

MINUTES
PUBLIC HEARING FOR THE LINCOLN-LANCASTER COUNTY
COMPREHENSIVE PLAN 2025
WEDNESDAY, MAY 22, 2002
COUNTY BOARD/CITY COUNCIL CHAMBERS, ROOM 112
FIRST FLOOR, COUNTY-CITY BUILDING
4:00 P.M.

Present: Colleen Seng, City Council; Annette McRoy, City Council; Jonathan Cook, Chair of the City Council; Jon Camp, Vice Chair of the City Council; Glenn Friendt, City Council; Terry Werner, City Council; Ken Svoboda, City Council; Bob Workman, Chair of the Board of Commissioners; Bernie Heier, Vice Chair of the Board of Commissioners; Kathy Campbell, County Commissioner; Larry Hudkins, County Commissioner; Ray Stevens, County Commissioner; Joan Ross, City Clerk; Kent Morgan, Assistant Director of the Planning Department; Steven Henrichsen, Special Projects Manager in the Planning Department; Mike DeKalb, Planner and Roger Figard, City Engineer

The joint meeting of the Lancaster County Board and the Lincoln City Council was convened at 4:00 p.m.

I. CITY COUNCIL CHAIR CALLS CITY OF LINCOLN CITY COUNCIL TO ORDER:

Jonathan Cook, City Council Chair, made introductions and called the City Council to order.

II. COUNTY BOARD CHAIR CALLS LANCASTER COUNTY BOARD TO ORDER:

Bob Workman, Chair of the County Board, made introductions and called the County Board to order.

III. NOMINATION AND ELECTION OF JOINT PUBLIC HEARING CHAIR:

MOTION: Campbell moved and Seng seconded to nominate and elect Jonathan Cook as Chair of the joint public hearing. Camp, Campbell, Cook, Friendt, Heier, Hudkins, McRoy, Seng, Stevens, Svoboda, Werner and Workman voted aye. Motion carried.

Chairperson, Jonathan Cook, read the opening statement informing the public of the proposed Comprehensive Plan and briefly discussed protocol for the hearing. The County Board will be taking action on Tuesday, May 28, 2002 at 1:30 p.m. The City Council will take action on the Comprehensive Plan Tuesday, May 28, 2002 at 4 p.m.

Kent Morgan, Assistant Director of the Planning Department, stated the Comprehensive Plan represents three different plans:

- ▶ The City of Lincoln's Comprehensive Plan
- ▶ Lancaster County's Comprehensive Plan

REGULAR MEETING

MAY 22, 2002

PAGE 234

- Long Range Transportation Plan (LRTP)

We are accepting comments through the noon hour on Friday, May 24, 2002. Any amendments that need to be submitted, need to be done so tonight.

Morgan explained that the Planning Commission added a seven square mile sub-area base in Steven's Creek, from "O" Street to Pioneers and from 84th to 120th Street, to the Comprehensive Plan which was referred to as E-3. He indicated that Planning would be bringing forth more amendments in the summer, because the Dept. wanted to get this to you to make sure this is what you wanted before we went into the details of giving you all the infrastructure and land use changes that are going to be needed to implement this recommendation. This report gives you an idea as to the infrastructure needs and the infrastructure costs associated with that infrastructure.

Mr. Morgan also handed out a working list of Council/County Board amendment requests. We had asked that the boards submit to us by Monday of this week, any formal amendments that you wish to have entered into the record at this time. There are 29 separate amendments that have been submitted, and these will become a part of the public record.

Duncan Ross, Planning Department, came forward to explain the NW-2 area. Planning and Public Works decided to look at some broad issues as a result of the number of inquiries by the County Board and by the Council Members for this area. It is a sub-basin in the creek drainage system. It is about 1.78 squares miles or 1,140 acres and it runs from north of West Adams, west of Arnold Heights, about a ½ mile north of West Superior Street. We looked at what it would take to serve with water, wastewater and roads, based on a full organization scenario.

Issues to consider over the next few days will be that we would anticipate four through lanes and turning lanes, as well as 2+1 road system to serve it under full organization. You can see some of the costs associated with that. There are a number of projects in the draft plan that you have now that have some road improvements in that area, but these would be road improvements in addition to what we have already identified. The water that would be needed to serve the entire basin, would require a number of 6" and 12" mains in order to loop the system adequately for water service. Staff and Public Works have not yet resolved how much of the area can we adequately serve with water and we are continuing to develop the information for you on that. (Exhibits 12, 13 and 14 were submitted.)

The public hearing was opened for public testimony.

Discussion ensued among Council Members and Commissioners as to how much time should be allowed each person testifying.

IV. PUBLIC TESTIMONY

Mike Marsh & Bob Wiegel, 2300 S. 48th St., Ste. #1, representing Realty Trust: We are requesting four separate items to be considered for inclusion into the Comprehensive Plan: 84th & Van Dorn (38 acres) for a lifestyle center village; 84th & South Street (19 acres) to be developed for offices and residential; 70th & Pine Lake Road (5 acres) a buffer to the Home Depot area, such as medical uses and very upscale; and 84th & Old Cheney Road (6.5 acres) for a small neighborhood center, anchored by Lincoln Christian Administration Offices.

Richard Schmeling, 3520 Woodbine Ave., the current part of comprehensive plan that is the weakest is the transportation part of the plan. He stated he was pleased with the amendments that Councilman Werner has submitted regarding transportation. "You cannot pave your way out of congestion." We need to plan for alternative transportation beyond people's personal vehicles. Approximately one-half of the people can't or don't drive. A study regarding people having difficulty finding work, found that physically getting to and from job interviews was their biggest problem. (Exhibit #15 submitted.)

Karen Walsh (no address given) came forward to speak regarding the transportation service that is lacking in our city. She spoke on behalf of Carrie O'Brien and David Walter who had intended to testify, but had to leave because their only option was to take the public bus to get them home at 4:45 p.m. People with developmental disabilities are limited due to the serious problem with the public transportation scheduling.

Bob Boyce, 735 So. 37th St., came forward to urge the Council and Commissioners not to include bike lanes in downtown Lincoln in the Comprehensive Plans because bike lanes are unsafe and unnecessary. We need good bicycle education for motorist and bicyclists, and following the road for everyone. (Exhibit #16 was submitted)

Commissioner Workman asked if this was the GPTN official position on bicyclists? Some cities are loaded with bike lanes such as Boulder, Colorado, are there any statistics on how those are working out in those cities?

Councilman Friendt asked if there was comparative data between bicycle safety and accident statistics in the last decade vs. the 1950's when the baby boomer kids, where everyone had a bike?

Commissioner Campbell asked if Mr. Boyce had ever served on the bike advisory committee?

Nancy Carpenter, 2200 West Q Street, Apt. #7, stated that the bus fare has increased, however the services have not. There are presently no early morning Saturday buses running. She also commented that the bus service should be extended into the evening hours, allowing people the chance to work a second job and have transportation accordingly.

Marvin Stilwell, 1425 "G" Street, Apt. D, came forward to speak about the transportation system in Lincoln lacking evening and Sunday bus route. As a result he is unable to look for a night time job or attend church services.

REGULAR MEETING

MAY 22, 2002

PAGE 236

Kierstin Reed, 1101 Arapahoe Street, Suite #5, representing ARC of Lincoln, said she sent a letter to the Mayor regarding the public transportation system and that the special needs community has not been addressed in the Comprehensive Plan. She would like to see the Handi Van services increase. Ms. Reed gave statistics that one in every 10 people in Lincoln have disabilities and their needs should be considered.

Richard Grundman, 221 Pennsylvania Avenue, representing the Cumberland Heights Neighborhood Group. Mr. Grundman pointed out that in the Comprehensive Plan Pennsylvania Avenue is slated to change into a two lane street plus turn lanes. His association is opposed to that and does not want the added traffic in the center of their development and desire to have Pennsylvania Avenue remain as it is. (Exhibit #20 was submitted)

William Ludwig, 5000 Westown Parkway, came forward to speak about the Mayfield Village planned community slated to be built at NW 48th & Holdrege area. This is presently in the plan.

Commissioner Campbell asked staff to confirm that this is already in the plan and Steve Hendricks from Planning affirmed that it was.

R. C. Krueger, 6525 South 66th Street, representing Krueger Development, came forward and recommended that the City Council and County Commissioners adopt this Comprehensive Plan for 2025. He thanked the staff for all of their hard work on this plan. (Exhibit #15 was submitted)

Councilman Werner and Commissioner Campbell expressed their appreciation to Mr. Krueger for his time on the task force.

Jeff Altman, 5120 Pawnee Street, came forward to ask the Council and the Commissioners to adopt the amendment that Councilman Werner has presented regarding the multi-modal transportation system. He spoke on behalf of the blind people, who need an improved public transportation service.

Art Zygielbaum, 6601 Pinecrest, came forward as a committee member who worked on the Comprehensive Plan to thank the staff for all their work. He provided a copy of an editorial that Bill Siefert and he wrote which was published in the Lincoln Journal Star. He suggested that no further land be identified for Tier I development until mechanisms to address the shortfall of financing are identified. The new Comprehensive plan strives for the common good of the whole community. As the stewards of our community's future, it is incumbent upon us to facilitate appropriate growth in appropriate areas of the county at the appropriate time. Growth for growth's sake mortgages the future of Lincoln, the small towns in the county and rural areas and places a growing burden on future taxpayers. (Exhibit #18 was submitted)

Jan Gauger, 1404 N. 40th Street, representing the Lincoln League of Women Voters, read into the record, her formal statement, which was

supportive of the Comprehensive Plan that is presently before the Council and Commissioners. (Exhibit #19 was submitted)

Phyllis Hergenrader, 5701 Yankee Hill Road, put emphasis on protecting Wilderness Park. She asked that the City Council and County Board to include the amendment to the beltways and fringe arterial section on Page F-119. She would like to see even stronger amendment language indicating that a new road crossing of existing Wilderness Park will not be considered in the beltway and fringe arterial study. She suggested that another study is not needed, especially at taxpayer's expense. She is supportive of an extension of the Wilderness Park area to the south, near Roca and Hickman.

