high quality low intensity mixed use redevelopment of this property than higher density residential dwellings. This proposal satisfies nearly all of the Comprehensive Plan's Guiding Principles (p. F 41-42) for commerce centers. The currently approved Neighborhood Center in this area is physically separated from the established neighborhood and given the 84th street barrier is not suited to the Plan's goal of connectivity and ease of pedestrian use and movement. The designated Neighborhood Centers east of 84th in the Havelock area and at 70th and Holdrege are not well suited nor do they fully meet the current needs of the residents in this neighborhood.

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AUG 31 2006

CITY OF LANCASTER CO.
PLANNING DEPARTMENT



**Proposal No. 2
N. 84th and Adams (Prairie Village North)**

Location	Proposal
N. 84 th Street and Adams Street	<p>Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to</p> <ol style="list-style-type: none"> 1) Amend the Business and Commerce chapter on page 41 to change the designation from Neighborhood Center to Community Center approximately 1/4 mile north of Adams on the east side of N. 84th Street. 2) Amend the Business and Commerce chapter on page 41 to change the designation from Neighborhood Center to Mixed Use Office Center on the southeast corner of Adams and N. 84th Street.
Recommendation: Denial	

Status/Description

This proposal includes two components, which are submitted to be adopted together as a package and not separated. The proposal would amend the Business and Commerce chapter on page 41 to change the designation:

- 1) from Neighborhood Center to Community Center approximately 1/4 mile north of Adams on the east side of N. 84th Street.
- 2) from Neighborhood Center to Mixed Use Office Center on the southeast corner of Adams and N. 84th Street.

Comprehensive Plan Amendment #05012 to change the northeast corner from Neighborhood Center to Community Center was first heard in April 2005. The Planning Department recommended approval, but the Planning Commission recommended denial by a 5-4 vote. The amendment failed to be adopted by the City Council on June 6, 2005 by a 3 to 3 vote.

The Prairie Village North PUD approved B-2 Planned Neighborhood Business and O-3 Office Park zoning both north and south of Adams on the east side 84th Street in March 2006. This approved 300,000 square feet (SF) of commercial space to the north of Adams and 285,000 SF on the southeast corner. It also provided a cap of 175,000 SF for a single user on the north and 100,000 SF per user on the southeast corner.

The applicant has stated that they would keep the commercial caps if this application was approved. They would also not increase the commercial space on the southeast corner

and instead develop more office space and less retail space on the southeast corner. While decreasing the retail space on the southeast corner, they would propose to increase the amount of retail space on the northeast corner. Overall, the northeast corner could be increased from 300,000 to 600,000 SF of space.

The applicant is proposing a "town center" concept for the northeast corner. They note that they are in the process of "engaging Bob Gibbs, a national commercial development specialist to co-consult" with the applicant on the creation of a marketable town center for the site. (Mr. Gibbs presented a commercial workshop before the Planning Commission in June 2006)

Comprehensive Plan Implications

The Comprehensive Plan principles encourage the development of the "town center" concept. Selected principles of the 2030 Plan on page 47 and 48 state:

"Commerce Centers should generally contain a mix of land uses, including residential uses. Higher density residential uses should be included in and/or adjacent to all commercial centers. Single use centers are discouraged – for example, office parks should include a supporting retail component, while shopping centers should include an applicable amount of office uses.

Developing smaller stores next to larger anchor stores in centers is important to encourage small businesses and to provide a variety of goods and services for customers within the centers.

Commerce Centers should be developed as integrated centers – "four corner commercial development" should be discouraged. Centers should be appropriately dispersed throughout the community to support convenience of access and to lessen impacts on infrastructure.

Centers should contain a mix of residential, office, service and retail uses. In addition, other 'residential' uses such as multi-family, single family attached, child care centers, and recreational facilities should be integrated within the development. Single use projects, such as office parks, are to be discouraged. Where properly sited, light manufacturing uses may be a part of larger commerce centers, except for neighborhood centers. Centers should create a pedestrian oriented environment in the physical arrangement of their buildings and parking."

Community Centers are described in the Plan on page 43 as:

"Community Centers are intended to be smaller in scale and intensity of uses than Regional Centers and serve a more targeted market and geographic area. Community Centers tend to be dominated by retail and service activities, although they can also serve as campuses for corporate office facilities and other mixed-use activities. When properly located, some light manufacturing or assembly when accessory to an office function may be allowed.

One or two department stores or "big box" retail operations may serve as anchors (a single store over 50,000 sq. ft.) to the Community Center with numerous smaller general merchandise stores located between any anchors or on surrounding site pads."

The Plan also notes on page 43 that the spacing of these centers should be

“Community Centers should be located approximately 1 to 1 ½ miles apart, depending upon their size, scale, function and area population. When located at intersections, they should also not be located across an arterial street from a Neighborhood Center or another Community Center. (Emphasis added)

The general location of future Community Centers should be indicated in advance in the Comprehensive Plan. These locations are not intended to be site specific but rather to suggest a general area within which a Community Center might be developed. The Plan recognizes the strong need to further and support an evolving marketplace. Thus, the exact location of a Community Center should be designated in the Comprehensive Plan as part of the development review process.

The community will not require market studies to determine the economic impact on existing development. However, new Regional and Community Centers will be generally sited in the Comprehensive Plan so that the potential impact on existing centers may be considered as part of the siting process. Community Centers should be geographically well dispersed throughout the Lincoln urban area based upon the center spacing guidelines noted above.”

This center would be within one mile of the smaller Community Center on the northeast corner of 84th and Holdrege. It would be over 1 and ½ miles from the Community Center at 98th and O Street. As noted in the Plan, the centers will be located based on function and size of the center and the market area. Approval of this Community Center may have the benefit of consolidating all of the retail uses of the two Neighborhood Centers into one center. This could reduce trips on the arterial street system, by permitting trips between stores to be within the center. For example, trips to a home improvement store, discount store and grocery store could be all within one center.

The applicant in their letter states the proposal is for 600,000 SF of space. The Plan notes that centers will be 400,000 SF with the possibility of up to 600,000 SF of space with centers meeting the incentive criteria. The Incentive Criteria includes many aspects of a proposed concept plan for the center which includes pedestrian orientation, plaza, increased residential density and a mix of uses. However, the Incentive Criteria also states on page 49:

“Are supported by a street network with significant traffic capacity in the future, rather than on streets that already have significant commercial development”.

The applicant has not shown at this time how Adams or N. 84th Street would have capacity to support the expanded proposal.

Transportation

Public Works and Utilities Department has done some initial estimates as to the traffic impact of this proposal. Their initial analysis shows that approval of this proposal would exceed the peak hour capacity Adams Street east of N. 70th Street. Adams is shown as a 2+1 (2 through lanes with center turn lane) in the 2030 Plan on page 107. This map also identifies that Adams Street west of about 74th to 75th Street is part of the “Built Environment.” The Plan states on page 107:

“As the community seeks low impact ways to minimize traffic congestion while preserving the character and viability of the established neighborhoods and other components of the built environment, it renews its commitment to an essential program implementing the ‘two plus center turn lane’ concept in the ‘built environment’.”

The 2 +1 concept “increases the street’s efficiency to move traffic and improves safety, while minimizing the impacts on the adjacent neighborhood.” (Page 107)

The Transportation Principles on page 85 and 86 of the Mobility and Transportation chapter note the relationship between land use decisions and the transportation network:

“The relationship between land use and urban development patterns. The transportation system both serves and shapes development. When most trips were made by walking and public transportation, cities exhibited relatively dense development patterns. The convenient access to all parts of the City provided by the automobile allowed people to live, work, and shop in more dispersed locations, creating lower density cities. The construction of roads opens areas to development, helping to mold the City’s directional growth. Just as the transportation system is influenced by land use, land use is also influenced by transportation.

... Transportation and land use are linked systems, that are subject to change by growth and development....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 land use development patterns.”

The Plan emphasizes the need to ensure that the type and intensity of land uses can be supported by the transportation network. The applicant has not demonstrated that the potential increase in traffic is supported by the 2030 Road Network of the Plan.

Conclusion

The proposal to change the southeast corner of 84th and Adams from a Neighborhood Center to a Mixed Use Office area is in conformance with the 2030 Plan. The proposal meets the spacing requirements of the new Plan which encourages that Mixed Use Office Centers be dispersed throughout the community. This proposal would provide only the second Mixed Use Office Center designation in the Plan in northeast Lincoln (98th and O being the other). It could also provide a better transition and “fit” with the existing Faith Lutheran Church and School to the east.

However, the Mixed Use Office proposal is only offered as part of an overall package that includes changing the designation to the north from Neighborhood Center to Community Center. Thus, if the Community Center is not approved, then this corner should retain the present designation as well.

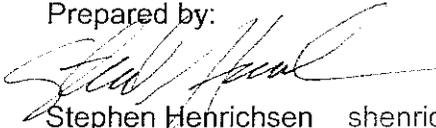
The town center concept is supported by many of the principles of the Plan. The change from Neighborhood Center to Community Center could add significantly to the amount of space to the north of Adams – up to 600,000 SF of space. The Plan notes that centers will be 400,000 SF with the possibility of up to 600,000 SF of space with centers meeting the incentive criteria. The

applicant's concept for the site meets many of the "Incentive Criteria" of the 2030 Plan including aspects of a proposed "town center" and including pedestrian orientation, plaza, increased residential density and a mix of uses. However, the Incentive Criteria also states on page 49:

"Are supported by a street network with significant traffic capacity in the future, rather than on streets that already have significant commercial development".

Public Works and Utilities in their initial review noted that this proposal, which could add up to 300,000 SF of commercial space, would be beyond the traffic capacity of Adams Street east of 70th Street. The applicant has not shown how Adams or N. 84th Street would have capacity to support the expanded proposal so the application should be denied.

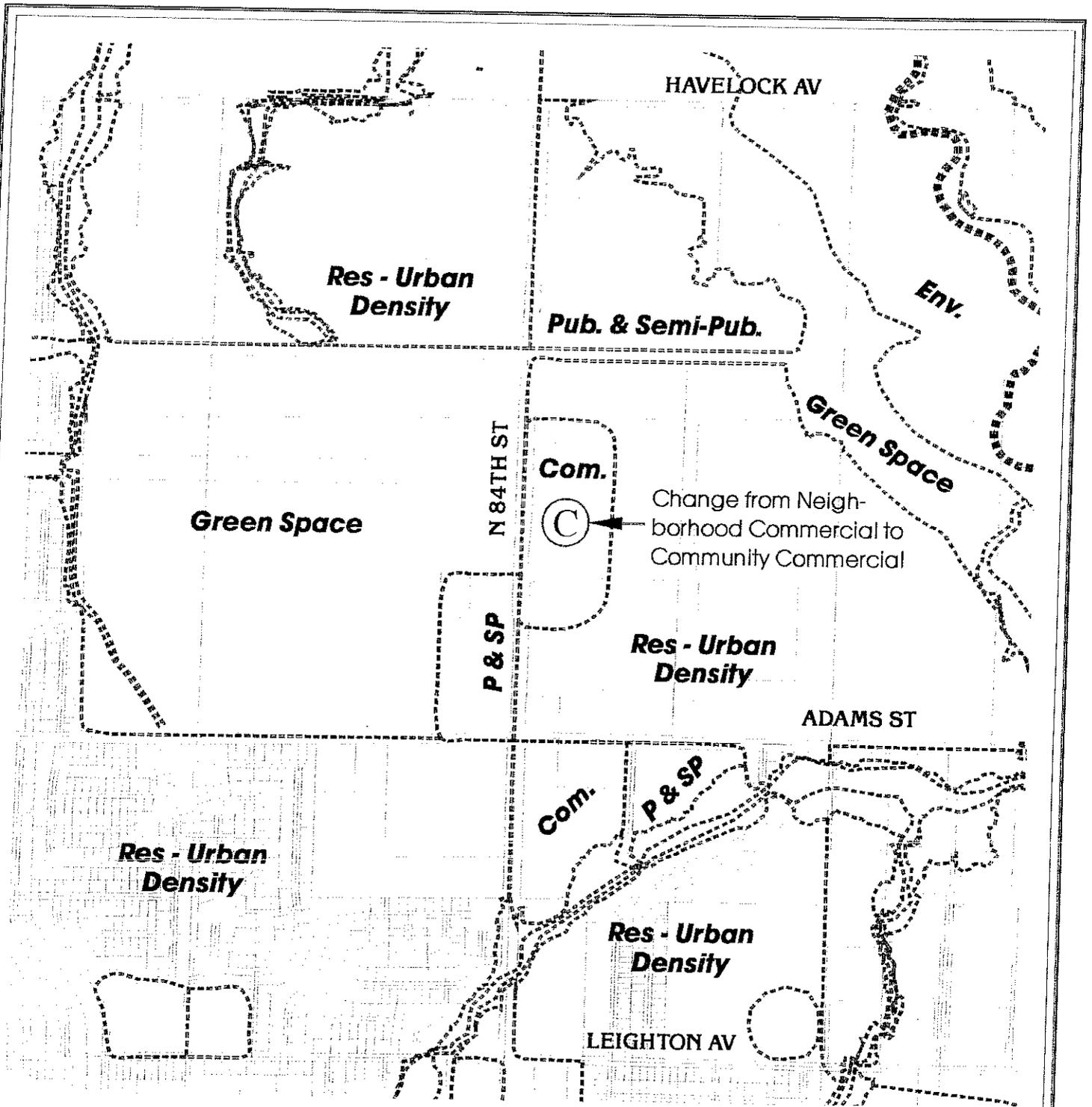
Prepared by:



