

Meeting Minutes

Comprehensive Plan Staff Committee
April 30, 2020, 3:00 p.m., Zoom Video Conference

Attendees: David Cary, Paul Barnes, Andrew Thierolf, Allan Zafft, Kellee Van Bruggen, Stacey Hageman and Teresa McKinstry of the Planning Dept.; Jenny Young from Felsburg Holt & Ullevig; Deanne Finnegan; Todd Ogden; DaNay Kalkowski; Silas Clarke; Cristy Joy; Dick Campbell; Stephanie Fisher; Susan Larson Rodenburg; Tom Beckius; Meghan Sittler; Grant Daily; Jesse Poore; Bryan Seck; Dennis Scheer; Marco Barker; Tracy Edgerton; Cindy Ryman Yost and Sheila Dorsey Vinton.

Andrew Thierolf stated that this meeting is live on Facebook as well.

David Cary thanked everyone for engaging in this interesting time. We are excited to have an interesting compilation of material to provide. We are going to keep pushing forward on this effort. We are having discussions on doing some slightly different type of remote meetings in the future, along with possibly some smaller Zoom meetings.

Thierolf stated that we are going to talk about the public participation summary, which is now on the website. He will talk about community visions and where growth could go. Paul Barnes will talk about some of the big ideas we have heard about. Jenny Young will discuss the LRTP (Long Range Transportation Plan) in more detail. Finally, we will talk about what's next. There are some exciting things on the horizon for this summer.

Kellee Van Bruggen stated that the public outreach summary - Phase 1 is available. The press conference was in January 2020. We talked about the work we did with the website and launching the materials we have put together on the website. We have had some presentations. The survey has been available. We have been trying to draw people to the website. David Cary has been very involved in doing a presentation circuit. We also hosted a public event on February 6, 2020. David Drozd was there. There were several different booths, some were interactive. She attended her daughter's kindergarten class, made a presentation and received some input from the students. We would like to do some focus groups as we can, and as guidelines allow. If we are still under restrictions, we are looking at how to best get information out to under-represented groups. We are working on coordination with LPS (Lincoln Public Schools). In the past, they have done a project with us. We are working on how we could revamp that. There were 622 survey responses. Overwhelmingly, the quality of Life in Lincoln and Lancaster County was rated above average. The majority responded that their quality of life was increased slightly. The next question was regarding looking ahead to 2050. The majority of people responded that traffic congestion was a top concern, followed by higher cost of living. Increase in disasters was on the increase as well. We asked two questions about the top three things you like the most, and the top three things that need improved. Safety was something they liked the most, along with a sense of community and cost of living. The top three things that needed improved were transportation network, followed by cost of living. She talked with her daughter's kindergarten class. They had just finished a unit on learning a little about Lincoln,

and were moving into talking about transportation. This segued well with our update. She spoke with them about transportation and received their input. A lot of kids talked about loving to go to the parks.

Thierolf stated that we will take all the input and use it over the next year to put together goals and strategies. Themes were established at the beginning of this process. Thierolf shared the overall vision statement that talks about livable, etc. Thierolf then discussed the growth tiers. Tier 1 has 13.4 square miles of developable land. Of that, 8.1 square miles is identified as urban residential. We need to add about 47,816 units to Lincoln by 2050. All options include 16,000 units that are already approved, but not yet developed. There are different growth scenarios. Looking at where this could occur, he showed a map. There are 26 square miles that are reasonably sewerable. There is an area northwest of the airport. This is about 1.6 square miles. This is the total land area which includes some floodplain area and a little commercial along the highway that is existing. The northeast area around 98th St. and Adams St. is the easiest to serve from a purely sewerable perspective. That area is around 4.6 square miles. There is also a large floodplain that sits between the existing city and the new area. There is the southeast Stevens Creek basin. It is probably the most talked about area. This is 11.9 square miles. This is a big addition. Next is the South Beltway area. Then there is the straight south expansion. This is 5.8 square miles. There is floodplain on the west. We have heard a lot about this area from the development community. Then there is an area to the southwest by Wilderness Park. This is 1.7 square miles. Wilderness Park is to the east. The final spot is north of I-80 and NW. 48th St. This is .4 square miles. We want to make sure growth can occur in the area of the new high school. In June, there will be a growth scenarios summary report that will go out to the public. There are also benefits of infill. It utilizes existing infrastructure, supports multi-modal transportation and is less of a burden on emergency services. Infill place housing closer to jobs and services, and there is a redevelopment of underutilized properties. It is sustainable and it preserves productive farmland. Some challenges of infill include finding the space. This is a somewhat finite resource. Protecting green space and lower density uses are a challenge. We have several large businesses with a lot of greenspace. Sometimes the business expands and uses that space. There is also aging infrastructure to address. We hear a lot about the changing character to existing areas. There is potentially a higher cost per square foot in both land and buildings. In terms of benefits of edge growth, it provides more options for the developer. It allows for new neighborhoods and pockets of community to develop. In some instances, there is more affordable land on edge growth. There is more opportunity for green space on the edge. Finally, we have a clean slate and new infrastructure meeting new standards. Some challenges are the infrastructure costs, new maintenance obligations, loss of farmland, potential deterioration of existing city, potentially having to provide new parks and libraries, challenges for emergency services, the urban/rural tension and finally, the impact on community character. These were the big things we heard about. This will all be included in the Growth Scenarios summary report.