Joe Hampton, 1660 South 70th Street, representing the LIBA Tax Efficiency Committee, read into the record, his formal statement that is marked as Exhibit #21. He stated that the most realistic plan he has seen in his fifty years of business in Lincoln, was the 1960 plan. He feels that the proposed plan today is a lofty goal and unrealistic. He believes that the entire document is dependent upon a solid economy to support it. He urged the Council and Commissioners to give serious consideration to the economic impact of this plan.

Councilman Friendt asked Mr. Hampton if he had any specific suggestions to make this more economic friendly.

Councilman Camp asked when the concept was forwarded on impact fees, there was a statement made that the developers should pay their fare share and there was an open mind exhibited by all parties to investigate a concept such as this. Recently we have had the proposals of a \$9,000 impact fee for a residential lot, \$7,000 for an apartment unit, from what you have testified to here and the concerns on the potential of damaging our economic development, how do you see this dialogue being misdirected during the last three years?

Mr. Hampton replied that he felt that all new development should pay it's fair share. We need to get back to the premise that if a specific proposal creates some additional needs, they should pay for it. But if we are talking about system development, that was a community wide responsibility. That is how this community was built. The people that are here today, were supported by those ahead of them. Simply start to approach it on a business-like basis and not be scared to issue some bonds within reason and start to play catch up.

Mary Roseberry Brown, 1423 F Street, came forward and read her formal statement into the record, that is marked as Exhibit No. 22. The suggested amendment to be inserted on Page F-65 is regarding the purchase of additional land for Wilderness Park which should be done on a "willing seller" basis, through a combination of land purchases, conservation easements, donations and other options. (Exhibit #22)

Councilman Camp asked if she had any thoughts in a way that we can coordinate this that meets both the needs of that infrastructure as well as preserving Wilderness Park.

Lilly Blase, 1735 Euclid Avenue, representing the Preservation

REGULAR MEETING

MAY 22, 2002

PAGE 238

Association of Lincoln, stated she would like to say thanks for the planning efforts and the inclusion of historic preservation in those efforts. Our organization feels strongly about strengthening preservation ordinances and the historic preservation commission that is authorized by those ordinances. We would like to see the scope of powers extended beyond the City of Lincoln to encompass all of Lancaster County. A survey is vital to expansion and that we should plan for more resources.

Councilman Werner asked Ms. Blase had any more specific recommendations that you are making to the plan in general or expressing your support.

Commissioner Campbell stated that this extension into the County, raises some legal issues. To expect that a city appointed commission could out in the County without any authority here, I would have to say raises concerns for me. We need to proceed with the understanding that we are going to get some legal questions answered.

Mark Hunzeker, 1045 Lincoln Mall, Suite 200, representing the Home Builders Association of Lincoln and the Realtors Assoc. of Lincoln, came forward to thank the Planning Staff for all their hard work. We are in support of the Comprehensive Plan as proposed by the Planning Dept. The important changes that were made by the Planning Commission included adding land to Tier I, combining the first two of the three priority areas into one and by removing unduly restrictive language related to acreages and encouraging coming up with some sort of a new system to address when and where we were going to have acreage development outside the city limits. He stated that they would like more attention to affordable housing, economic development and job creation. He stated the whole thing could be more positive. The key thing to remember with respect to the additional growth areas that were added by the planning commission, is that those costs that are described in the report you received today, will not be incurred unless those areas are truly needed.

Councilman Svoboda asked Mr. Hunzeker if there is not enough working family housing pockets within Tier I?

Councilman Werner asked Mr. Hunzeker how the city can maintain affordable housing when we are looking at 1.4 billion dollars in new roads and the studies are showing that we have a shortage, a large gap there between what the revenues will be and what the 1.4 billion?

Councilman Friendt asked if the increase in new housing development would have a trickle down effect to pre-owned homes?

Marian Langan, 1845 E Street, representing the Audubon Spring creek south of Denton, Nebraska, came forward and read into the record, her formal statement, submitted as Exhibit No. 23. She commented that the citizens of this County and City want growth planned in a way that preserves the natural environmental qualities, allowing places for children to explore and places for respite from today's fast-paced lifestyles. (Exhibit #23 was submitted)

Councilman Werner asked the importance of a smoke buffer zone around the prairies.

Terry Ernisse, 8342 South 1st Street, an owner of property on both sides of Wilderness Park, came forward and told the group that there will come a time when it will be necessary to have a road on the quarter section mile road in the Park. The Wilderness Park truly consists of a lot of overgrown seedlings. Naturally, the lightning strikes, would have burned that off. He reported they could be thankful to the Southwest Fire Department for preserving and preventing those potentially spreading fires. They don't want a roadway in there that restricts us to get rescue units or fire trucks in to help someone who is injured in the park. Putting a road from Rokeby Road to Hwy. 77 allows more access to enjoy and enter the park. I don't believe one additional roadway would destroy the park.

Charles Francis, 435 Pioneers Blvd., came forward to endorse the amendments for the Friends of Wilderness Park. He stated he was very impressed with the professionalism of the Planning Dept. (Exhibit No. 24)

Kelly Tollefsen, Attorney, representing StreiKing Farms, who owns land north of I-80 between North 27th and 40th Streets. We are requesting that you adopt an amendment to the Comprehensive Plan keeping the subject property designated as Tier I property, as it was in the 1994 Comprehensive Plan. She suggested that a study needs to be done regarding the effects of the Tiger Beetle.

Councilman Werner asked the potential of people purchasing the land with the intent to develop it and later found out that their investment was downzoned or not allowed.

Commissioner Stevens questioned how Ms. Tollefsen felt that the Comprehensive Plan did not call for equal development in the North.

Council Chair Cook asked for the record to be clarified and made sure Ms. Tollefsen was referring to Page F-27 for her amendment.

6:30 P.M. BREAK

6:50 P.M. RECONVENED

Roxanne Smith, 711 Peach Street, came forward to stress important things that the Comprehensive Plan addresses, 1) water consumption; 2) maintaining the functional integrity of the floodplains; 3) increasing density to help us conserve water; 4) and making the mass transit system more profitable.

Kent Seacrest, Seacrest & Kalkowski, 1111 Lincoln Mall, Suite 350, spoke about the effective way this public process happens to create this Comprehensive Plan. He asked if the City Attorney and County Attorney to explore an interlocal agreement to better lay out this process which allows the public a chance to see the amendments. The manner in which the public testimony is taken should be more clear for the Council, Board and the citizens. He

REGULAR MEETING

MAY 22, 2002

PAGE 240

suggested that it may be necessary to amend the section that talks about the Planning Director's discretion. In the old plan we had the annual update, so every year a citizen knew if he wanted to bring an idea good or bad, it would have its day at hearing. I would encourage you to adopt an amendment or ordinance that would at least allow the annual update or put it in the back of the plan.

Discussion ensued among Council members, County Board Commissioners and Mr. Morgan regarding the wording for the Planning Director's authority and the process of bringing things forward for an annual report. It was suggested by the Commissioners and Council members that this section needs to be reworded with the help of the legal department offering the public the ability to bring forth ideas and amendments on a yearly basis to the Comprehensive Plan.

Estelle Schroeder, 3300 N. 176th, stated he was a little disappointed in the Planning Dept. I was on the Steven's Creek task force and it was explained to us it would be cheaper to develop into Steven's Creek rather than to go north and south, due to replacing a lot of trunk lines with the sewer. The expense of pumping water is much better as well. I am wondering why you came in at the last moment changing this earlier theory.

There being no further testimony, the Chair recesses the public hearing portion of the meeting at 7:15 p.m.

Joan E. Ross, City Clerk

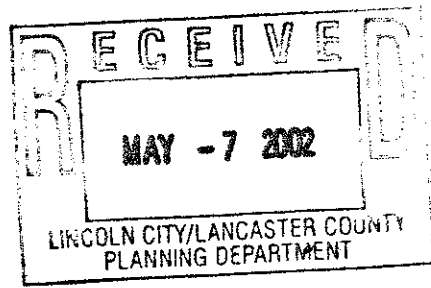
Glenna Graupmann, OAI

cc: City Council City Clerk Stephen Henrichsen
County Board County Clerk Mike DeKalb
Mayor Wesely Kent Morgan Duncan Ross



"Kelly Klenke"
<tk91912@navix.net>
05/06/2002 10:32 PM

To: Lynn Johnson
<plan@ci.lincoln.ne.us>
cc:
Subject: comprehensive plan



Hi,

I just wanted to reiterate my concerns about the comprehensive plan that is adopted. We need to ensure that the plan allows for ample open space for current and future needs; that it takes into consideration the "rural" atmosphere that makes Lincoln and Lancaster County unique; and ensures that development is controlled by the planning commission and the natural environment and the constraints that it presents, and development is not determined by developers simply buying land and expecting to put a development there.

I believe that one of the most important responsibilities that we have as citizens today is to ensure an environment and a place to live that maintains the quality of life that we enjoy today. We can not allow for urban sprawl to overcome the rural areas that surround Lincoln. It is the rural atmosphere that helps to give Lincoln the small town community feeling. We need to ensure that we look at a concentric non-sprawl growth plan that utilizes areas currently within the city limits for new development or re-development, before taking farmland or rural land for development. When developing in the rural areas, we need to make sure that we look to have acreages that have a minimum of 5 - 10 acres instead of 3 - 5. This will ensure that we retain open space and keep the rural atmosphere. It will also lessen the impact that we have on the environment, especially when ground water is involved. By have larger acreage sizes for acreage development, we also retain open areas, wooded areas, and grassland vistas.