Stephen Henrichsen shenrichsen@lincoln.ne.gov
Planning Department, (402) 441- 6374

Date: October 17, 2006

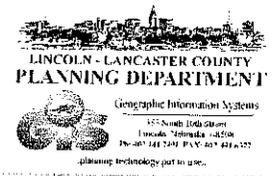
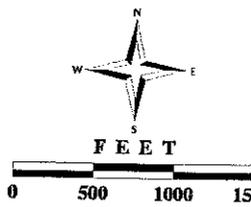
Applicant: Mike Eckert, Civil Design Group
3901 Normal Blvd. Suite 203
Lincoln, NE 68506
(402) 434 - 8494

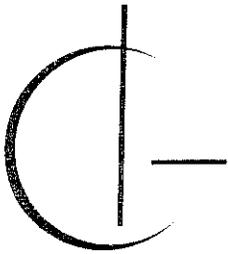


N 84th and Adams St

2030 Comprehensive Plan Proposal # 2

- ===== Future Service Limit
- Land Use Boundary
- Res** Land Use Category
- (C)** From Neighborhood Commercial to Community Commercial (Site Specific)



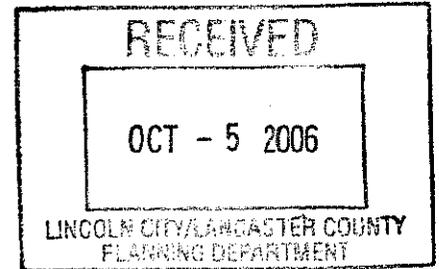


Civil Design Group, Inc.

Consulting Engineers & Land Use Planners
Civil Design • Site Development • Planning & Zoning

October 4, 2006

Mr. Marvin Krout
Director of Planning
City of Lincoln /Lancaster County
555 South 10th Street, Room 213
Lincoln, NE 68508



**Re: Comprehensive Plan Amendment – Change of commercial designations for the Prairie Village North PUD from two Neighborhood Commercial Centers to one Community Commercial Center and one Mixed Use Office Center.
CDG Project No. 2006-0057**

Dear Marvin:

On behalf of Prairie Homes, Inc. we are requesting a Comprehensive Plan Amendment for our client's development Prairie Village North, located on the northeast and southeast corners of N. 84th & Adams Street. Our request is to change the current commercial designations on these corners from two separate Neighborhood Commercial Centers to one Community Commercial Center on the northeast corner with 600,000 square feet of permitted space (480,000 sq. ft. of retail and 120,000 sq. ft. of office). The property on the south side of Adams would then be designated as a Mixed Use Office Area permitting 280,000 square foot of office space with one fourth of this area permitted for retail uses.

Ultimately, this Comprehensive Plan Amendment is driven by a new development philosophy that will take place on the northeast corner of N. 84th and Adams Street. We are attempting to shift the retail component of the two separate neighborhood centers into a single strategically planned Community Commercial Center that will utilize retailer anchors, abiding by the 175,000 sq. ft. maximum size, situated in such a way that they bookend a well planned "town center" concept that integrates the incentive criteria for such centers as highlighted in the comprehensive plan. Achieving the elements of the 2030 Comprehensive Plan incentive criteria for a town center will permit the 600,000 square feet we are requesting.

A fundamental advantage of this new design is the consolidation of both community and neighborhood trips within one comprehensive community center that will allow the vehicle trips generated between merchants to take place within the confines of the center. It also presents the opportunity to eliminate internal vehicular trips via the pedestrian design elements present in a town center concept. Ultimately, this layout will alleviate redundant trips that would otherwise be necessary on both N. 84th Street and Adams Street. By design, this new layout and the consolidation of retail space on the north side of Adams Street will reduce the impact on adjacent neighborhoods, schools, churches and the arterial street system.

In order to achieve the goals of the town center concept in a manner that is marketable to potential tenants, our client is engaging Bob Gibbs, a national commercial development specialist to co-consult with our firm on the creation of marketable town center. Mr. Gibbs has proven experience in creating town center site plans that are both marketable and functional in

how they utilize the incentive criteria discussed in the 2030 Comprehensive Plan. We will be working with Mr. Gibbs to integrate these site elements into a revised PUD that will be the basis of design for this Community Commercial Center.

The revised PUD will also be committed to buffering our neighbors to the south and east with office space on the southeast borders of Community Commercial Center and eastern edge of the Mixed Use Office Area. Please feel free to call me at (402) 434-8494 so that I can address any questions you may have regarding this Comprehensive Plan Amendment request.

Sincerely,

A handwritten signature in black ink, appearing to read "Mike Eckert", with a long horizontal flourish extending to the right.

Mike Eckert, AICP

cc: Prairie Homes, Inc.

F:\Projects\2006\20060057\landplanning\Doc\comp plan amendment 10-4-06.doc

Proposal No. 3
S. 82nd and Roca Road

Location	Proposal
northwest of the corner of S. 82 nd Street and Roca Road.	Amend the 2025 Lincoln/ Lancaster County Comprehensive Plan to 1) show a 119 acre parcel as Residential - Low Density 2) show an 80 acre parcel as Residential - Low Density
<p>Recommendation: Denial This proposal for low density residential development should not be approved as there are adequate opportunities for a low density development to occur in Lancaster County. The area should remain designated for agriculture use.</p>	

Status/Description

This property is on the northwest corner of 82nd and Roca Road. It is within one mile of the City of Hickman's extraterritorial jurisdiction. Roca Road is paved to rural standards and S. 82nd Street is gravel, but it is shown as future paved and is in the County Engineer 1-6 year CIP for engineering (not for construction). This land is within the Lancaster County Rural Water District #1 and appears to be in the drainage basin that drains into Wagon Train Lake. There is an area designated as Residential Low Density to the southwest, across Roca Road. There are not any acreage subdivisions within the square mile of this proposal.

Comprehensive Plan Implications

The Comprehensive Plan already provides for a sufficient area and variety of tools for acreage residential subdivisions. This land is designated in the current Comprehensive Plan as agricultural. Approval of this request will trigger additional requests similar treatment throughout the area between Hickman, Roca and Lincoln. The vision of the Comprehensive Plan encourages preservation of productive farm land in the County, and discourages the extensive use of rural land with acreages as wasteful and in the long run, costly in other ways.

The neighboring town, Hickman, has developed a new comprehensive plan and identified their intention for this area. They show this as Low Density Residential. However, Hickman's intent is that the shown low density acreage development outside of the town be built with "Build-Through", as Lincoln now utilizes in the Lincoln three mile. Neither Hickman nor Lancaster County has that mechanism in place currently.

The Comprehensive Plan calls for 90% of the population of the county to reside in Lincoln, 3% in the other incorporated towns of the county and 6% in low density acreage development in rural areas. In the recent few years, acreage development and building has experienced a boom. AGR zoned areas, the provision for "farmstead splits", the popular "cluster development" (CUP) with bonuses, pre-existing lots and the new "two 3's per 40" provision for a land owner to create and sell three acre lots have all been reflected in development were 9 - 12% of new single family dwelling

unit permits are occurring outside of the towns of Lancaster County. Thus, existing tools are responding more that adequately to the demand.

In addition, the County is working at the State Legislature to provide for Transfer of Development Rights (TDR) which will add additional opportunities and flexibility for acreage development to be created by purchasing development rights and transferring them from areas that are better off being left undeveloped to areas that are better able to handle higher densities. But the TDR concept will not work unless the County Board is consistent in telling prospective acreage developers that they must buy the rights to allow more lots from other landowners and not just give it away by rezoning.

The current AG zoning provides for about 32 dwellings per square mile. Since gravel road improvements are needed at about 400 ADT, (acreage residents are estimated to produce about 10 trips per day), the current AG zoning supports about the maximum number of dwellings in the rural area without the added cost of paving. Although 68th Street and Roca Road are paved in this general area, and the County Engineer would like to pave 82nd Street someday, that paving is not scheduled, and eventually more acreage developments in this area will create pressures for more road paving. The County Engineer (memo of Oct 11, 2006 attached) notes that they generally support development that takes advantage of existing paved roads. However, he is concerned on opening up all of Roca road. 2005 traffic counts were at 950 adt east of S. 68th and 540 adt west if Hwy 34. Roca Road between S. 68th and S. 110th Street (this location) was paved prior to State standards and has narrow shoulders, 22' wide paving and lesser sight distance standards.

Though there is debate on the conclusions, the completed "Cost of Service" study did indicate that the average new acreage residence was not paying its way relative to the cost of providing county services such as roads and public safety.

Conclusion

There are more than adequate opportunities for low density/acreage development in the unincorporated areas of the county, and proposals regarding additional low density residential developments should not be approved. This particular request, without buildthrough and without 82nd Street paving assured anytime soon, is at best premature.

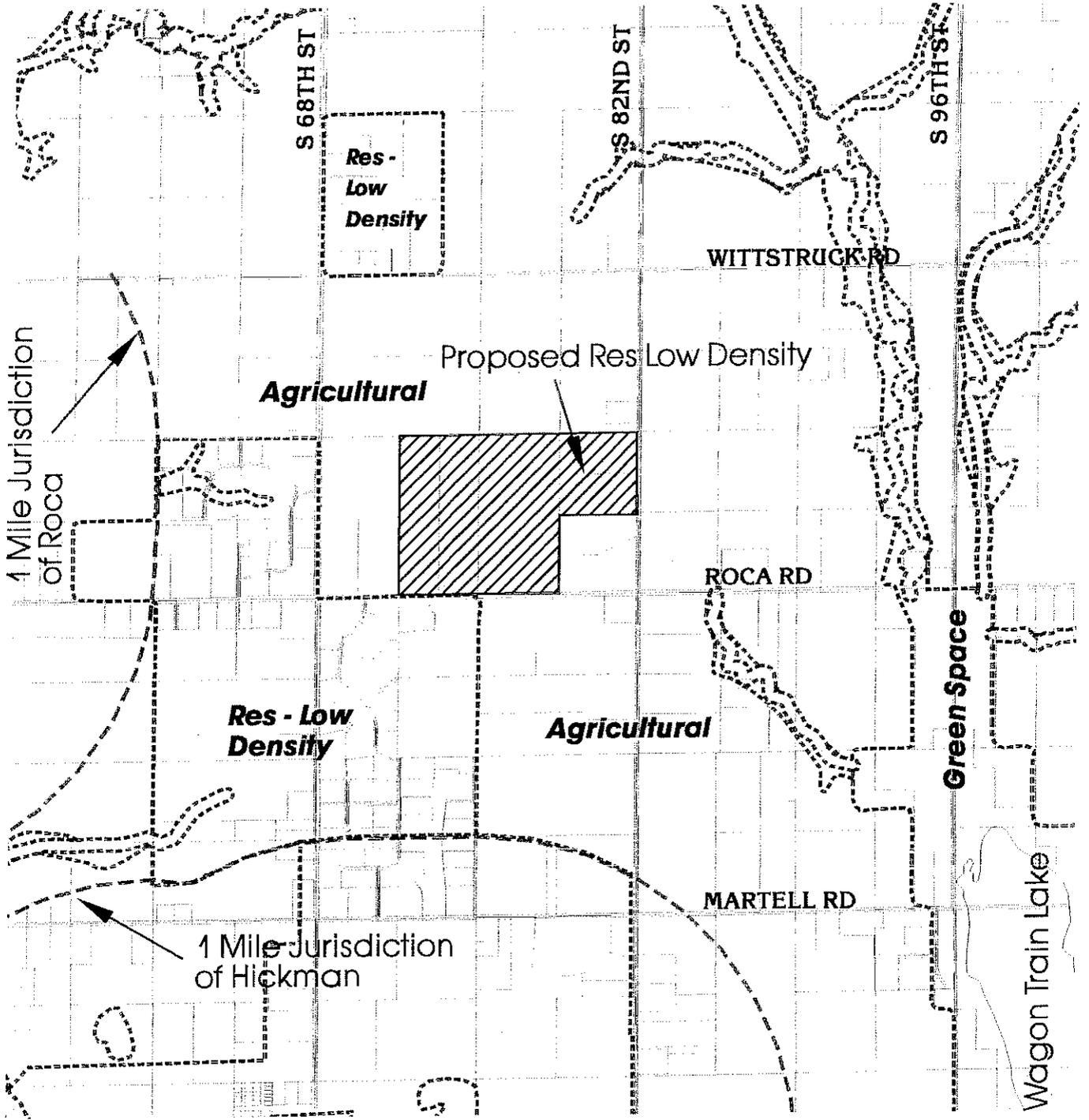
Prepared by:



Mike DeKalb, 441-6370, mdekalb@lincoln.ne.gov
Planning Department

Date: October 12, 2006

Applicant: Tom Huston for Mr. Alan Baade and Mr. Kenneth Mueller
Cline Williams, Wright, Johnson & Oldfather
1900 U.S. Bank Building
233 South 13th Street
Lincoln, NE 68508-2093
(402) 474-6900



S 82nd & Roca Rd

2030 Comprehensive Plan Proposal # 3

- Future Service Limit
- Land Use Boundary
- Res** Land Use Category
-  From Agricultural to Res - Low Density



Scale: 1 inch = 2500 feet


 LINCOLN - LANCASTER COUNTY
 PLANNING DEPARTMENT
 Geographic Information Systems
 555 South 16th Street
 Lincoln, Nebraska 68508
 Tel: 402-441-5200 FAX: 402-441-4177
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CHARLES E. WRIGHT, COUNSEL
CHARLES M. PALLESEN, JR., COUNSEL
ALAN E. PETERSON, COUNSEL
RICHARD P. JEFFRIES, COUNSEL

October 3, 2006

Mr. Steve Henrichsen
Lincoln-Lancaster County Planning Department
555 South 10th Street Rm 213
Lincoln NE 68508

Re: Comprehensive Plan - 2030 Update
BAA01-RE003

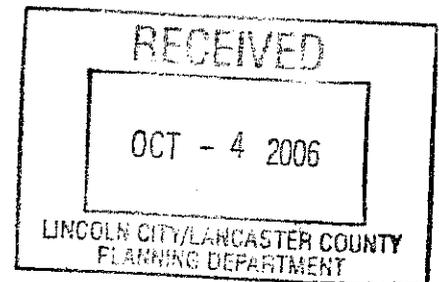
Dear Mr. Henrichsen:

I represent Alan Baade who owns approximately 119 acres located generally at the northwest corner of Roca Road and South 82nd Street. This tract of land is legally described as:

Lots 4, 10, 11 of the Southeast Quarter of Section 15, Township 8 North, Range 7 East of the 6th p.m. in Lancaster County, Nebraska.

Mr. Baade has asked me to file a request for an amendment to the Comprehensive Plan 2030 to designate the subject property as low density residential. My client has the continued desire to develop his property into acreage development. My client believes that this property should receive the Comprehensive Plan designation change from agricultural to that of low density residential because of a variety of factors including, but not limited to, the following:

1. The subject property is beyond "Tier III" of the future Lincoln growth areas and would never be capable of being serviced with sanitary sewer from either Lincoln or Hickman.



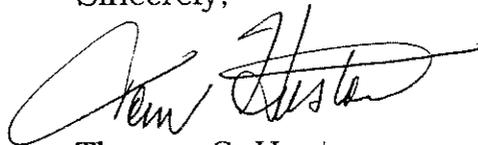
October 3, 2006

Page 2

2. The Property has good proximity to water service lines of Rural Water District No. 1. Rural Water District No. 1 has a 4 inch main water line on 82nd Street and a 6 inch main line on Roca Road. The proximity of the water lines on two sides of the subject property would provide excellent water service to this acreage development.
3. The property has direct access to Roca Road which is a paved main thorough fare for transportation services. Further, in the not too distant future, Lancaster County has plans to surface the 82nd Street through to Highway 2.
4. The subject property is sub prime agricultural land and is not conducive to continue to agricultural use due to the fact that agricultural use faces diminishing returns.
5. Roca Road has become a destination corridor for acreage development. This fact is evidenced by the multiple acreage developments along Roca Road including, but not limited to, the preserve Cross Creek, the preserve at Cross Creek first addition, Hickman Ridge Estates, and assorted 5-10 acre tracks located adjacent to Roca Road within a one mile radius of the subject property.

As you, the Planning Department and the County Board are aware, my client has made prior attempts to change the zone of this property to the AGR designation. However, those applications were not well received due to the fact that the current Comprehensive Plan designates the property as agricultural on the future land use map. Thus, my client desires to amend the Comprehensive Plan to show the future use as low density residential. Please let me know if you have any questions.

Sincerely,



Thomas C. Huston
For the firm

cc. Alan Baade
Lyle Loth

LAW OFFICES OF
CLINE, WILLIAMS, WRIGHT, JOHNSON & OLDFATHER, L.L.P.

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ALAN E. PETERSON, COUNSEL
RICHARD P. JEFFRIES, COUNSEL

October 10, 2006

Mr. Steven Henrichsen
Lincoln-Lancaster County Planning Department
555 South 10th Street, Room 213
Lincoln NE 68508

Re: Comprehensive Plan - 2030 Update

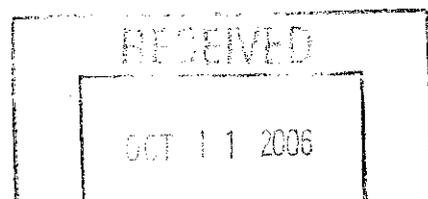
Dear Mr. Henrichsen:

I have been engaged by Kenneth H. Mueller, who resides at 7401 Roca Road, Roca, Nebraska 68430, to provide you a written request for an update to the Lincoln-Lancaster County Comprehensive Plan - 2030 Update for his property located generally adjacent to Roca Road. Last week, I had sent to you a letter on behalf of my other client, Alan Baade, who owns approximately 119 acres located at the northwest corner of Roca Road and South 82nd Street. Mr. Mueller wishes to add his request to that made by Mr. Baade for his property to be designated as low-density residential.

Mr. Mueller owns approximately 160 acres adjacent to Roca Road. The property is designated as follows:

- a. 80 acres located south of Roca Road. Mr. Mueller owns 80 acres on the south side of Roca Road which is adjacent to existing acreage development on two of its three sides. This property is legally described as Lot 4 and the SW 1/4 of the NW 1/4 of Section 22, Township 8 North, Range 7 East.
- b. Mr. Mueller also owns two parcels of 40 acres each located north of Roca Road. This property is legally described as Lots 6 and 7, in the SW 1/4 of Section 15, Township 8 North, Range 7 East.

Mr. Mueller believes that this property should receive the Comprehensive Plan designation change from agriculture to that of low-density residential because of a variety of factors including, but not limited to, the following:



October 10, 2006

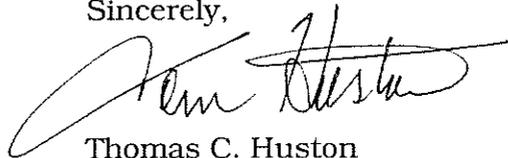
Page 2

1. The property is beyond "Tier III" of the future Lincoln growth areas and will never be capable of being serviced with sanitary sewer from either Lincoln or Hickman.
2. The property has good proximity to water service lines of Rural Water District No. 1. The Rural Water District has a six-inch main water line located adjacent to Roca Road. This water service line would provide excellent water service to a potential acreage development on the Mueller property.
3. The property has direct access to Roca Road, which is a paved main street for transportation purposes.
4. The property is sub-prime agricultural land.
5. Roca Road has become a destination corridor for acreage development. The Mueller property is adjacent to Hickman Ridge Estates and other acreage properties. The Mueller property north of Roca Road is located in close proximity to the Preserve at Cross Creek and the Preserve at Cross Creek 1st Addition.

Please consider this request in conjunction with the request made on behalf of Alan Baade. Collectively, Messrs. Mueller and Baade own approximately 280 acres.

Thank you for your consideration.

Sincerely,



Thomas C. Huston
For the Firm

c: Kenneth H. Mueller
Alan Baade

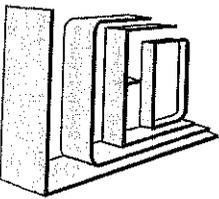
Lancaster
County

DON R. THOMAS - COUNTY ENGINEER

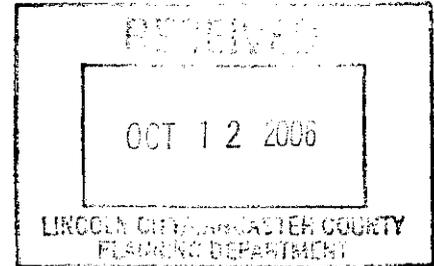
Engineering

DEPUTY- LARRY V. WORRELL
COUNTY SURVEYOR

Department



DATE: October 11, 2006
TO: David Cary
Planning Department
FROM: Don R. Thomas Don Thomas
County Engineer
SUBJECT: PROPOSED CHANGE IN LAND USE FOR THE NW
CORNER OF SOUTH 82ND STREET AND ROCA ROAD



We have responded on two previous occasions for AGR development on this corner. The first proposal was for 35 lots and the second was for 24 lots. We have over the years stated our support for developments that would take advantage of the existing paved roads that have room to support more traffic, however, that said, we would be concerned opening up all of the Roca Road to low density residential development. In 2005, we had traffic counts that ranged from 950 adt (1/2 mile east of south 68th Street) to 540 adt (1/2 mile west of Highway #34). This road certainly meets the criteria of lower counts that can allow for some new development, but caution is important so as not to overload the road with too much traffic.

I would offer that the Roca Road between South 68th Street and South 110th Street was paved prior to State Standards being in place and has narrow shoulders, 22' wide pavement and lesser sight distance standards. The portion between South 110th Street and State Highway #43 was re-graded and paved in 1976 to current standards with 6' shoulders, 24' pavement and 50 mph vertical curves that provide greater sight distance.

We felt this development was acceptable especially with 7" paved streets that would tend to lead traffic to the Roca Road rather than South 82nd Street which is an old gravel county road. I would note that any improvements to South 82nd Street are years away from reality. This particular development does raise the issue of "how will AGR development be handled in the County", as I am not sure I clearly understand.

cc: Larry Worrell
Doug Pillard

DRT/bml

Phyllis/DRT/Cary - Proposed Change in Land Use.Mem

**Proposal No. 4
N. 40th - 56th and I-80**

Location	Proposal
East of N. 40 th Street, between Bluff Road and Interstate 80	Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to 1) Change over 400 acres from Priority B to Priority A
Recommendation: Approval with amendment to Priority text	

Status/Description

The proposal is to amend the Planning Commission Review Edition of the 2030 Lincoln/ Lancaster County Comprehensive Plan to change over 400 acres east of N. 40th Street, between Bluff Road and Interstate 80 from Tier I, Priority B to Priority A.

Comprehensive Plan Implications

In the 2025 Comprehensive Plan this land is designated as Priority A, meaning it would be provided with services within the first 12 years of the Plan. However, in the draft 2030 Plan, Priority A was amended to be generally a six year period. The draft 2030 Comprehensive Plan states that:

**PRIORITY AREA PLAN FOR TIER I
SETTING PRIORITIES**

“The top priority for infrastructure improvements is the existing city and areas that are currently under development. In order to provide for the orderly future growth of the city, additional land is identified in Tier I as the next area for improvement. However, the community does not have the financial resources, nor is it necessary, to provide urban services to all of the Tier I area within the next few years. So within Tier I, the community needs to prioritize areas for infrastructure improvements.

Priority A identifies a future service area of approximately 20 square miles to serve with utilities in the next six years. Developer interest exists in land in various areas which would require providing services to over 35 square miles – if financing were available. Based on population and growth projections, there is not a need for this much land in the near term. The City has developed and made public financial water and wastewater utility plans for operations and growth and the 2006 CIP based on a smaller Priority A area. User fee increases and/or impact fees as projected for water and wastewater will require additional increases, or additional private financing if projects are added or staged earlier than previously identified.

Currently, there are not adequate funds to build needed road improvements within the city limits, much less serve Priority A or other growth areas. If the City is committed to building improvements concurrent with development, then significant additional road funds will be needed, in addition to the proposed rate increases for water and wastewater.”

In the nearly 20 square miles of Priority A, over 12 square miles is outside of the floodplain or floodprone area, and is generally not in use by such uses as acreage subdivision, golf courses, parks, or other public uses. Within the next 6 years, given past trends, the City will not need 12 square miles for development. Priority A serves a larger area in part in an attempt to provide significant choice in land for development and in several different locations. As noted in the draft Plan, there are serious funding challenges to provide water and sewer to a 20 square mile area.

Public Works and Utilities, Wastewater division notes:

"This area should remain as Priority B, since there is no funding within the first 6 years of the CIP to serve this area by gravity, nor is there funding planned for the following 6 years either. However, this area's acres are being accounted for in the design of the NE Trunk Sewer from 70th to 56th."

Public Works and Utilities, Watershed Management division noted that the western portion drains into the Little Salt Creek basin. (See attached) The City is working with other agencies to develop a scope of work for a full master plan in this basin. Any master plan will need to address the impact of stormwater runoff on the Salt Creek Tiger Beetle habitat. The majority of the land to be added to Priority A is designated as Industrial. This land east of N. 40th Street provides one of two large new areas for industrial development along I-80.

Conclusion

Staff recommends amending the Priority designation since this site is intended to serve as an industrial economic development site for major employers and since the funding source for all improvements will be tax increment financing. Even though it is designated as Priority A, issues regarding runoff into Little Salt Creek should be resolved prior to development in this area.