Paul Barnes wanted to talk about the big ideas that staff has been hearing. We are trying to frame them in new and expanded topics. These are based on staff discussions and public input. We are also reaching out to focus groups. We will also have surveys that include these topics as well. Some of these are resilience and sustainability. We have heard a lot about food security. This is relatively new to our Comprehensive Plan process. Affordable housing is, and will continue to be a big topic. We are also hearing about the design of our suburban environment and how will Lincoln's neighborhoods will change over the next 30 years. Related to edge growth, we all know there is a cost to the development. Is this financially viable over the next 30 years? We want to discuss guidance for new rural uses. We would like to develop some guidance with input from our county folks on this topic. We also hear about Lincoln becoming an autonomous vehicle flagship city. How do we continue to

maintain our infrastructure? We have heard about commercial design standards and how do we address the changing commercial landscape. The discussion questions we want everyone to consider is, what are we missing, what emerging topics should we look into or what existing topics should be explored in more detail.

Jenny Young from Felsburg Holt & Ullevig wanted to talk about the Long Range Transportation Plan (LRTP). The LRTP is federally required. It is also an opportunity to do the Transportation Plan update in coordination with the Comprehensive Plan update. We want to make sure we can accommodate adequate transportation infrastructure. There are a lot of technologies with transportation that are coming online. The LRTP serves as a way to provide a framework on what the future needs are and how we should prioritize our transportation investments. Transportation funding is quite limited so we need to be strategic. The LRTP must be updated every five years, address at least a 20 year horizon, be done in consultation with other agencies and interested parties, offer opportunities for public input and review, consider short and long term multimodal needs, be performance based and include a fiscally constrained plan. The plan is divided into six major work tasks. The first is Project Management and Meetings. This committee is included, along with others. The second task is developing a Travel Demand Model. A component is that we are integrating a transit element into the model. In addition to looking at travel on a daily basis, we are looking at peak hours. Another task is Alternatives Analysis. We look at current and future needs. We will look at different packages of improvements and prioritize projects on how they meet the goals and objectives of the plan. Another task is the Implementation Plan. This is where we look at the expected revenue forecasts. We need to pay attention to commitments and restrictions. The last task is documentation. We will create the transportation chapter for the Comprehensive Plan. We will also create the Technical Report and a Citizen's Guide to the plan. She showed the overall schedule with the six tasks. We anticipate adoption of the plan at the end of 2021. There are several different committees that we are working with. There is the Oversight Planning Committee. They are the day-to-day, guiding the plan. They are a subcommittee of the MPO Technical Committee who makes a recommendation to the MPO Officials Committee. There will be focus groups and general public input, along with this Community Committee, who will make recommendations to the MPO Officials Committee. The role of this committee is to represent the community's interest. We need help with spreading the work and encouraging public participation. This will help guide the development of the LRTP. We have a draft of the public engagement plan that is currently being reviewed by the Oversight Committee. We will have some pop-up events. There will be a website with several tools. The next phase will be in early 2021. This is all about understanding what the community's priorities are. The third phase is about evaluating outcomes. The public participation for the LRTP will be closely coordinated with the Comprehensive Plan. The public engagement plan recognizes that we are in a new and uncertain time. We have some flexibility in the way that we do that. We have a first draft of the website that is currently being reviewed by the Oversight Committee. We hope to launch in early June. The website will have different tabs for Home, Learn, Schedule, Participate and Connect. She has a series of five questions. They will be included on the survey that gets sent out. The questions are:

1. What are the major changes in transportation over the last 5 years?
2. What are the overriding transportation issues/challenges in the planning area?
3. What are the greatest opportunities with this LRTP update?
4. How would you like to be engaged in the transportation planning process?
5. What ideas do you have for engaging the public and encouraging participation?

For the next step, the survey link will be emailed out. The website preview will be before the June 1st public launch. We will be starting to work on the Goals, Objectives and Performance Measures, along with current and future conditions.

Thierolf stated that the survey questions will be sent out tomorrow. The project website will have the recording of this meeting. Early next week, we will send out our online newsletter. Over 200 people have signed up. Also in May, we are going to do a little different format for the Community Committee meeting that David Cary mentioned. We want to have more of a back and forth conversation. This will be easier with smaller groups. We will send out more information. In June, we are looking at housing for the topic of conversation. In June will be the next public event, which will be virtual. It should be very interactive. We will have the Growth Scenarios Summary Report along with that. In June will also be the next online public survey. Over the summer, we will get into specific topics. We will set up some focus groups on some specific topics. This will lead to the September public event. This will summarize everything from over the summer. We are entering the Policy Framework and Scenario Modeling phase. In 2021, we will be putting the plan together. It will be a more interactive plan than in the past.

The meeting was adjourned at 4:15 p.m.