Developers should be required to ensure more open spaces are in their developments. This could be done by having larger lot sizes, more parks or bike paths, etc.

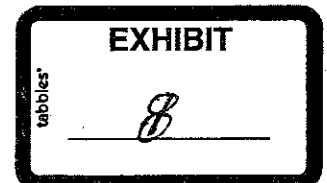
The comprehensive plan needs to ensure that as development occurs, open spaces are part of the development. This could be done by incorporating special places that already exist as permanent open spaces, such as wetlands, especially the saline wetlands that encompass our area, native grasslands, existing wooded areas. The natural environment must be taken into consideration when looking at where to develop and how or even if it should be developed. There may be areas that should not be developed, that should be preserved. By looking at the natural environment we can better understand where development could occur. This is especially true when looking at developing acreages that depend on ground water as their water sources.

And finally, the small rural communities that surround Lincoln need to be taken into consideration in the comprehensive plan. I am a member of such of community, Malcolm, and I want the small community to remain just that, a community apart from Lincoln. One that has its own school district, that has its own sense of community and provides a unique atmosphere of a small town for those of us who prefer this to the urban setting of Lincoln. So the comprehensive plan needs to take this into account and not bring these communities into Lincoln city limits. The tax base for these rural communities needs to remain in the rural community and not taken into Lincoln. This alone is what will kill the small community and the small school districts. Small communities want to remain separate entities and the people that live there and move to the rural communities do so for the specific reason of getting back to a smaller community.

As you consider the comprehensive plan, you need to consider agricultural zoning that keeps the open spaces open, you need to consider small communities and how the urban sprawl will have the smallest effect on them, and you need to ensure that Lincoln continues to look at renewing old sections of Lincoln to keep them a vital part of Lincoln.

Sincerely,

Kelly L. Klenke
Malcolm, NE



W. MICHAEL MORROW
TERRANCE A. POPPE
ROBERT R. OTTE
DAVID W. WATERMEIER
TIMOTHY C. PHILLIPS
JOEL C. LONOWSKI
JOSEPH E. DALTON
KELLY N. TOLLEFSEN
JENNIFER S. LILIEDAHL

MORROW POPPE, OTTE,
WATERMEIER & PHILLIPS, P.C.
CITY CLERK'S OFFICE

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May 21, 2002

City Clerks Office
Attention Ms. Joan Ross
555 South 10th Street
Lincoln, NE 68508

Via Facsimile: 441-8325

RE: Amendment to Lincoln City- Lancaster County Comprehensive Plan

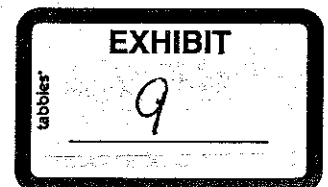
Dear Lincoln/Lancaster County Public Officials:

Please be advised that this office represents StreiKing Farms with respect to its property located North of I-80 between North 27th and 40th Streets. (Hereinafter the "Subject Property"). Enclosed herein, please find a Motion to Amend the Proposed 2025 Lincoln City- Lancaster County Comprehensive Plan. (Hereinafter the "Proposed Plan"). The Motion asks that the Proposed Plan include as a Tier I property the area located on Attachment "A" to the Motion. Essentially, the amendment would keep the Lincoln City- Lancaster County Comprehensive Plan of 1994 (hereinafter "1994 Comprehensive Plan") intact with respect to the Subject Property.

This amendment was previously presented to the Planning Commission on March 26, 2002. The amendment did not pass. We ask that the City Council and County Board review the amendment, and after review, approve the same.

In support of the Amendment, we set forth the following:

1. The subject property was previously categorized as a Tier I property in the 1994 Comprehensive Plan. Those owning property in the subject area have relied upon the 1994 Comprehensive Plan's Land Use designation since the Plan was approved in 1994 when planning for the potential development and use of their property. To remove the subject property from the Tier I group after nearly eight (8) years disables any plans for development and use implemented to date without prior notice or justification.
2. Previously a Preliminary Proposal was submitted to the Committee seeking continued designation of the Subject Property as a Tier I property. After review, the Committee did not recommend the proposal due to the "numerous environmental and infrastructure issues that need to be resolved."



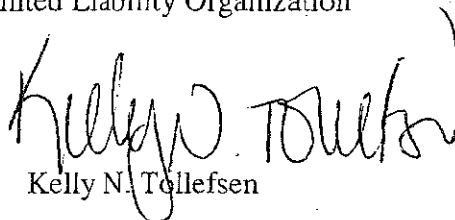
- a. Environmental Issues: The Subject Property is located on Saline Wetlands which calls into question the Tiger Beetle issue. At the present time, a study has not been completed to determine what, if any effect the Development of the Subject Property would have on the Tiger Beetle and/or it's habitat, including whether the Tiger Beetle is likely to remain in the area, the populace of the Tiger Beetle, whether the presence of the Tiger Beetle has any positive/negative impact upon the ecosystem of the Subject Property, and the effect a less restrictive buffer zone may have on whether the surrounding area may be developed without effecting the Tiger Beetle. In fact, while the Proposed Comprehensive Plan sets forth development over the next twenty-five (25) years, no study even indicates that the Tiger Beetle will be found on the Subject Property tomorrow. Essentially, we are relying upon incomplete and inconclusive data in shaping the city over the next twenty-five (25) years, and allowing the threat by the Federal Government to place the Tiger Beetle on the Endangered Species List dictate the confines of our autonomous community. The Proposed Comprehensive Plan's removal of the Subject Property from Tier I preemptively strikes against the land owners based on an inconclusive, at best, finding and the threat of the Federal Government. It just makes good sense to proceed with development as previously planned until there is a finding that doing so WILL be harmful to environmental factors.
 - b. The infrastructure issues essentially turn on whether or not the area can be affordably sewerred. Currently, a ridge line would have to be crossed to sewer the subject area; however, once the expense of crossing the ridge line is born, the potential to develop North of Lincoln is limitless. Ridge line's have been crossed in the past when doing so would provide for development of our community. Other major infrastructures necessary to develop the Subject Property currently exist, including access to the area from I-80 and North 27th Street.
3. Equalized Expansion For All Areas- The Proposed Comprehensive Plan should provide for equal expansion in the North, South, East and West. The Proposed Comprehensive Plan does not call for equal development in the North. Failing to provide for equal development over the next twenty-five (25) years will create vast differences in the socioeconomics of the areas and may hurt the existing commercial areas in the North. Equal development and affordable housing should remain a goal of the Board.
 4. The Subject Property is highly visible from the interstate and could provide vast commercial opportunities which will strengthen the community as a whole.

We respectfully request that you adopt the enclosed Amendment for the above reasons. If you have any questions or concerns, please do not hesitate to contact me.

Yours Truly,

Morrow, Poppe, Otte,
Watermeier & Phillips, P.C.
A Limited Liability Organization

By:



Kelly N. Tollefsen

Kelly N. Tollefsen

MOTION TO AMEND

COMES NOW the below signed Applicant and moves to amend the 2025 Lincoln City-Lancaster County Comprehensive Plan as follows:

Amend the 2025 Lincoln City- Lancaster County Comprehensive Plan on page F28 to include in Tier I the property located North of Interstate 80 to Waverly Road, in-between North 27th Streets and North 40th Streets, so that the Land Use Plan is consistent with the 1994 Lincoln City-Lancaster County Comprehensive Plan as set forth in attachment "A" hereto.

STREIKING FARMS, Applicant

By: Morrow, Poppe, Otte,
Watermeier & Phillips, P.C.
A Limited Liability Organization
201 North 8th Street, Suite 300
P.O. Box 83439
Lincoln, NE 68501-3439

By:

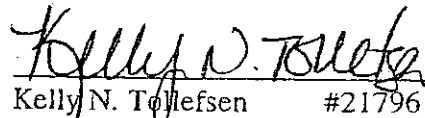
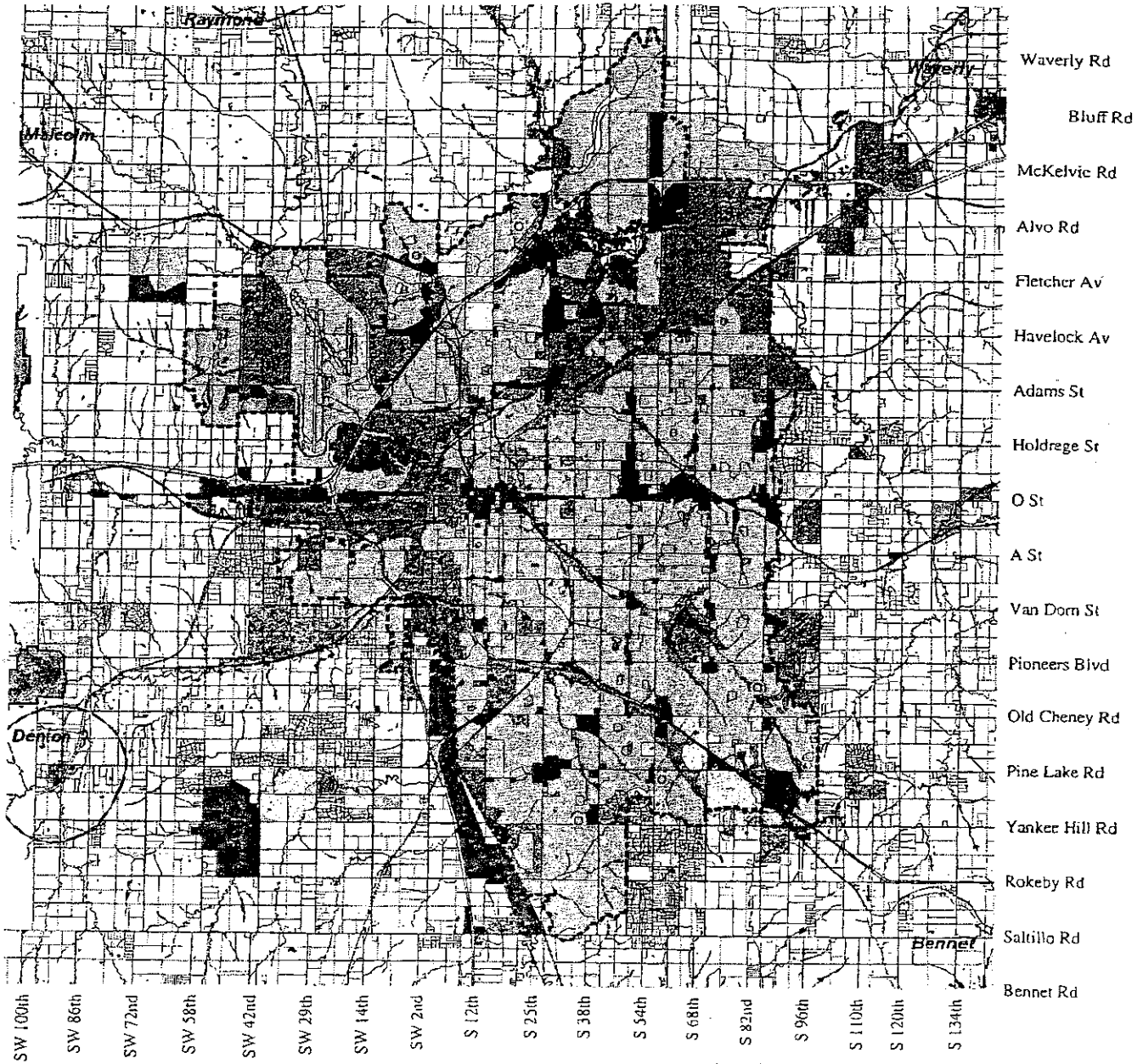
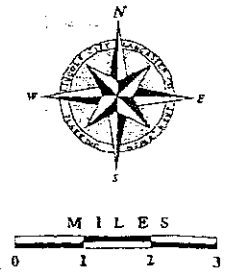

Kelly N. Tollefsen #21796

Figure 16 LINCOLN'S LAND USE PLAN



LEGEND

- | | | | |
|------------------------------|--------------------------|--|-------------------------------------|
| | Residential, Urban | | Public and Semi-Public |
| | Residential, Low Density | | Wetland and Water Bodies |
| | Commercial | | Natural / Environmentally Sensitive |
| | Industrial | | Agricultural |
| | Parks and Open Space | | Urban Village |
| - - - - Future Service Limit | | | |



Attachment "A"

W. MICHAEL MORROW
TERRANCE A. POPPE
ROBERT R. OTTE
DAVID W. WATERMEIER
TIMOTHY C. PHILLIPS
JOEL G. LONOWSKI
JOSEPH E. DALTON
KELLY N. TOLLEFSEN
JENNIFER S. LILEDahl

**MORROW, POPPE, OTTE,
WATERMEIER & PHILLIPS, P.C.**
Attorneys at Law

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FAX TRANSMISSION COVER SHEET

Deliver to: Joan Ross Send to Telecopier No.: 441-8325
Date: 5/21/02 Total # Pages (including cover sheet): 6
Sender: Kelly Tollefson

IF YOU DO NOT RECEIVE ALL PAGES, PLEASE CALL 474-1731 AS SOON AS POSSIBLE.

Sender's Direct Phone No.: 402/474-1731

Sender's Fax No.: 402/474-5020

Client/Matter Name: City Council / County Board Meeting - Amendment to Comp. Plan
Comments/Delivery Instructions: Joan-

Transmitted herewith, please find the amendment & attachments we discussed this morning. Pursuant to our conversation, please distribute the amendment, together w/ the letter & attachment to the City Council / County Board members for their review in connection w/ this afternoon's hearing.

Thank you for your assistance.
Kelly Tollefson

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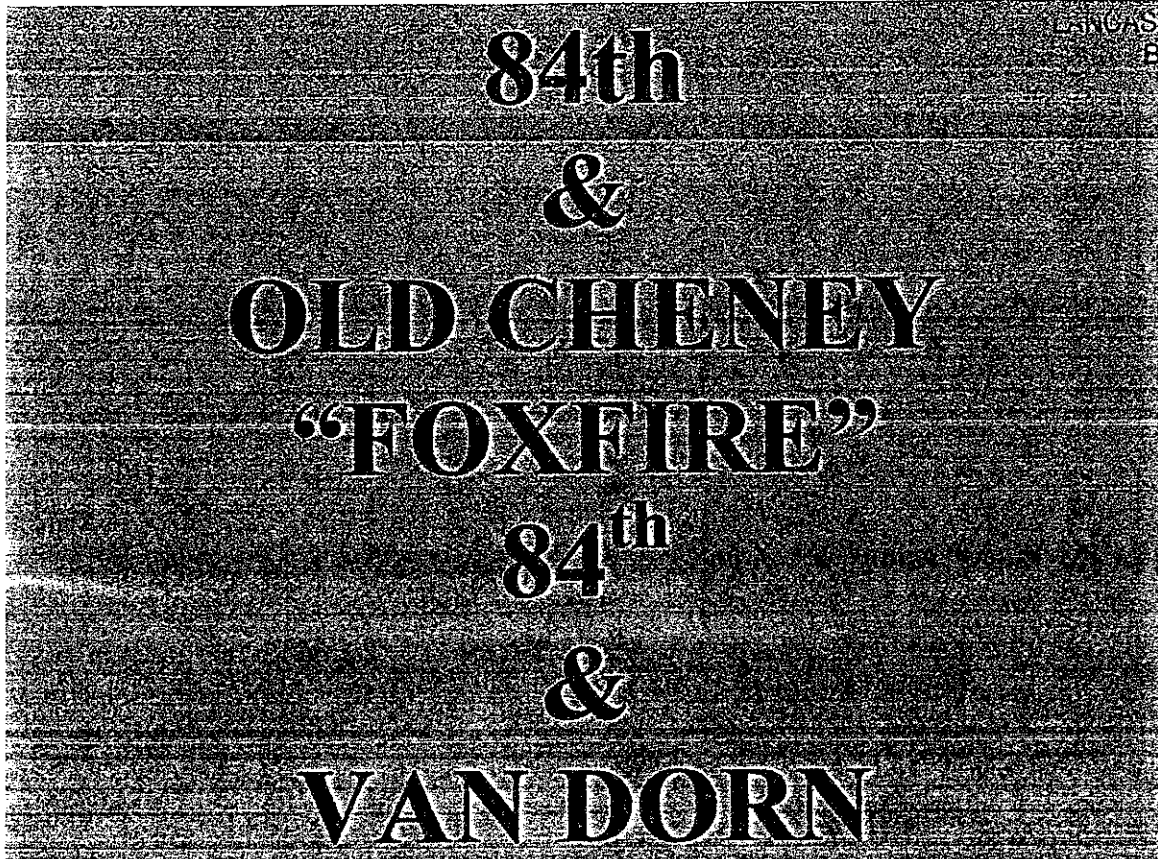
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to CC (Addendum 5/20/