Amend the Comprehensive Plan as follows:

1. Amend the Urban Growth Tiers with Priority Areas on page 27 to change land east of N. 40th Street, between Bluff Road and Interstate 80 from Priority B to Priority A.
2. Amend the text on the "Priority Area Plan for Tier I" on page 22 to add the following:

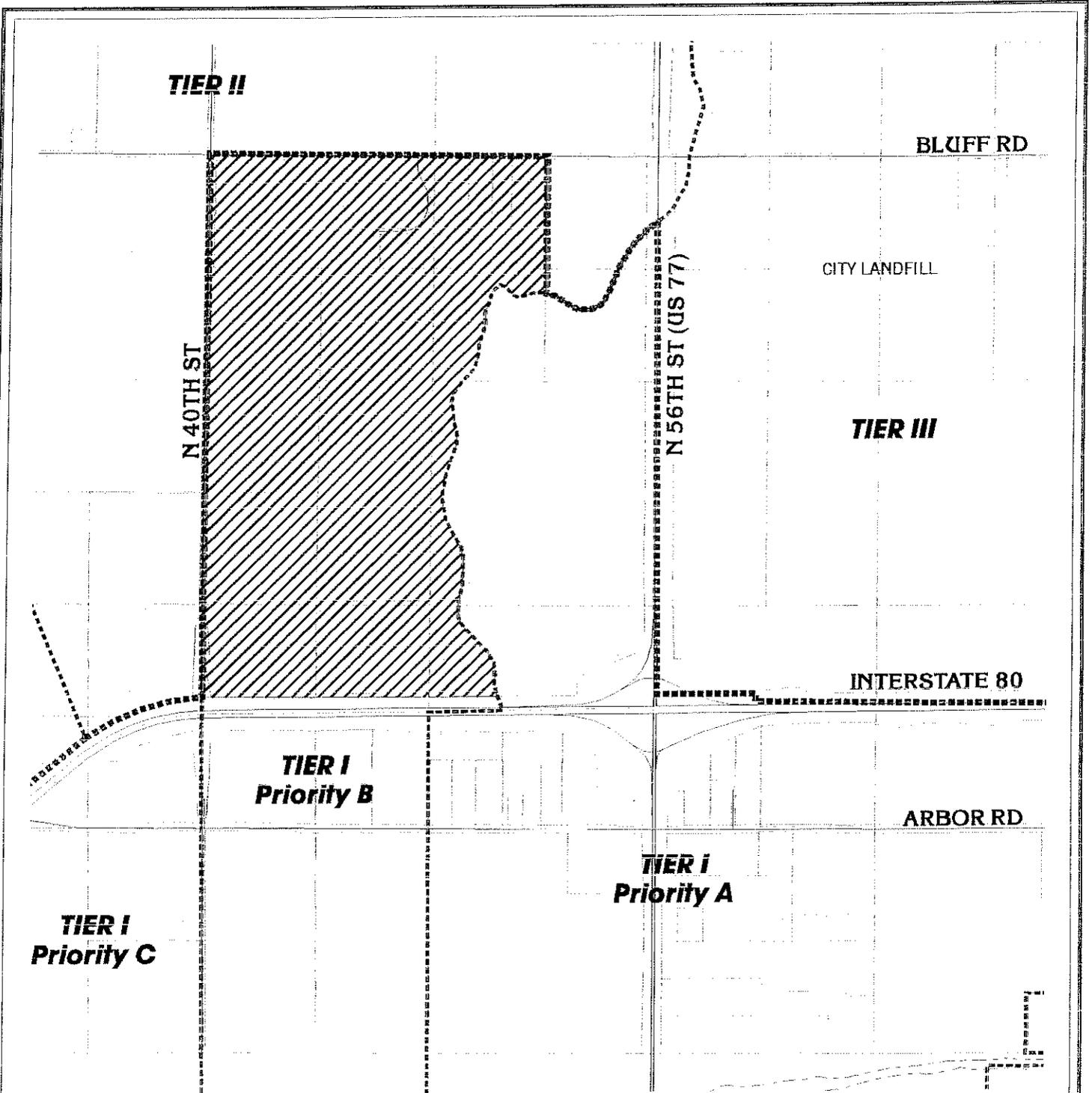
While there are financing limitations, the economic development area north of I-80, east of 40th Street, that drains into Little Salt Creek, is designated as Priority A and will be provided with infrastructure through Tax Increment Financing.

Prepared by:



Stephen Henrichsen shenrichsen@lincoln.ne.gov
Planning Department, (402) 441- 6374

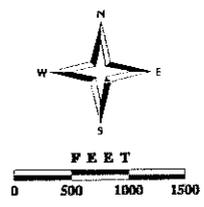
Date: October 17, 2006



N 40th to N 56th & Interstate 80

2030 Comprehensive Plan Proposal # 4

- ===== Future Service Limit
- Tier/Priority Boundary
-  Change from Priority B to Priority A



PUBLIC WORKS AND
UTILITIES DEPARTMENT

CITY OF LINCOLN
NEBRASKA
MAYOR COLEEN J. SENG
www.cityoflincoln.org

Memorandum

Date: 10/10/2006
To: Steve Henrichsen
From: Devin Biesecker
Subject: Request for a change to the draft 2030 Comp Plan
cc: Ben Higgins, Nicole Fleck-Tooze

Below are Watershed Management's comment on the proposed change to the draft 2030 Comprehensive Plan located near N. 40th Street and Interstate 80.

A portion of this site is proposed to be Tier I Priority B and is in the Little Salt Creek watershed for which Watershed Management has not yet completed a watershed master plan. This watershed has unique resources including the saline wetlands which are the habitat for the endangered Salt Creek Tiger Beetle. An interim watershed study was completed in 2004 regarding existing conditions in the Little Salt Creek basin but this study did not address the impacts of future urban stormwater runoff on saline wetlands. The City is currently working with other agencies to determine a scope of work for a full watershed master plan for Little Salt Creek basin that takes into consideration these resources and recommends measures to offset impacts of stormwater runoff on saline wetlands and Salt Creek Tiger Beetle habitat. The full master plan study is anticipated to begin in the summer of 2007 if funding is available.

There are no saline wetlands identified on this property but saline wetlands have been identified downstream. Watershed Management believes there is the potential for stormwater runoff from this site to have an impact on the saline wetlands downstream and because of this is recommending that this area remain designated as Tier I Priority B.

Proposal No. 5 S. 54th and Saltillo Road

Location	Proposal
East of S. 54 th between Saltillo Road and the South Beltway	Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to 1) Change 51 acres from Agricultural to Urban Residential and from Tier II to Tier I, Priority B 2) Change 35 acres of Low Density Residential from Tier II to Tier I, Priority C
Recommendation: Approval of Priority B for the Urban Residential and with an amendment to Priority text	

Status/Description

This proposal on behalf of Todd and Lisa Hornung is to add a small area of 86 acres to the Future Service Limit. Part of the land, 51 acres, is in agricultural use presently and is proposed for future urban residential uses. This land is in a drainage sub-basin that drains naturally to the south of the future South Beltway. The applicant has submitted preliminary plans that show this land could be served by a gravity sewer, without excessive cuts or sewer depths violating city standards, to the west into a different drainage sub-basin. This sewer, would also serve approximately 35 acres of adjacent acreage subdivision.

The proposal is to amend the Planning Commission Review Edition of the 2030 Lincoln/ Lancaster County Comprehensive Plan to:

- 1) Change 51 acres of farm land from Agricultural to Urban Residential and from Tier II to Tier I, Priority B for a future urban subdivision. This land is adjacent to the South Beltway and is south of the acreage subdivision lots along Saltillo Road
- 2) Change 35 acres of existing acreage subdivision lots designated in the Plan as Low Density Residential from Tier II to Tier I, Priority C. These lots are immediately north of the proposed urban residential subdivision and are adjacent to Saltillo Road. These lots would be able to be served with sanitary sewer due to the extension of a line to serve the proposed urban residential.

Comprehensive Plan Implications

The Future Service Limit already includes 52 square miles of land for the year 2030. Excluding land that is already in use for acreage subdivisions, electrical substations, former landfill, and other public uses, there is approximately 38.5 square miles. Included in that 38.5 square miles is Hillcrest and Firethorn golf course, Pioneers and Wilderness Park. However, even excluding these uses there is approximately 32 square miles that would be available, and only 2.5 square miles of that land is in the floodplain or floodprone area. These flood areas would not be developed

with buildings, but could be integrated into developments for parks, yards and other open space uses.

Thus, there is about 29.5 square miles of land that would be generally available for development and without any floodplain or flood prone designation. This is a significant amount of land for development, plus the utilities to serve these areas will have to span an even larger area as water, sewer and roads will have to be extended to cover most of the 52 square mile Future Service Limit – which will require a significant infrastructure investment.

However, while there is not a pressing need for additional land, the small 51 acres of land south of Saltillo Road will experience development pressure during the 2030 time period. The applicant has shown that it is possible to serve this area by gravity sewer. Public Works and Utilities, Wastewater Division notes:

“There currently is no funding in the CIP for servicing this area since it is currently Tier II. However, there are projects planned for the Tier I area approximately 1 mile to the West of this area. Those sewers could be designed for increased capacity to serve this area. Converting Tier II to Tier I uses up capacity in the Salt Valley trunk line and could hasten the need for a major relief CIP in the future. This area naturally drains to the south and then to the west towards salt creek and would normally be picked up by a trunk sewer paralleling South of Bennet Rd. The proposed sewer route design by Civil Design group looks to be a feasible plan to sewer the area by gravity. There are some routing tweaks that would need to happen, especially at the North end, when actual design is to begin.

Designing a sewer in this location will effectively use the South Beltway as a North/South divider, between 58th and 27th for areas that can be served and those that cannot. With the North having service and the South none. If a South sewer alignment is not planned for as well, then requests to pump across the beltway to the North, as development fills in the beltway, will likely occur.”

The 2030 Comprehensive Plan states that

***PRIORITY AREA PLAN FOR TIER I
SETTING PRIORITIES***

“The top priority for infrastructure improvements is the existing city and areas that are currently under development. In order to provide for the orderly future growth of the city, additional land is identified in Tier I as the next area for improvement. However, the community does not have the financial resources, nor is it necessary, to provide urban services to all of the Tier I area within the next few years. So within Tier I, the community needs to prioritize areas for infrastructure improvements.

Priority A identifies a future service area of approximately 20 square miles to serve with utilities in the next six years. Developer interest exists in land in various areas which would require providing services to over 35 square miles – if financing were available. Based on population and growth projections, there is not a need for this much land in the near term. The City has developed and made public financial water and wastewater utility plans for operations and growth and the 2006 CIP based on a smaller Priority A

area. User fee increases and/or impact fees as projected for water and wastewater will require additional increases, or additional private financing if projects are added or staged earlier than previously identified.

Currently, there are not adequate funds to build needed road improvements within the city limits, much less serve Priority A or other growth areas. If the City is committed to building improvements concurrent with development, then significant additional road funds will be needed, in addition to the proposed rate increases for water and wastewater."

The Comprehensive plan designates a future bike trail along the north side of the South Beltway and that a 20' easement for the trail will be required when development proposals proceed.

Conclusion

Staff recommends that the area along the South Beltway, east of 54th Street remain Priority B and C until a sanitary sewer study concludes how this area can best be served and financing is determined. Since the South Beltway may not be open until the year 2014 or later, and the city limits is more than 2 miles away, there is not an immediate need to determine the sewer route. While this area is added to the future service limit, this does not mean that the route submitted by the applicant should be used. The applicant has successfully shown one way it could be served, but there may be better and more cost effective routes.

Amend the Comprehensive Plan as follows:

1. Amend the Land Use Plan on page 17 to change 51 acres of farm land from Agricultural to Urban Residential east of S. 54th Street and north of the South Beltway as shown on the following figure:
2. Amend the Urban Growth Tiers with Priority Areas on page 27 to change 51 acres of farm land from Tier II to Tier I, Priority B and 35 acres from Tier II to Tier I, Priority C, east of S. 54th Street between the South Beltway and Saltillo Road.
3. Amend the text on the "Priority Area Plan for Tier I" on page 22 to add the following: (new text below will follow proposed additional text in Proposal #4)

...However, an area along the South Beltway, which naturally drains to the south of the South Beltway should remain Priority B or C until a sanitary sewer study concludes how this larger area can best be served and financing is addressed.

Prepared by:



Stephen Henrichsen shenrichsen@lincoln.ne.gov
Planning Department, (402) 441- 6374

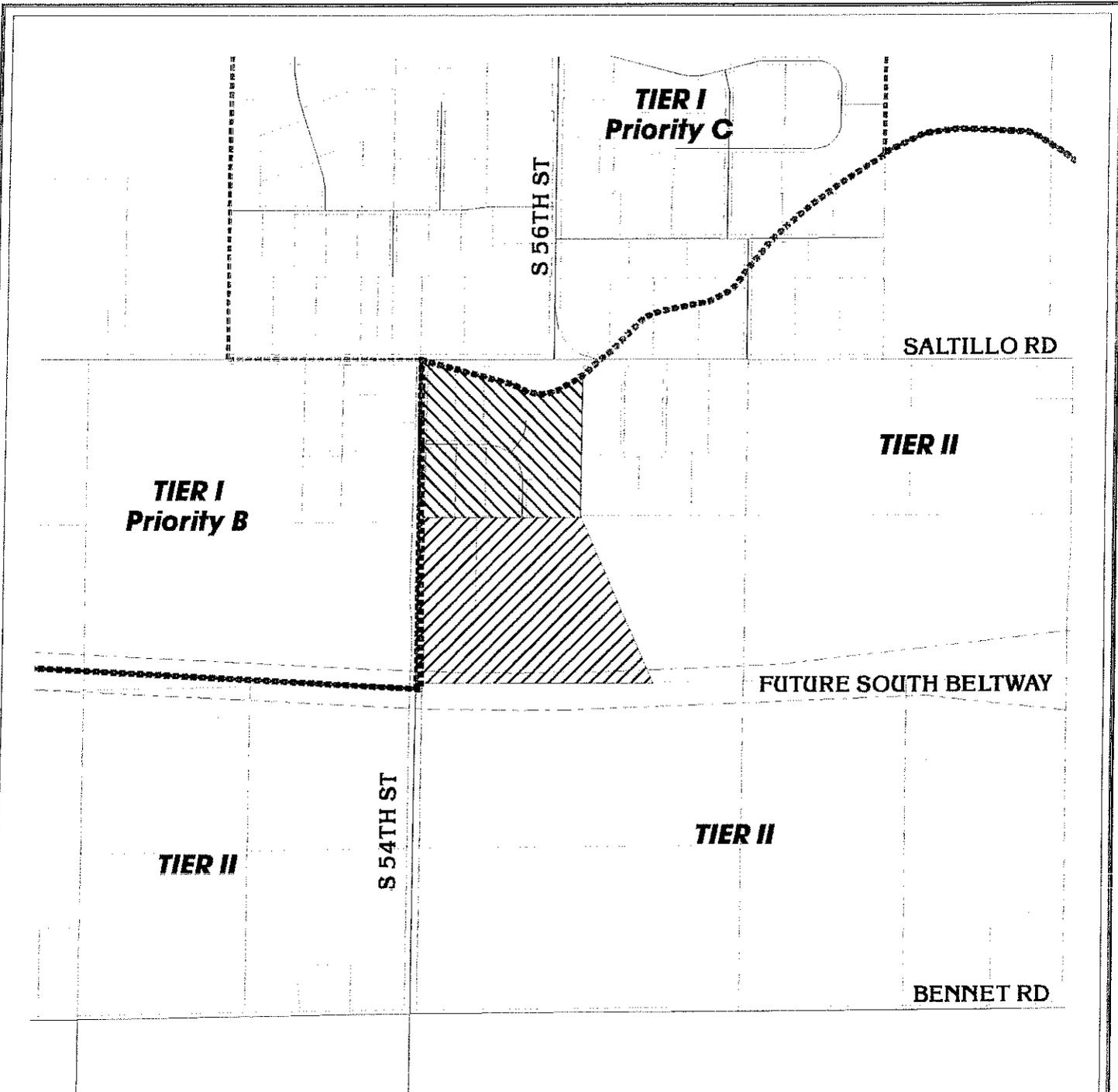
Comprehensive Plan Proposal #5

Page 4

Date: October 17, 2006

Applicant: Mike Eckert, Civil Design Group
3901 Normal Blvd. Suite 203
Lincoln, NE 68506
(402) 434 - 8494

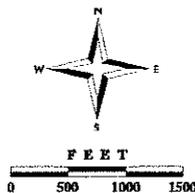
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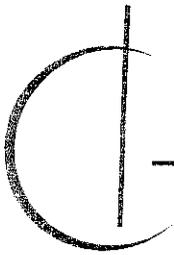


S 54th & Saltillo Rd

2030 Comprehensive Plan Proposal # 5

- Future Service Limit
- Tier/Priority Boundary
-  Change from Tier II to Tier I Priority B
-  Change from Tier II to Tier I Priority C



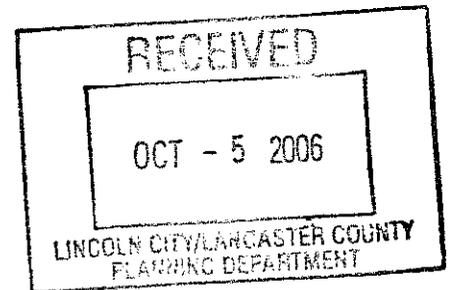


Civil Design Group, Inc.

Consulting Engineers & Land Use Planners
Civil Design • Site Development • Planning & Zoning

October 4, 2006

Mr. Marvin Krout
Director of Planning
City of Lincoln /Lancaster County
555 South 10th Street, Room 213
Lincoln, NE 68508



Re: Comprehensive Plan Amendment – Change of designation from Tier II to Tier I – Priority B for land generally east of S. 54th Street between Saltillo Road and the South Beltway. CDG Project No. 2006-0024

Dear Marvin:

On behalf of Todd and Lisa Hornung we are requesting a Comprehensive Plan Amendment for 51 acres of their land generally located east of S. 54th Street between Saltillo Road and the South Beltway project. Enclosed you will find four sets of plans for the design and cross-section of the gravity sewer trunk line that can be extended to this property from the west. As we have discussed with staff, the termination of the Tier I - Priority B line on S. 54th Street has been an "arbitrary" line that ended there since staff was uncertain about how much land east of the road could be sewered. We are now providing clarity to that question with the enclosed plans. Additionally, for your reference, we have attached a colored "Comprehensive Plan Amendment" exhibit the shows the exact area of land that could be gravity sewer with this trunk line.

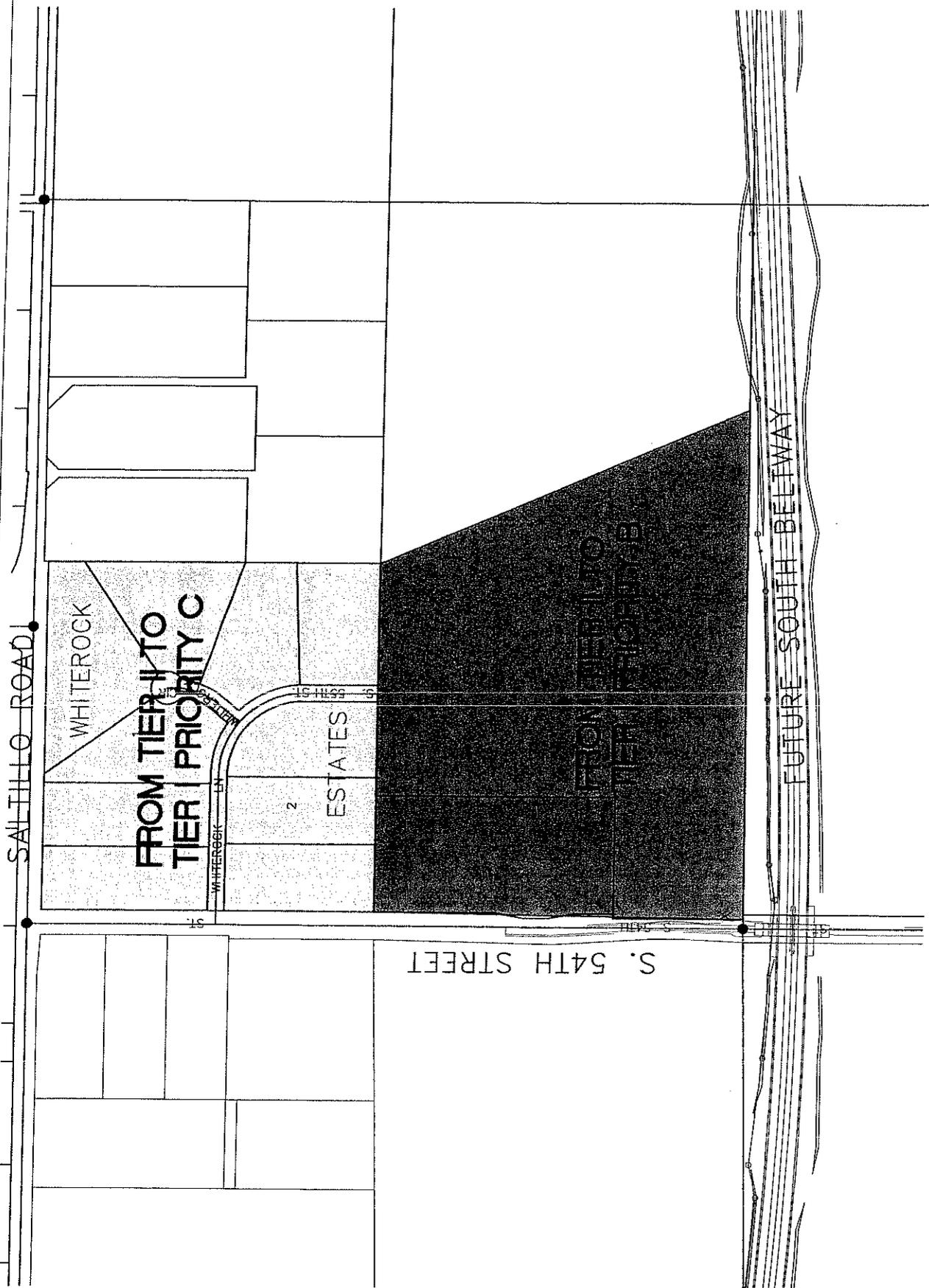
The Comprehensive Plan Amendment exhibit also details the area we would like to add to the future service limit and the tier designations we are proposing. Specifically, we are requesting a change from Tier II to Tier I - Priority B for approximately 51 acres of land on the Hornung property. We are also requesting that this land be added to the future service limit as Urban Residential. In conjunction with the extension of this sewer trunk line, some of the acreages north of the Hornung property (see exhibit) would have the option of tying into city sewer services in the future. Therefore, in consultation with staff, it has been determined that it would also be appropriate to add 35 acres of land encompassing these acreages into the Future Service Limit and designate them as Tier I – Priority C in a similar fashion as you have done with the acreage properties to the north of Saltillo along S. 56th Street. The land-use for this property is already designated as low-density urban residential in the 2030 Comprehensive Plan Draft Plan.

Please call me at (402) 434-8494 if you or the staff at Public Works has any questions regarding this request.

Sincerely,

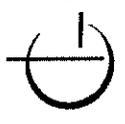
Mike Eckert, AICP

cc: Todd and Lisa Hornung



n by: jdc
 ked by: -
 ct no.: -
 : 10/05/2006

COMPREHENSIVE PLAN AMENDMENT
S. 54TH & SALTILLO ROAD
LINCOLN, NEBRASKA



Civil Design Group, Inc.
 3901 Norrad Blvd, Suite 203
 Lincoln, Nebraska 68506
 Ph. 402-43-8844 Fax 402-216-8747
 www.civilog.com

CONSULTING ENGINEERS • LAND USE PLANNERS
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EXHIBIT

1

Proposal No. 6
SW 12th & W Denton Rd

Location	Proposal
Southwest corner of SW 12 th Street and W. Denton Rd	Amend the 2025 Lincoln/ Lancaster County Comprehensive Plan to 1) Amend the Lincoln/Lancaster County Land Use Plan to show the southwest corner of SW 12 th and West Denton Road as Urban Residential 2) Amend the Urban Growth Tiers with Priority Areas map to change the southwest corner of SW 12 th and West Denton Road from Tier II to Tier I Priority A
Recommendation: Approve changes to the Land Use Plan, approve changes to Urban Growth Tiers with Priority Areas map to show as Tier I, Priority B.	

Status/Description

Reserve Development LLC has requested that the land on the southwest corner of SW 12th and West Denton Road be designated as Future Urban Residential and shown as Tier IA, rather than Tier II.

Comprehensive Plan Implications

The current zoning of this land is Agricultural Residential. The current corporate limit of Lincoln reaches to SW 12th, 1/4 mile north of West Denton Road.

The area immediately adjacent to the east is shown as Tier I, Priority A in both the 2025 Adopted Comprehensive Plan and the proposed 2030 Comprehensive Plan.

In the proposed 2030 Comprehensive Plan, Tier I, Priority A areas are described as such:

"Areas designated for near term development are generally contiguous to existing development and should be provided first with basic infrastructure within 6 years of the adoption of the Plan. Some of the infrastructure required for development may already be in place. This area includes some land already annexed, with City commitments to fund infrastructure improvements, but the land is still undeveloped and without significant infrastructure in place yet. Some infrastructure improvements may be done in the near term while others, such as road improvements that are generally more costly, may take longer to complete." P. 22.

In the proposed Comprehensive Plan, Tier I, Priority B areas are described as such:

The next areas for development, beyond Priority A, are those which currently lack almost all of the infrastructure required to support development. In areas with this designation, the community will maintain present uses until urban development can commence. Infrastructure improvements to serve this area will not initially be included in the City's CIP, but will be actively planned for in the longer term capital improvement planning of the various city and county departments. P. 22.