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LANCASTER COUNTY
BOARD

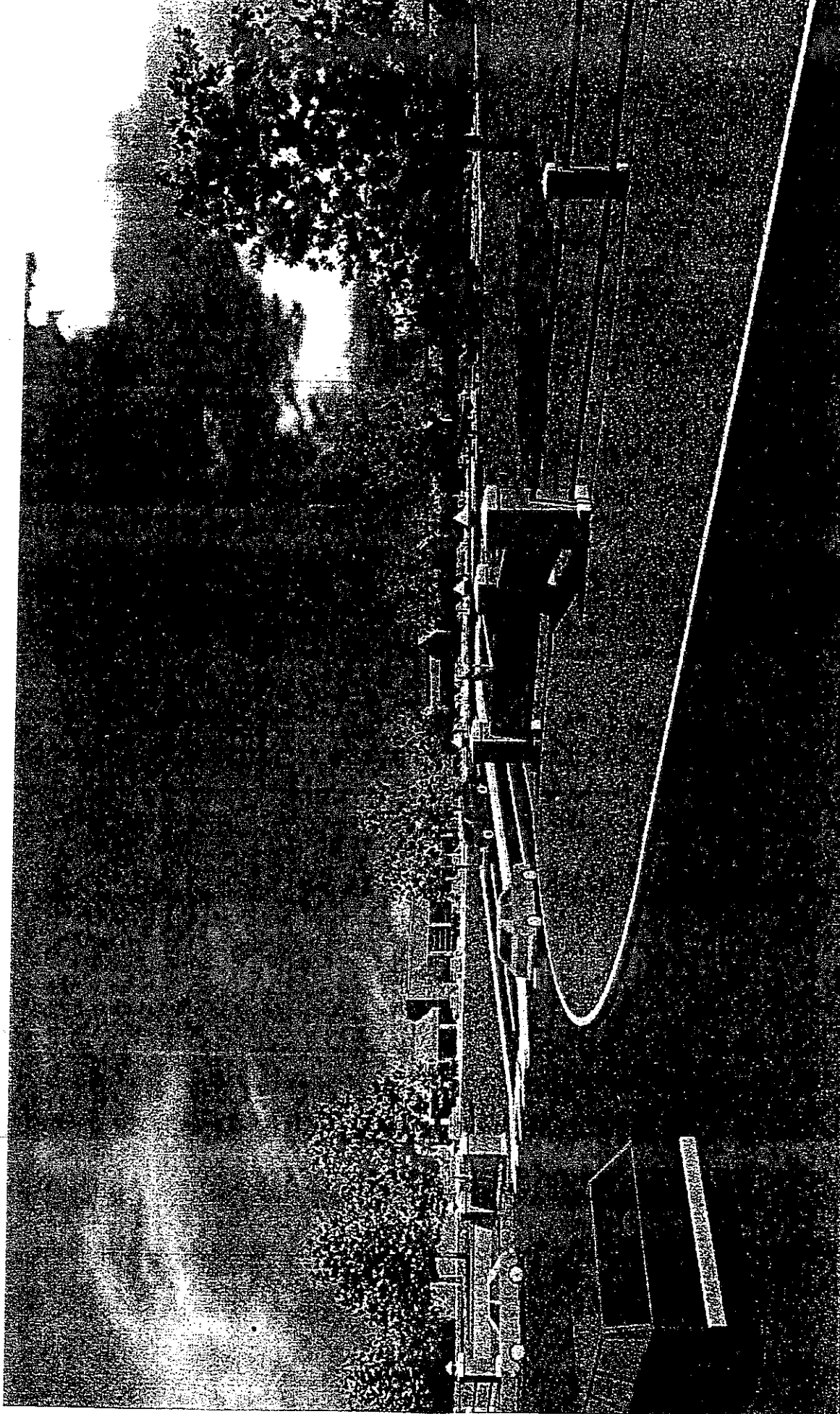


Nebraska's
Newest and Only
Mixed-Use
Life Style
Center

Developer: Realty Trust Group and
MJM, Inc.



tabbles	EXHIBIT
	10

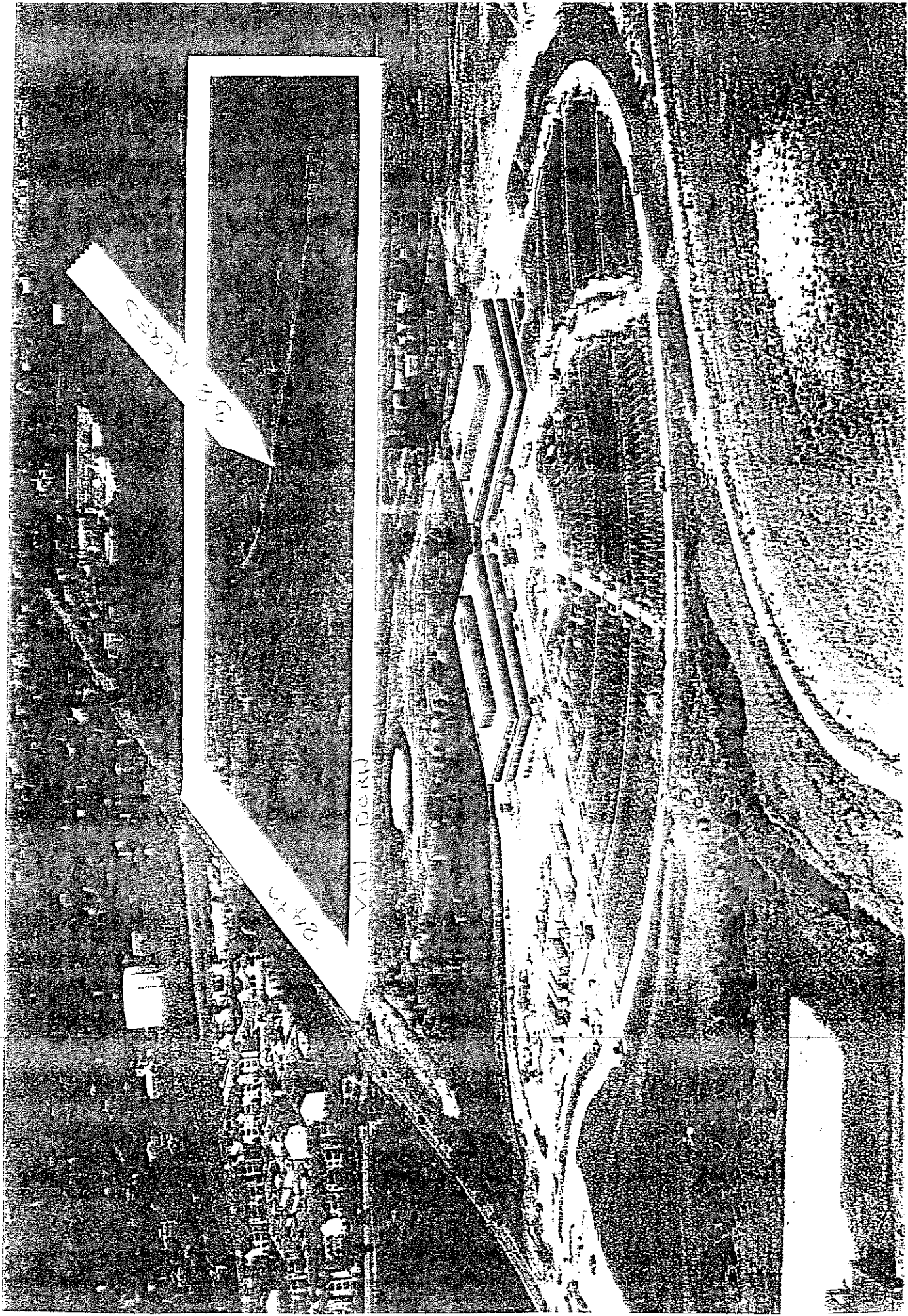


Fox Fire - Grocery / Retail

Office



Residential



210

210

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YAU DORN

210

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**SUMMARY OF
"FOXFIRE"**

"CORNERSTONE OF EAST LINCOLN"

- * THIS 38 ACRE CORNER WILL BE A MODEL PROJECT AND ESTHETICS NEVER DONE BEFORE IN LINCOLN. "FOXFIRE" WILL LOOK LIKE A SOUTHERN PLANTATION, GATED AND FENCED WITH BRICK PILLARS CONNECTED BY SPLIT RAIL FENCING, COBBLESTONE STREETS, WILL COMPLETE THE MOST ATTRACTIVE CORNER IN LINCOLN.

- * 38 ACRE CORNER OF VAN DORN AND 84TH

- * THIS WILL COMPLETE THIS CORNER AND LINCOLN'S EAST EDGE SOUTH OF O STREET TO HIGHWAY 2. THE NW CORNER HERE AT VAN DORN IS DEVELOPED BY APARTMENTS, THE SW CORNER, A COMMUNITY UNIT DEVELOPMENT.

- * OUR LOCATION ON THE EDGE OF THE CITY SITS ON A RIDGE AND IS THE LAST PROPERTY TO GRAVITY SEWER FOR DEVELOPMENT HERE.

- * THE CITY PROJECTS TRAFFIC COUNT EQUAL TO 70TH & O OF APPROXIMATELY 43,000 DAILY.

- * REAL ESTATE AND SALES TAXES WILL GENERATE OVER ANNUALLY FIVE MILLION DOLLARS OF NEW INCOME TO THE CITY, PLUS PRIDE & NEW EMPLOYMENT.

- * ACROSS THE STREET FROM US ALLSTATE INSURANCE HAS CONSTRUCTED A THIRTY MILLION DOLLAR 24 ACRE NATIONAL HEADQUARTERS FOR LINCOLN BENEFIT LIFE INSURANCE.

- * NORTH OF OUR PROPERTY, THE CITY OF LINCOLN HAS 20 ACRE SCHOOL SITE. ADJOINING IT TO THE NORTH IS THE LINCOLN LUTHERAN SCHOOL.

- * WE WILL GIVE THE CITY \$200,000, OF DEDICATED FEE AND EASEMENTS ON 84TH & VAN DORN, PAY ADDITIONAL COSTS, DEVELOP ONLY 200,000 SQ. FT., MAKING THE REMAINDER OF THE 38 ACRES A GREENBELT AND PARK LIKE NATURAL SETTING FRIENDLY TO THE ENVIRONMENT.

- * SINCE THIS WILL BE A MODEL PROJECT FOR LINCOLN AND THE *
* FIRST OF ITS KIND, WE ASK THAT THE MAYOR INITIATE THIS *
* PROJECT, HAVING PLANNING BRING IT FORWARD. *

THIS DEVELOPMENT WILL USHER IN THE 21st CENTURY WITH NEW AND HIGHER STANDARDS, BENEFITING LINCOLN AND NEBRASKANS FOR MANY YEARS TO COME.