There is no funding programmed into the current Capital Improvement Program (CIP) to serve this area. However, the CIP shows both water and wastewater projects within one mile of the area in the 2009/2010 and 2011/2012 fiscal years, respectively.

It is important to note, the wastewater projects in the area are not currently designed to serve the increased capacity the addition of this land to Tier IA would necessitate, and would have to be redesigned. Adding this area to Tier IA would also use up capacity in the Salt Valley Trunk Line and could hasten the need for a major wastewater improvement in the future.

Lincoln Water System would be able to serve this area, but it would require that it be moved ahead of other areas currently within the Tier IA area, and/or in the 12 year water system plan. In order to keep water rate increases at the current approved level, this project could mean that some other project is moved down the priority list.

Watershed Management has no objections to a change to Tier IA, but recommends that the floodplain be shown as Green Space and Environmental Resources, or at a minimum to remain designated as Agricultural Stream Corridor and Environmental Resources on the Land Use Plan. The Comprehensive Plain recommends future development avoid floodplain areas to protect property owners and preserve functions of the floodplain. The portion of Cardwell Branch waterway and floodplain immediately south of this area has been identified as being a high quality riparian corridor by the ongoing Cardwell Branch Watershed Master Plan and should be preserved.

The 2007-2009 and 2010-2012 Transportation Improvement Program (TIP) shows West Denton Road being reconstructed in 2006/2007 from SW 56th to SW 12th Street as part of the Lancaster County program.

Conclusion

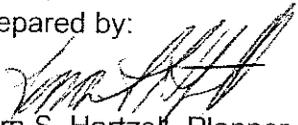
In conclusion, this area is immediately adjacent to Tier I, Priority A land in both the 2025 and 2030 Comprehensive Plans. There are currently no transportation, water or wastewater services existing or planned to serve this area. Water and wastewater services could be planned in future Capital Improvement Programs, possibly at the expense of other currently planned projects. While this area does appear to meet the criteria for Tier I inclusion, it more appropriately fits the definition of a Priority B. This area should remain in Priority B until wastewater capacity issues in the Salt Creek Trunk Sewer can be resolved.

Amend the Comprehensive Plan as follows:

1. Amend the *Urban Growth Tiers With Priority Areas* map to show the area described above as Tier I, Priority B and within the Future Service Limit as shown on attachment 6a.

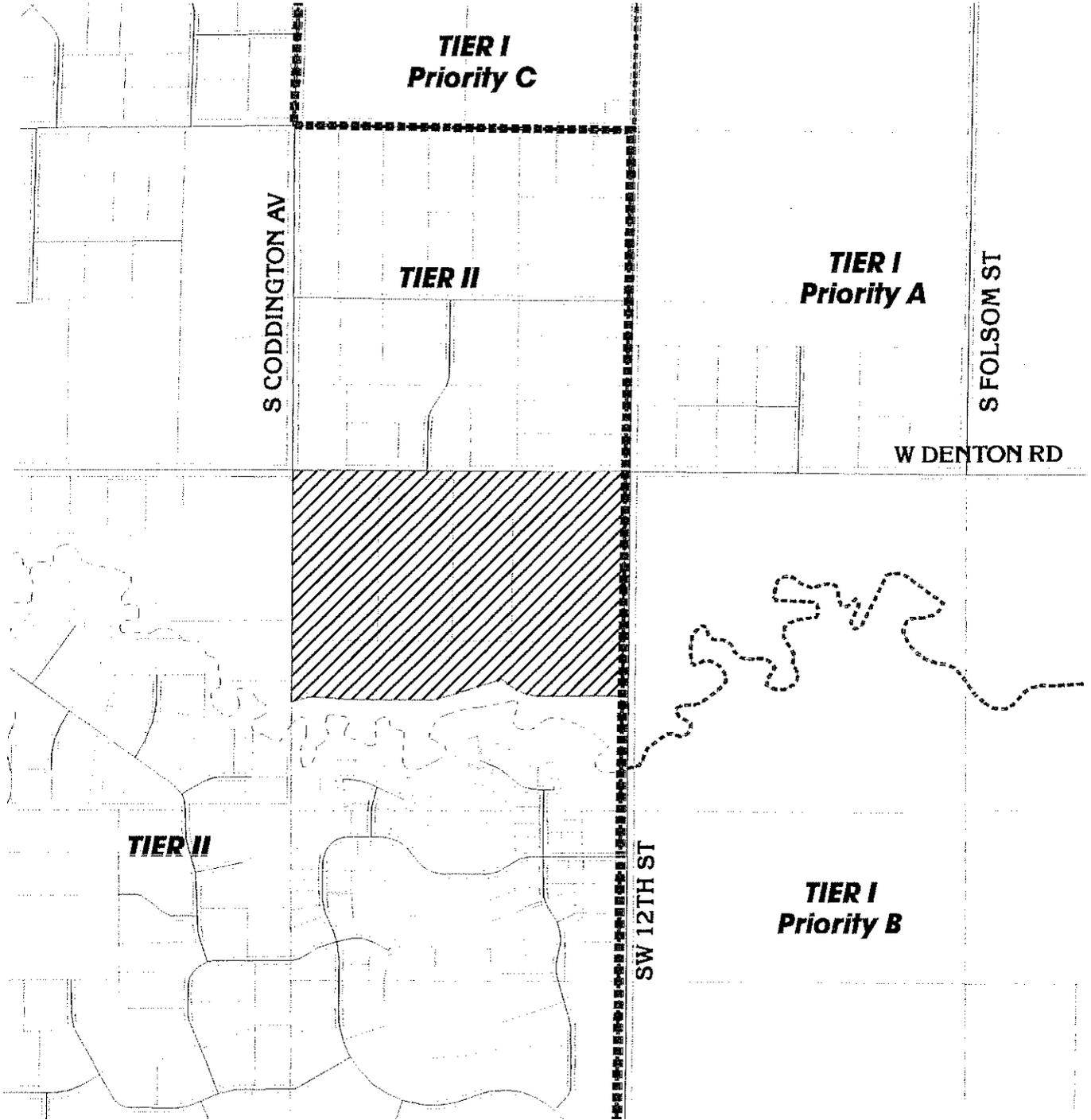
2. Amend the *Lincoln/Lancaster County Land Use Map* to show the area south of West Denton Road, and west of SW 12th Street, as shown on attachment 6b, as Urban Residential.

Prepared by:


Sara S. Hartzell, Planner
shartzell@lincoln.ne.gov
Planning Department, (402) 441-6372

Date: October 16, 2006

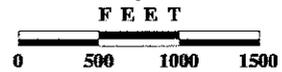
Applicant: Rob Watson, Reserve Development LLC
3700 S. 14th Street
Lincoln, NE 68502
402-202-3741

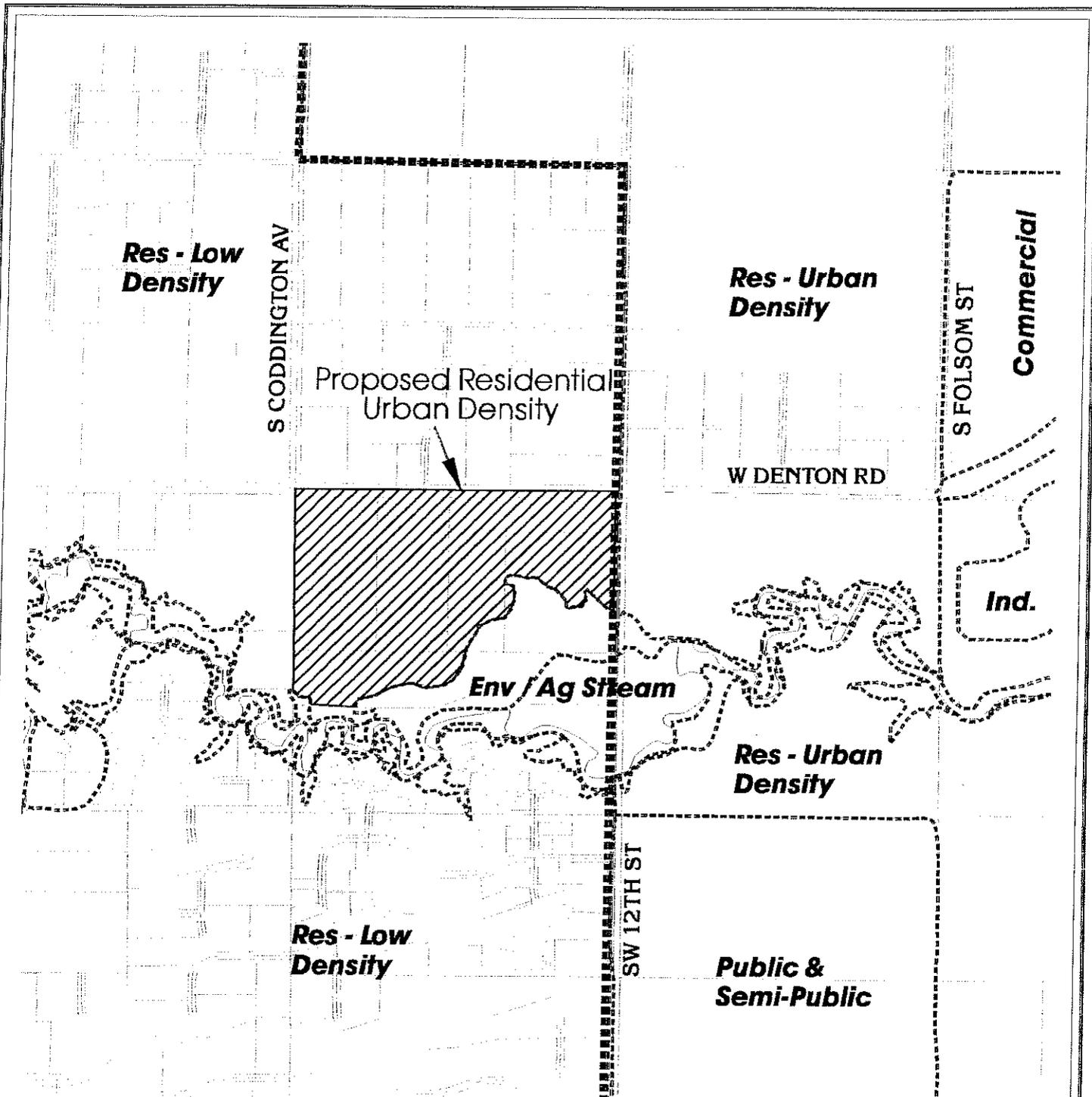


SW 12th & W Denton Rd

2030 Comprehensive Plan Proposal # 6(a)

- ===== Future Service Limit
- Tier/Priority Boundary
-  Change from Tier II to Tier I Priority A

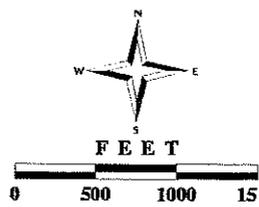




SW 12th & W Denton Rd

2030 Comprehensive Plan Proposal # 6(b)

- ===== Future Service Limit
- Land Use Boundary
- Res** Land Use Category
-  From Residential - Low Density to Residential - Urban Density




LINCOLN - LANCASTER COUNTY
PLANNING DEPARTMENT
 Geographic Information Systems
 155 South 16th Street
 Lincoln, Nebraska 68508
 781-461-7491 FAX: 402-441-6777
 planning technology put to use...

*Reserve
Development*

Steve Henriksen
Special Projects Manager
555 S. 10th
Lincoln NE 68508

RE: Comprehensive Plan Status Change for the SW corner of SW 12th and West Denton

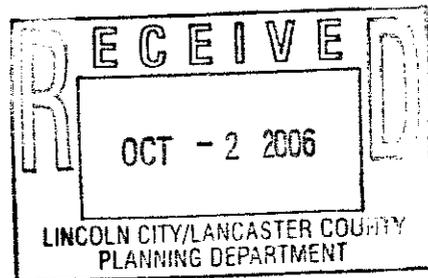
After reviewing recommended changes to the 2030 Comp Plan update and given the current development happening within Cardwell Reserve located on the SW corner of SW 12th and West Denton Road. We respectfully request that the comp plan status of our ground located on the SW corner of SW 12th and West Denton Road be changed from tier 2 to tier 1 priority "A". Tier 1 priority "A" is designated on the east side of SW 12th adjacent to our property and the CUP for Cardwell Reserve contains an Urban Reserve Component as mandated by the City's build through standards. We believe that the addition of our land to tier 1 priority "A" will be beneficial and vital in contributing to other potential development opportunities for the City of Lincoln

Sincerely,



Rob Watson
(402) 202 - 3741

Reserve Development LLC
3700 S. 14th
Lincoln NE 68502



PUBLIC WORKS AND
UTILITIES DEPARTMENT

CITY OF LINCOLN
NEBRASKA
MAYOR LOLEEN J. SEIG
www.ci.lincoln.ne.us

Memorandum

Date: 10/10/2006

To: Sara Hartzell

From: Devin Biesecker

Subject: Request for a change to the draft 2030 Comp Plan

cc: Ben Higgins, Nicole Fleck-Tooze

Below are Watershed Management's comment on the proposed change to the draft 2030 Comprehensive Plan located near the southwest corner of SW 12th and West Denton Road.

The floodplain on this property is currently shown as Agricultural Stream Corridor and Environmental Resources on the Future Land Use Plan for the draft 2030 Comprehensive Plan update. The Comp Plan recommends designating areas for future development outside of the floodplain to avoid introducing new development to flood risks and to preserve the important functions of the floodplain. The Cardwell Reserve subdivision is using the density from this open space and this area along Cardwell Branch has also been identified in the on-going Cardwell Branch Watershed Master Plan study as having a high quality riparian corridor. Watershed Management does not see any issues for the proposed change from Tier 2 to Tier 1, but recommends that the floodplain be shown as Green Space and Environmental Resources, or at a minimum to remain designated as Agricultural Stream Corridor and Environmental Resources on the Future Land Use Plan.

Proposal No. 7 Hickman Land Use

Location	Proposal
City of Hickman and area surrounding.	Amend the 2025 Lincoln/ Lancaster County Comprehensive Plan to 1) Show future land use within the City of Hickman Corporate Limits and Extraterritorial Jurisdiction (ETJ) as shown in the adopted City of Hickman Future Land Use Plan 2) Show future land use in area extending one mile beyond the ETJ of the City of Hickman.
<p>Recommendation: The Lincoln/Lancaster County Land Use Plan should show all land uses within the Hickman corporate limits and ETJ as shown on the adopted City of Hickman Future Land Use Plan and show those land uses outside the ETJ which do not conflict with principles and policies of the Proposed 2030 Lincoln/Lancaster County Comprehensive Plan. (See description, below, of land uses which are in conflict and will not be shown) Text on page 21 of the 2030 Comprehensive Plan should be modified to indicate only land uses that conform with the policies and principles of the Comprehensive Plan will be shown in the area beyond the city's jurisdiction.</p>	

Status/Description

The City of Hickman adopted, by ordinance, their Future Land Use Plan on July 26th, 2005. This land use plan describes future desired land uses for the city, the ETJ, and an area extending into the Lancaster County jurisdiction one mile beyond the Hickman ETJ.

Comprehensive Plan Implications

The 2030 Comprehensive Plan indicates that the generalized land use plans for incorporated places within Lancaster County should be reflected in the Lincoln/Lancaster County Land Use Map. Further, the Comprehensive Plan indicates that the cities of Waverly and Hickman have requested that areas beyond their one-mile Extraterritorial Jurisdiction reflect their future land use desires. In the 2025 Comprehensive Plan, these areas were found to be generally conforming to the principles and policies of the Comprehensive Plan and so were shown.

The land uses shown within the corporate limits and one-mile ETJ of the City of Hickman should be shown on the Lincoln/Lancaster County Land Use Map. Because the land use designations used by the City of Hickman are slightly different from the categories used in the Lincoln/Lancaster County Land Use Map, some adjustments were made to fit into those categories.

The area shown outside the one-mile ETJ should be shown as suggested with the following exceptions:

1. The Low Density Residential (LDR) from ½ mile west of S. 68th Street, west to the green

space along Salt Creek and from ½ mile east of S. 68th Street, south and east to the Wagon Train Lake green space and Hickman Road will continue to be shown as Agricultural. Showing this area as Low Density Residential could encourage acreage development that could make the future residential development of the City of Hickman difficult.

Hickman has expressed the intention to develop a “build through” or “ghost plat” requirement, similar to the one in force within Lincoln’s 3-mile ETJ. The purpose of this requirement would be to ease the transition of acreage property to urban development as Hickman continues to grow. Hickman also indicates in the Future Land Use Plan that the majority of residential growth will be in the north and east direction. Should Hickman institute a build-through requirement, the area beyond the one-mile ETJ would be outside the jurisdiction of Hickman and as such a requirement would not be in force. Additionally, Lancaster County, which would have jurisdiction over this area, has no build through requirement. For that reason, we are recommending this area continue to be shown as Agricultural until such time as it is within the ETJ of the City of Hickman, or Lancaster County’s requirements change.

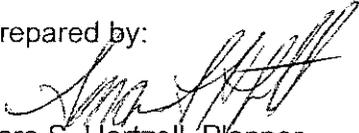
2. The area shown as Transitional Agriculture (TA) to the east of Hickman, south of Hickman Road running south to the green space along Salt Creek will continue to be shown as Low Density Residential. This area is already largely developed as acreages, with a recently approved acreage CUP at the corner of S 96th and Wagon Train Road.
3. The area shown as Commercial/Industrial Mixed Use extending west, ½ mile on either side of Hickman Road conflicts with the policy of directing commercial and industrial development to the incorporated villages and cities within Lancaster County so that those places can benefit from the property and sales taxes generated. As Hickman grows and more of this area is added to the city limits and ETJ this land use designation could certainly be extended with those new boundaries.
4. The Gateway Overlay District shown extending 1/4 mile on either side of S. 68th Street, north of Hickman, and Hickman Road, west of Hickman will not be shown. The Lincoln/Lancaster County Land Use Plan does not show overlay districts such as Airport Noise District, Capitol Environs District, etc... Additionally, Lancaster County has no provisions for requiring the Gateway Overlay District be applied.

Conclusion

In conclusion, the proposed 2030 Lincoln/Lancaster County Comprehensive Plan should be amended as follows:

1. Amend the Lincoln/Lancaster County Land Use Plan to show the land uses discussed above.
2. Amend page 21, paragraph 5, of the proposed 2030 Comprehensive Plan from *“Their proposed land uses are generally compatible with the principles of this Comprehensive Plan and thus are reflected on the land use plan.”* to *“Those land uses which are generally compatible with the principles of this Comprehensive Plan are reflected on the land use plan.”*

Prepared by:



Sara S. Hartzell, Planner

shartzell@lincoln.ne.gov

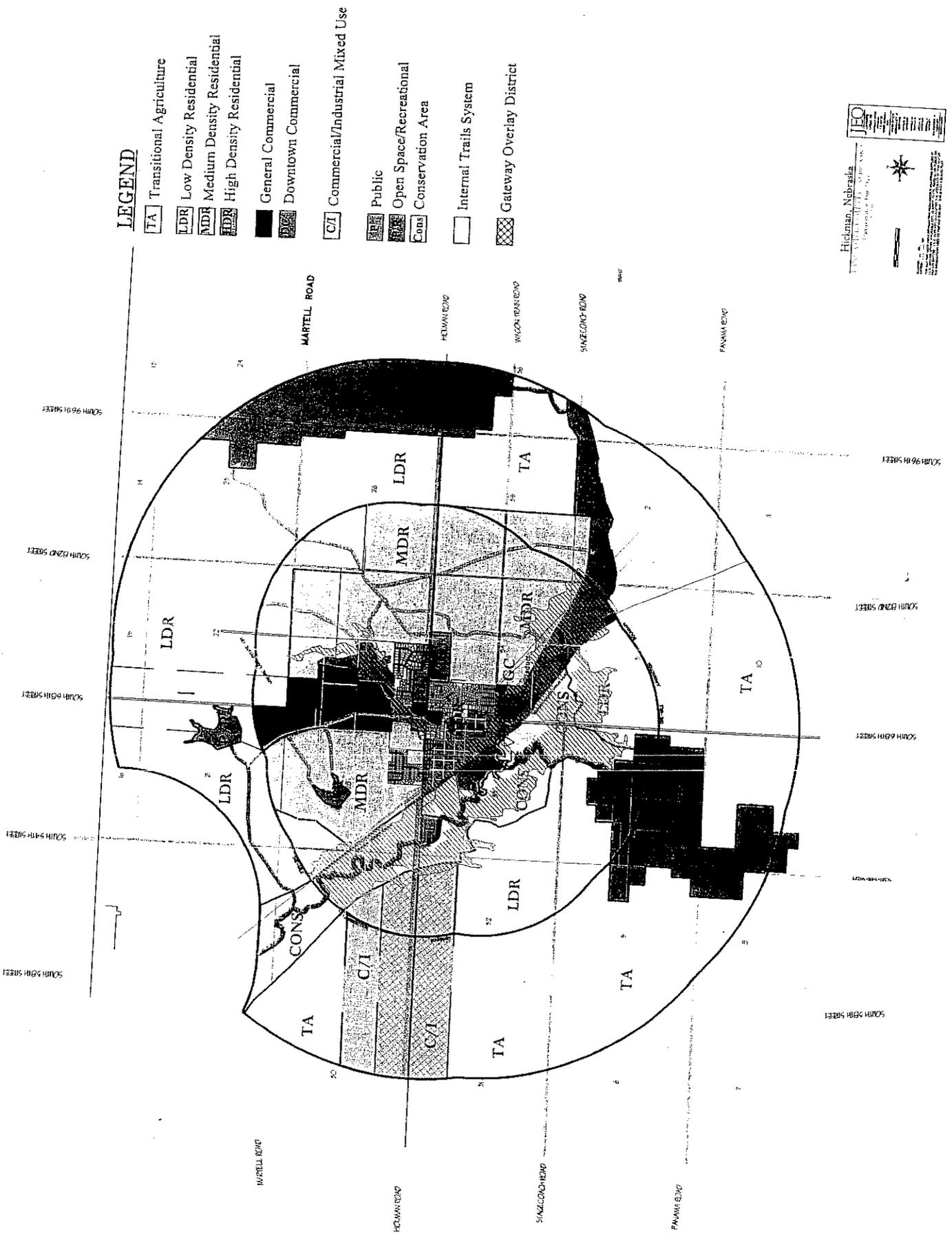
Planning Department, (402) 441-6372

Date: October 16th, 2006

Applicant: City of Hickman
Brett Baker, City Administrator
115 Locust Street
Hickman, NE 68372
(402) 792-2212

Q:\CP2030\CP2030 Document\CP Proposal #7 Hickman.wpd

Hickman Future Land Use Plan



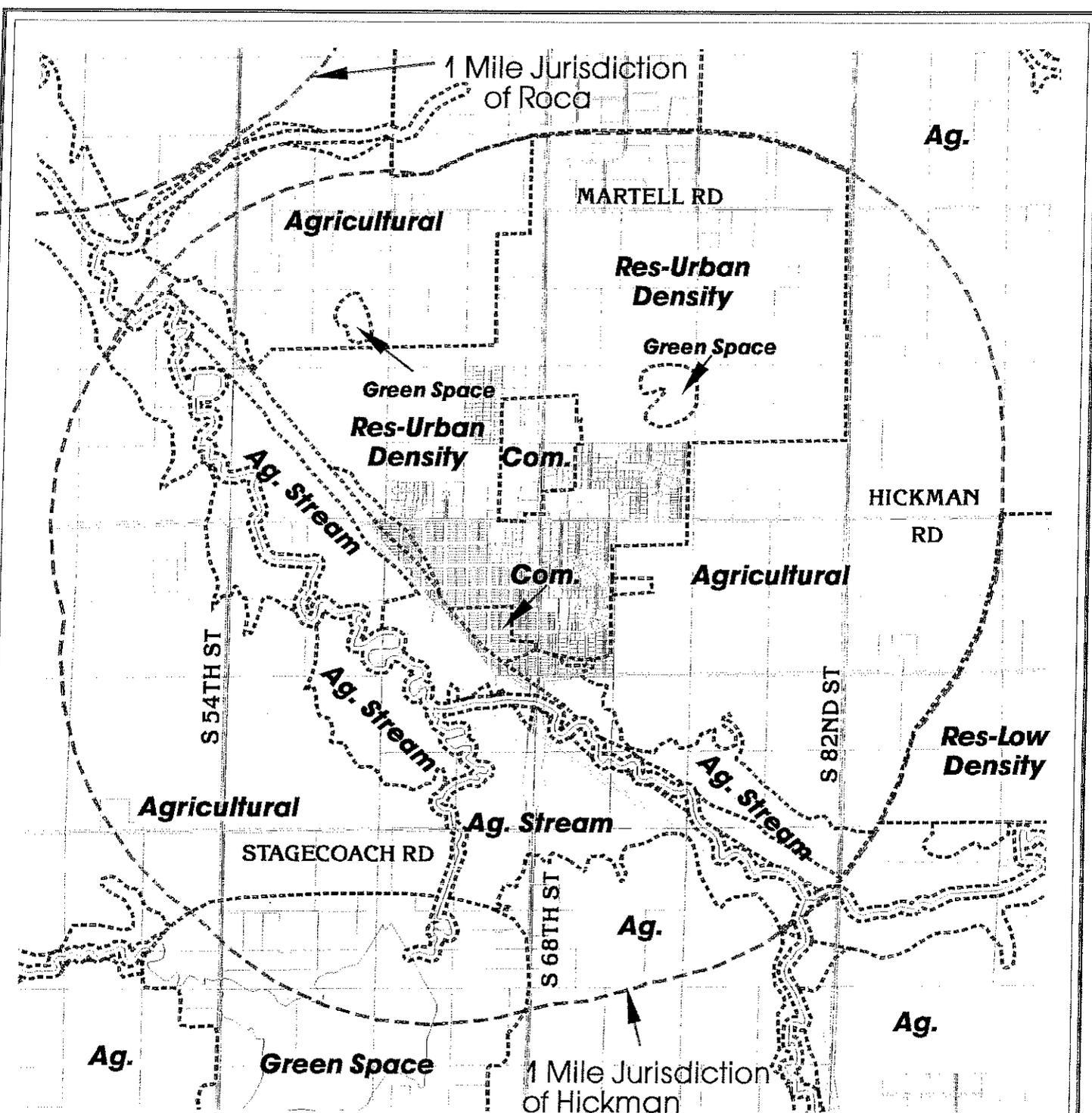
LEGEND

- TA Transitional Agriculture
- LDR Low Density Residential
- MDR Medium Density Residential
- HDR High Density Residential
- General Commercial
- Downtown Commercial
- C/I Commercial/Industrial Mixed Use
- Public
- Open Space/Recreational
- Cons Conservation Area
- Internal Trails System
- Gateway Overlay District