NE CORNER 84th VAN DORN ST.
"FOX FIRE DEVELOPMENT"

- 9-17-99 LINCOLN BENEFIT LIFE, MANAGER OF MARKETING DEVELOPMENT & COMMUNICATION CAROL ASH TELEPHONED AND STATED, " WE ARE GLAD SOMEONE WILL BE DOING DEVELOPMENT ON OUR CORNER BECAUSE THERE ARE PRESENTLY NO SERVICES CLOSE FOR OUR PEOPLE." SHE ASKED US TO MEET WITH US THE FOLLOWING WEEK
- 9-23-99 WE MET WITH CAROL ASH OF LINCOLN BENEFIT LIFE. SHE SEES NO PROBLEM WITH OUR DEVELOPMENT AND ENDORSES THIS PROJECT.
- 9-18-99 RICHARD YOUNGSCAP, FIRETHORN DEVELOPER, EXPRESSED CONCERN WE WERE DELAYING THE WIDENING OF 84th, WHICH WILL COST HIM SIX FIGURES TO CHANGE TOPO AT ROADS. WE ASSURED HIM, WE WERE NOT NOR WOULD HAVE A REASON TO DELAY 84th IMPROVEMENT. AND WE ARE PREPARED TO DONATE OVER \$200,000 IN FEE LAND AND EASEMENTS TO THE CITY FOR 84th IMPROVEMENT UPON APPROVAL OF OUR PROJECT.
MR. YOUNGSCAP STATED THAT HE, WITH RESERVE FOR INSPECTION OF OUR USE PERMIT APPLICATION, WOULD SUPPORT OUR DEVELOPMENT.
HE ALSO STATED EVEN WITH THE INSURANCE COMPANIES APPROVAL, HE DID NOT WANT TO BE INVOLVED IN OUR PUMPING OR STORAGE OF SEWERAGE, IF REQUESTED. WE EXPLAINED TO HIM WE ARE ON THE RIDGE AND SEWER INTO LINCOLN AT BOTH 84th IMMEDIATELY ACROSS THE STREET OR AT VAN DORN AS OUTLINED BY DENNIS ERRICKSON, PUBLIC WORKS DIRECTOR, AND WOULD NOT NEED TO PUMP UP OR STORE AS DOES THE INSURANCE CO. WE ALSO TOLD HIM WE ARE EQUIVALENT TO FOUR HOUSE IN SAID USEAGE.
- TWO MORE CONVERSATIONS WITH MR YOUNGSCAP CONFIRMED ABOVE , AND QUOTED CITY OFFICIALS THAT WE HAD NOT DELAYED 84th WIDENING.
HE EXPRESSED CONCERN OVER TRAFFIC IMPACT WITHOUT STREET IMPROVEMENT AND WITH INSURANCE COMPANY ADDING APPROXIMATELY A THOUSAND MORE PEOPLE THERE MOVEING IN THE WEEK OF THANKGIVING.
- 10-6-99 RICHARD SPENCE, OF ATTORNEY GENERALS OFFICE, LIVES NEAR THIS INTERSECTION AND SAID HE WOULD BE SENDING US A LETTER.
- 10-13-99 DOCTORS CHRIS CAUDILL AND PATSY , LIVING JUST TO THE WEST STATED TO US THEIR SUPPORT AND SAID THEY WOULD WRITE TO US OR CITY NAMING THE SERVICES THEY THOUGHT APPROPRIATE.

LINCOLN



DEPARTMENT OF PUBLIC WORKS
DEPARTMENT OF PUBLIC UTILITIES

NEBRASKA'S CAPITAL CITY

MIKE JOHANNIS, MAYOR

July 10, 1998

Robert Weigel
2300 S. 48th St.
Lincoln, NE 68506

Dear Bob:

The Public Works Department has reviewed several options to serve Lots 27 and 28 I.T. at the northeast corner of 84th and Van Dorn Streets with sanitary sewer. Per our discussions, it is feasible to build a sewer in 84th Street from the high point in 84th Street, at your north property line, north to the existing manhole south of 84th and South. It is also feasible to extend a sewer in Van Dorn Street, west from 84th Street.

Neither option meets city design standards. Your property is entirely within the Stevens Creek drainage basin. The potential sewer outlet in 84th Street is in the Dead Mans Run drainage basin. The sewer in Van Dorn Street is in the Antelope Creek drainage basin. There are capacity concerns in both downstream systems. If either option is approved, reconstruction of portions of the downstream system may be necessary to assure adequate capacity. Both options require a large amount of fill to be placed on your site to provide cover over the sewer service within your site. The outlet to Van Dorn Street would require less fill to construct a gravity sewer service to the public main.

If your zoning is approved, Public Works would recommend that the Van Dorn Street sewer option be utilized. In our opinion this option would allow the development to better fit into the existing topography in and adjacent to your site. Your development would be responsible for conducting the necessary studies to determine potential sewer capacity problems and would be responsible for the cost of the outlet sewer and any supplemental sewers built to overcome capacity problems.

The purpose of this letter is not to make a recommendation of approval or denial of your development, but is only a statement concerning the feasibility of providing a gravity sewer to the perimeter of your site.

Sincerely,

Richard Enxson
Director of Public Works/Utilities

cc: Mayor Johannis
Gary Brandt
John Bradley
Dennis Bartels

cjr00109 ddb

555 SOUTH 10th ST. • LINCOLN, NE 68508

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TOTAL F.02



ENGINEERING ■ SURVEYING ■ PLANNING

LYLE L. LOTH
JACK D. TUMA

4910 NORMAL BOULEVARD
SUITE 'D'
LINCOLN, NE 68506

File No. 98-0001
May 18, 1998

OFFICE (402) 484-5500
FAX (402) 484-5502

Mr. John Bradley
Acting Planning Director
Planning Department
555 South 10th Street
Lincoln, NE 68508

Re: Proposed Commercial Development @ NE Corner of 84th & Van Dorn

Dear John:

At the request of Bob Weigel and Mike Marsh, I have taken another look at the referenced project. I was asked to determine if the site, based on existing topographic City maps, could be served by gravity into the City's existing sewer system.

I have considered two alternatives to serve this site with a gravity sewer. These alternatives are shown on the attached sketches, and briefly described as follows:

ALTERNATE NO. 1 This alternate would require the extension of the existing sewer from 82nd & Van Dorn to the southwest corner of the site at 84th & Van Dorn, and then northeasterly to the proposed building site.

ALTERNATE NO. 2 This alternate would require the extension of the existing sewer located 345 feet south of 84th & South Street south to the proposed building site.

As I have mentioned in an earlier letter, I have estimated the flow rate from this proposed commercial development to be negligible(1400 gallons per day), and in my opinion, the existing sewer system, with either alternate, should have ample capacity to accept this flow.

E-S-P

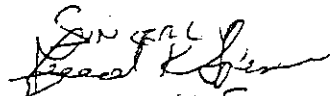
Engineering-Surveying-Planning

Lyle L. Loth
For the Firm

Robert Weigel
President, REALTY TRUST GROUP
2300 So 48th Suite I
LINCOLN NE

DEAR MR WEIGEL:

I BELIEVE THAT A GROCERY STORE LOCATED AT
8th & VAN DORN WOULD BE AN ASSET TO THAT AREA.
I LIVE IN THE AREA AND WOULD LIKE TO HAVE ANOTHER
GROCERY STORE CLOSE BY. WE ONLY HAVE ONE
STORE THAT IS EARLY CONVENIENT AT THIS TIME.

Sincerely,

RICHARD K. SPENSER

1821 DEVONSHIRE DRIVE
Nebraska Attorney General's Office

**SANITARY SEWER CAPACITY STUDY
FOR FIREFOX DEVELOPMENT AT
84TH & VAN DORN**

I. Sanitary Sewer from Manhole #119 to Manhole #124

177' - 8" vcp @ 0.679 % Slope

Capacity = 1.0 cfs

Developed Area	P.E.
North of Van Dorn	
8 Single Family x 3.0	= 24
192 Apartments x 2.0	= 384
South of Van Dorn	
173 Single Family x 3.0	= 519
96 Apartments x 2.0	= 192
1 Bank(10 Employees)	= 1
1 Convenience Store	= 1
1 Middle School	
1500 Students @ 21 gpd	= 315
TOTAL POPULATION EQUIVALENT	= 1436

Average Daily Flow = 1436 x 100 gpd = 143,600 gpd

10-State Standards suggests that sanitary sewers be designed for Peak Flow Rates. These Peak Flow Rates are based on the number of people served by the sewer in question. For ~~1671~~ P.E., the Peak Flow Rate would be approximately 3.7 times the average flow rate. 1436

Peak Flow Rate = 3.7 x 143,600 gpd = 531,320 gpd = 0.822 cfs

We anticipate the average flow from an estimated 140 employees in the FireFox development to be 2100 gpd(Based on 15 gal/employee/day).

The total average flow would then be 145,700 gpd.

The Peak Flow Rate = 3.7 x 145,700 gpd = 539,090 gpd = 0.834 cfs < 1.0 cfs

Therefore, it does not appear that the FireFox Development would overload this reach of sewer.

**SANITARY SEWER CAPACITY STUDY
FOR FIREFOX DEVELOPMENT AT
84TH & VAN DORN**

II. Sanitary Sewer from Manhole #81 to Manhole #83
639' - 10" vcp @ 0.402 % Slope
Capacity = 1.4 cfs

Developed Area	P.E.
North of Van Dorn	
255 Single Family x 3.0	= 765
192 Apartments x 2.0	= 384
South of Van Dorn	
173 Single Family x 3.0	= 519
96 Apartments x 2.0	= 192
1 Bank(10 Employees)	= 1
1 Convenience Store	= 1
1 Middle School	
1500 Students @ 21 gpd	= 315
TOTAL POPULATION EQUIVALENT	= 2177

Average Daily Flow = 2177 x 100 gpd = 217,700 gpd

10-State Standards suggests that sanitary sewers be designed for Peak Flow Rates. These Peak Flow Rates are based on the number of people served by the sewer in question. For 2177 P.E., the Peak Flow Rate would be approximately 3.6 times the average flow rate.