IEO
 Hickman, Nebraska
 Future Land Use Plan
 Prepared by IEO
 10/1/00

North Arrow

Scale: 1" = 100'



Existing Hickman Area Land Use

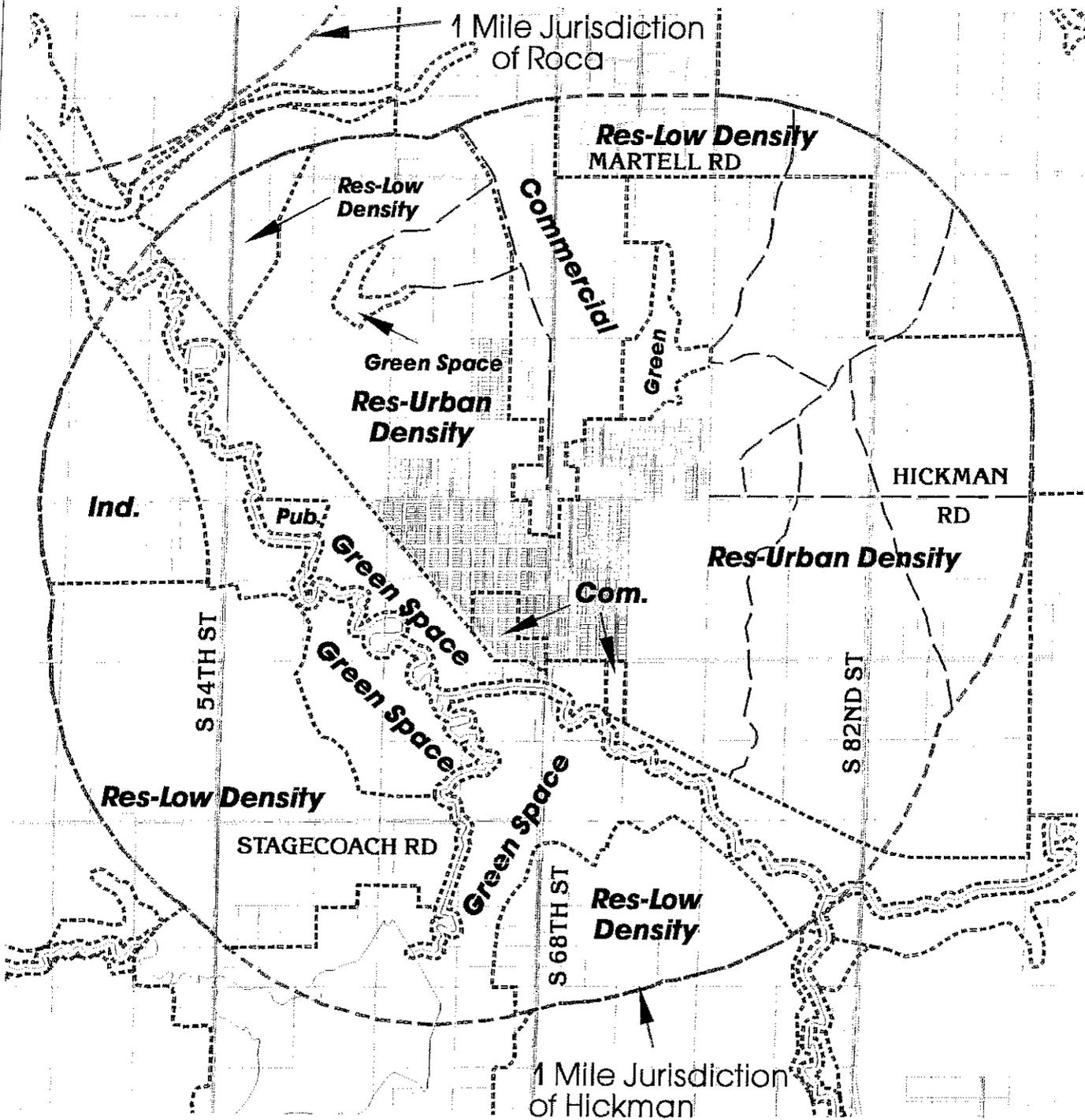
2030 Comprehensive Plan Proposal # 7

- Future Service Limit
- Land Use Boundary
- Res** Land Use Category



Scale: 1 inch = 2500 feet

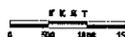
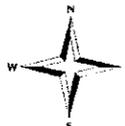




Proposed Hickman Area Land Use

2030 Comprehensive Plan Proposal # 7

- Future Service Limit
- Land Use Boundary
- Res** Land Use Category
- Proposed Trail



Scale: 1 inch = 2500 feet

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PLANNING DEPARTMENT

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Proposal No. 8 Sun Valley Blvd. & West Charleston

Location	Proposal
Sun Valley Blvd. and West Charleston	<p>Amend the 2030 Lincoln/ Lancaster County Comprehensive Plan to</p> <ol style="list-style-type: none"> 1) Change approximately 40 acres from Commercial to Urban Residential on the west side of Sun Valley Blvd. and south of West Charleston. 2) Change from Commercial to Environmental Resources between the two railroad tracks west of Sun Valley Blvd. 3) Correct the boundaries east of Sun Valley Blvd. from Commercial and Industrial to Green Space and Environmental Resources.
Recommendation: Approval	

Status/Description

This application is associated with Change of Zone #06067 from H-3 to R-3 on approximately 41 acres of land west of Sun Valley Blvd. and south of West Charleston. The applicant has indicated that the purpose for the change of zone is to expand the existing student housing apartments. The applicant has requested this change of zone prior to submitting a revised CUP to alleviate unnecessary cost if the change of zone is not approved. Although the intended purpose is to expand the existing apartments, any permitted use in the R-3 district would be allowed by right.

In addition, staff is adjusting the boundaries of the Commercial space to the east and south as a result of this proposal. There is a small lot north of the railroad tracks that would remain designated as commercial. Land on the east side of Sun Valley Blvd. is between the road and Salt Creek and is already in "green space" use and should be designated as such in the Comprehensive Plan.

Comprehensive Plan Implications

Previously, this land was identified in a special permit as former landfill within the area of change from Commercial to Urban Residential. The potential for methane gas will need to be addressed with any development of the property.

Watershed Management notes that this area is in the Salt Creek floodplain. This does not prevent development, but it would limit the amount of land that could be developed. Currently there is a 15% allowable fill for this area. Any proposal coming after proposed standards become effective (late fall/early winter) would be required to meet the 55% allowable fill which was

determined in the new Salt Creek Study.

There are concerns about locating residential in close proximity to an industrial district. The Lincoln-Lancaster County Health Department has recommended a 300 foot buffer between any residential structure and any business or industry. The existing industrial is located on the north side of west Charleston St. and adjacent the railroad tracks to the south.

Close proximity to transportation routes, public park space and UNL city campus support residential uses in this area. There were no objections from other departments to the change of zone application.

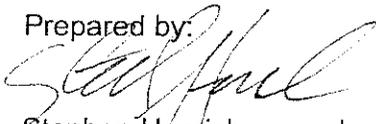
Conclusion

Staff recommends approval of this amendment to the Comprehensive Plan. There are several issues to resolve regarding floodplain and the former landfill on this site. Those issues could be resolved through a future special permit for expansion of the apartments.

Amend the Comprehensive Plan as follows:

1. Amend the Land Use Plan on page 17 to
 - a) change approximately 40 acres from Commercial to Urban Residential on the west side of Sun Valley Blvd. and south of West Charleston,
 - b) change from Commercial to Environmental Resources between the two railroad tracks west of Sun Valley Blvd. and
 - c) correct the boundaries east of Sun Valley Blvd. from Commercial and Industrial to Green Space and Environmental Resources as shown on the attached.

Prepared by:

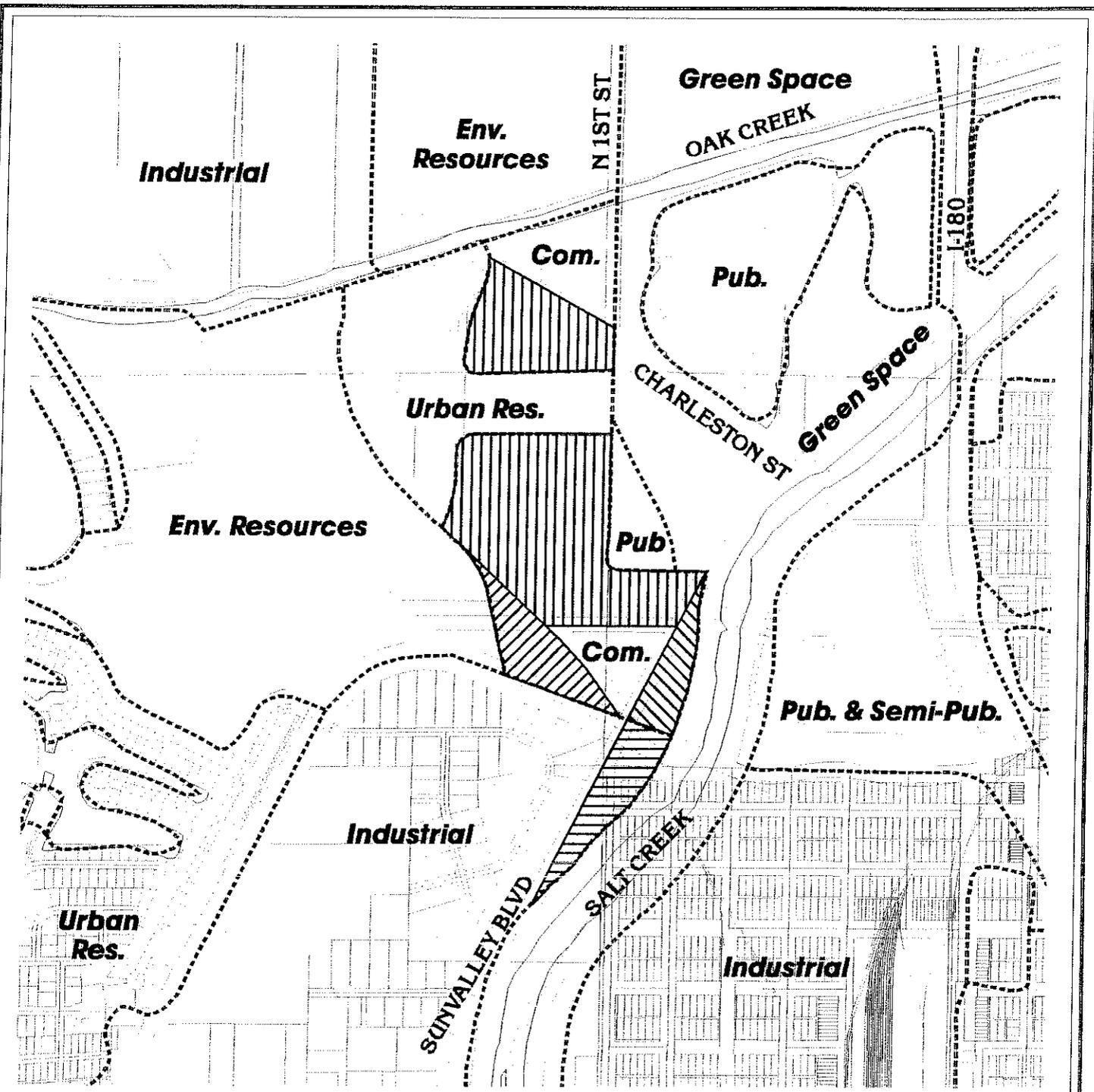


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Planning Department, (402) 441- 6374

Date: October 17, 2006

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OWNER: Outfield Park LLC
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Lincoln, NE 68528

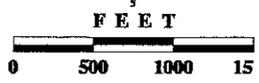
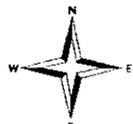


N 1st and Charleston St

2030 Comprehensive Plan Proposal # 8

- Future Service Limit
- Land Use Boundary
- Res** Land Use Category
- ||||| From Com. to Urban Res.
- ||||| From Com. to Env. Resources

- ||||| From Com. to Open Space
- ==== From Ind. to Open Space



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