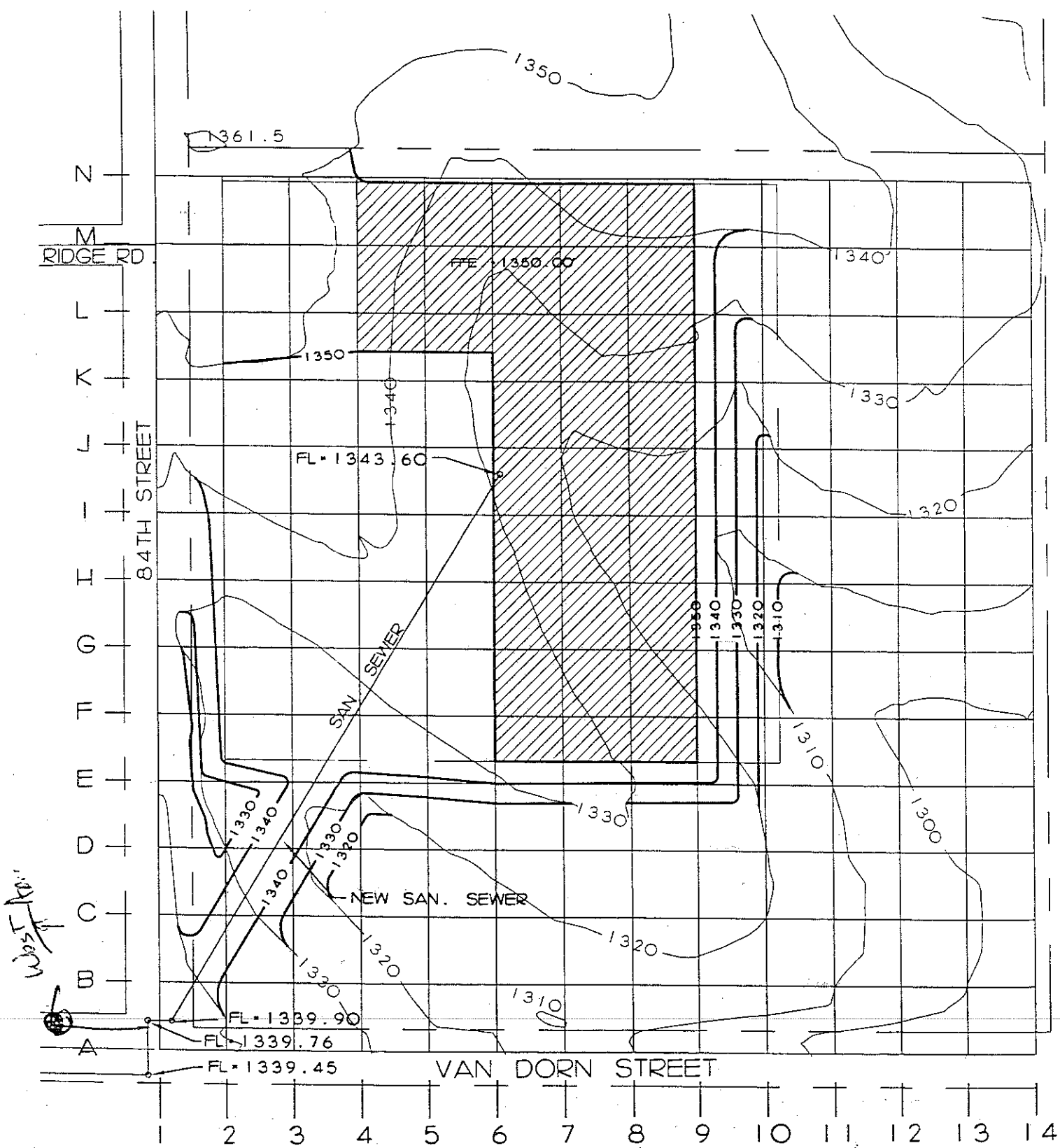
Peak Flow Rate = 3.6 x 217,700 gpd = 783,720 gpd = 1.213 cfs

We anticipate the average flow from an estimated 140 employees in the FireFox development to be 2100 gpd(Based on 15 gal/employee/day).

The total average flow would then be 219,800 gpd.

The Peak Flow Rate = 3.6 x 219,800 gpd = 791,280 gpd = 1.224 cfs < 1.4 cfs

Therefore, it does not appear that the FireFox Development would overload this reach of sewer.




PROPOSED GRADES
 SCALE 1" = 200'

DESIGN ASSOCIATES OF LINCOLN, INC.



1610 N STREET, SUITE 100
 LINCOLN, NEBRASKA 68508
 PHONE (402) 474-3000
 FAX (402) 474-4045

KARL RIDGE RD

84TH STREET

DESIGN ASSOCIATES OF LINCOLN, INC.



1610 N STREET SUITE 100
LINCOLN, NEBRASKA 68508
PHONE: (402) 474-3000
FAX: (402) 474-4045

FFE • 1350.00

FL • 1343.60

SAN. SEWER

NEW SAN. SEWER


FL • 1339.90

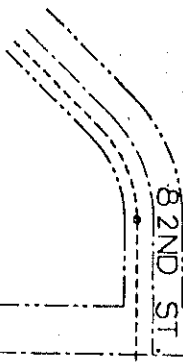
FL • 1339.76

FL • 1339.45

EXISTING SAN.
MANHOLE
FL • 1337.34

VAN DORN STREET

 **PROPOSED SEWER**
SCALE: 1" = 20'

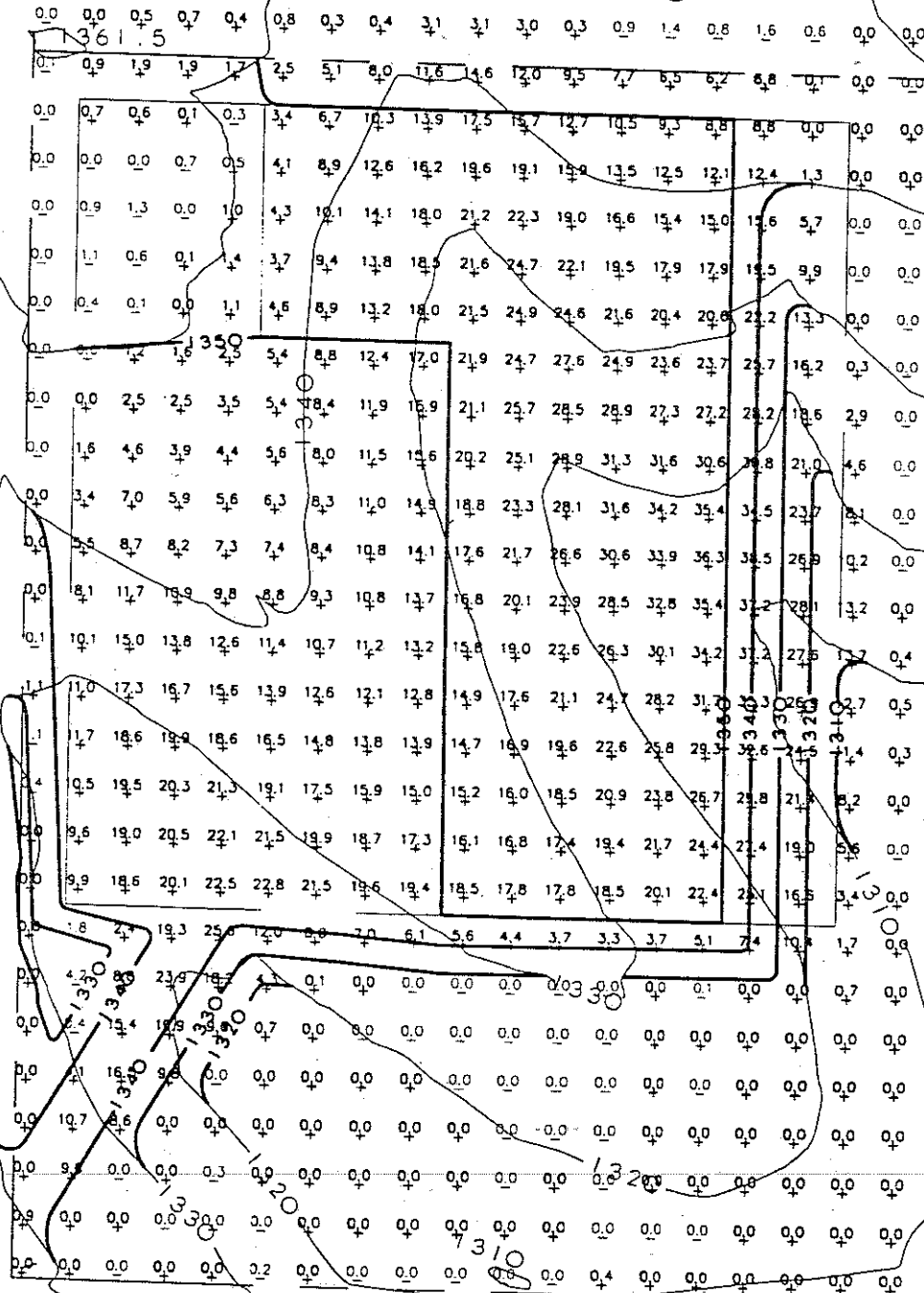


82ND ST

RIDGE RD.

84TH STREET

VAN DORN STREET



PROPOSED GRADES

SCALE: N.T.S.

DESIGN ASSOCIATES OF LINCOLN, INC.

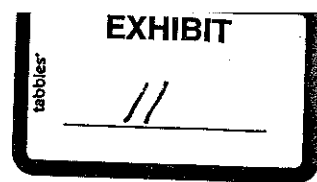


1610 N STREET, SUITE 100
 LINCOLN, NEBRASKA 68508
 PHONE (402) 474-3000
 FAX (402) 474-4045



**LINCOLN
CHAMBER OF COMMERCE**

May 22, 2002



Councilman Terry Werner
Lincoln City Council
555 South 10th Street, First Floor SE
Lincoln, NE 68508

Dear Councilman ~~Werner~~: *Terry,*

I am writing on behalf of the Lincoln Chamber of Commerce to urge your favorable consideration of the revised Comprehensive Plan as the Lincoln/Lancaster County Planning Commission has forwarded it to you.

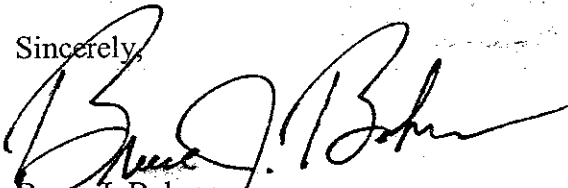
The Chamber of Commerce has, through our leadership and staff, been involved in the numerous subcommittee and task force efforts that went into the process of developing the product that is currently before you. The Chamber has consistently urged a confident and reasoned approach to growth, so that Lincoln can move forward with expanded economic opportunities while maintaining our high standard of living.

Transportation systems are a key component to accommodate economic growth. The Lincoln Chamber is on record as a consistent supporter of the Beltways and other transportation systems, such as our Airport, and the vital role they will play to our future growth. These infrastructure assets will remain very important tools for business growth.

The Chamber also commends the inclusion of an economic development component in the Plan. Economic development is a key interest of the Chamber both through our general membership and through the Lincoln Chamber Economic Development Corporation's partnership in LPED. The Chamber recognizes the need for quickly responding to future changes such as technological advances, and for fully leveraging the existing assets identified as the key building blocks for our economic future. At the same time, the basic though perhaps less glamorous fundamentals of economic development – land availability, timely and fiscally responsible infrastructure development, efficient government, and competitive tax rates – should not be disregarded or considered less important.

Overall, the Comprehensive Plan that you are considering is a diverse mixture of goals, desires, and concepts that ultimately will require a tremendous amount of community buy-in and collaboration as we move from plan to execution. The Chamber of Commerce is committed to doing its part.

Sincerely,


Bruce J. Bohrer
Governmental Affairs Counsel

COMPREHENSIVE PLAN: E-3 SUB-BASIN

TO: City Council Members
County Board Members

FROM: Kent Morgan, Planning

DATE: May 22, 2002

SUBJECT: Summary Overview for E-3 Growth Area in Stevens Creek

COPIES: Mayor Wesely, Mayor's Office

Attached please find a summary of the infrastructure requirements and associated cost for the urbanization of the "E-3 Sub-Basin" in Stevens Creek. The City-County Planning Commission added this seven square mile area to the City's Future Service Limit during their approval of the April 3, 2002, draft of the City-County Comprehensive Plan. At the time the Commission took action to include this area in the draft Plan, the infrastructure needs for E-3 were not available. This memorandum provides you with an initial perspective on the roads and utility services needs of this sub-basin.

As we have discussed with you in the past, it is our intent to forward a package of Comprehensive Plan amendments to the Commission later this summer to reflect specific land use and public infrastructure improvements for E-3. The attached report has been prepared in the interim in order that you may have a general understanding during your deliberations on the April 3, 2002, draft of the infrastructure requirements for the sub-basin.

Road, Water Service, and Wastewater Service Requirements and Cost Estimates for the E-3 Sub-Basin in Stevens Creek

This memorandum examines the major urban infrastructure requirements and associated costs for the E-3 urban growth zone in the Stevens Creek Basin. This seven (7) square mile area was added to the City of Lincoln's "Future Service Limit" by the City-County Planning Commission as part of their review and action on the draft *Year 2025 City-County Comprehensive Plan* in April, 2002. The memorandum includes a description of the E-3 basin and the major infrastructure needs for roads, water and wastewater services in the area.

Description of E-3 Urban Growth Zone

The E-3 urban growth zone lies along both sides of an unnamed tributary on the western bank of Stevens Creek to the east of the City of Lincoln. The growth zone extends generally from 84th Street on the west to near 120th Street on the east, and from below Pioneers Boulevard on the south to just above 'O' Street on the north. The urban growth zone is the largest sub-basin along the western bank of Stevens Creek, totaling nearly 7 square miles in area.

If urbanization were to progress toward the south along the western bank of the Stevens Creek basin, this area would be third in line for development. As represented in the April 3, 2002, draft Comprehensive Plan, the sub-basin is shown within Tier I (i.e., part of the future urban area) as a Priority B area (i.e., development programmed for later in the planning period.)

Existing acreage developments and golf courses dot the present landscape of the sub-basin. When these developments -- as well as floodplains and public right-of-way -- are taken into consideration, the sub-basin has a potential developable area of around 4.5 square miles.

Road and Street Improvements

The traffic needs of the E-3 urban growth zone would be served primarily by section line roads crisscrossing the area. These include the following east-west streets, 'O' Street, 'A' Street, Van Dorn Street, and Pioneers Boulevard; and the following north-south streets, 84th Street, 98th Street, 112th Street, and 120th Street. A portion of 98th Street is not presently open and would require the acquisition of right-of-way needed to complete the segment between 'A' Street and Holdrege Avenue.

The highest capacity roadway segments supporting growth in the sub-basin are East 'O' Street (Nebraska Highway 34) along the north edge, and the proposed East Beltway located near the eastern edge of the sub-basin.

East 'O' Street is currently a two lane State facility. It is programmed to be upgraded to four lanes within the first half of the planning period.

The proposed East Beltway is currently in the final planning and early design stages. Construction of the East Beltway would likely not take place until very late in the planning horizon of the draft Comprehensive Plan – and could occur beyond the 25 years of the Plan depending upon the funding. None of the interchanges planned for the East Beltway would be within the E-3 sub-basin.

Additional roadway improvements will be needed from those shown in the April 3, 2002, draft Plan. On a preliminary basis, it is envisioned that the improvements presented in the table below may be required to support the urbanization of the E-3 Sub-Basin. Further analysis and review is necessary to validate the information shown below.

Street	4 Plus Turn Lanes	2 Plus Turn Lanes
A Street	One quarter mile east of 98 th Street to one quarter mile east of 120 th Street	–
Van Dorn Street	One quarter mile east of 84 th Street to one quarter mile east of 112 th Street	One quarter mile east of 112 th Street to one quarter mile east of 120 th Street
Pioneers Boulevard	One quarter mile east of 84 th Street to 112 th Street	–
98 th Street	'A' Street to Old Cheney Road	–
112 th Street	Holdrege Avenue to Van Dorn Street	Van Dorn Street to Pioneers Boulevard
120 th Street	--	'O' Street to Van Dorn Street

Roadway sections proposed for possible upgrading from a "2+1" configuration to a "4+1" configuration as a result of the addition of E-3 to the future growth area include: (1) 98th Street from approximately 'A' Street to Old Cheney Road; (2) Van Dorn Street from approximately 84th Street to 98th Street; and (3) Pioneers Boulevard from approximately 84th Street to 112th Street.

The estimated cost for all of these improvements is \$36.75 million in year 2002 dollars.

Water Services

The supply of water services to the E-3 sub-basin would occur as a logical extension of distribution mains off of the City's water transmission line located along 84th Street. This pattern should support the City's long standing planning and utilities policy of contiguous growth -- i.e., development that is immediate adjacent to the City and reflects the rational extension of urban services.

The specific water system improvements required to support growth within E-3 include the installation of 14 miles of 16 inch mains along the following section line public rights-of-way:

- A Street, 84th to 120th Streets
- Van Dorn, 84th to 120th Streets
- Pioneers Boulevard, 84th to 98th Streets
- 98th Street, Old Cheney Road to 'O' Street
- 112th Street, Van Dorn to 'O' Streets
- 120th Street, Van Dorn to 'O' Streets

The estimated cost for the construction of these mains range is \$7.0 million in 2002 dollars.

No future costs were calculated nor assumed as part of this analysis for additional water treatment and transmission capacity requirements from the Ashland Water Facility that would be necessary to support the ultimate development of this area.

Wastewater Services

Providing wastewater services to the Stevens Creek basin will require: (1) the installation of a main trunk sewer along the creek bed; (2) basin collector lines; and, (3) improvements to the City's current Northeast Wastewater Treatment Facility (7000 North 70th Street.)

Main Trunk Sewer

In calculating wastewater facility requirements for the E-3, capital needs were first determined on the basis of providing services to all of the area within Stevens Creek shown within Lincoln's Future Service Limit -- that is, E-1, E-2, and E-3.

Developing this area will require the installation of a trunk sewer from the Northeast Wastewater Treatment Facility to a point near 120th and A Street/Randolph Street -- a distance of approximately 6.5 miles.

Preliminary design shows that this sewer line would range in size from 102" to 66" in diameter and cost around \$21.0 million (2002 dollars.) The portion of the trunk sewer assumed for construction between the Treatment Facility and Cornhusker Highway would be sized to ultimately serve both the west and east sides of the basin.

Collector Sewers

Smaller collector sewers will also be required for servicing E-1, E-2, and E-3. These sub-basin mains will need mains down to 18 inches in size. The projected cost for these improvements is \$7.5 million. This figure does not include tapable size mains – i.e., 15 inches and smaller.

Northeast Wastewater Treatment Plant

The Northeast Wastewater Treatment Plant has a current capacity of approximately 6 to 7 mgd (million gallons per day.) To serve the Sevens Creek land proposed for future growth within the City's 25-year Future Service Limit (i.e., E-1, E-2, and E-3) will necessitate a 6 mgd expansion of the Treatment Plant. The estimated cost for these plant improvements is \$18 million. This estimate is based on assumptions about effluent discharge permits and other operational considerations.

Cost Calculations for Wastewater

The overall cost for the wastewater system improvements needed to support development in the E-1, E-2, and E-3 areas is \$46.5 million:

Trunk Sewer	\$21.0 million
Basin Collector Sewers	7.5 million
Treatment Improvements	<u>18.0 million</u>
Total	\$46.5 million

In completing an earlier analysis, similar figures were calculated for the provision of wastewater services for the E-1 and E-2 areas down to 'O' Street. The estimated cost of serving this area using a gravity sewer approach was:

Trunk Sewer	\$15.7 million
Basin Collector Sewers	0.75 million
Treatment Improvements	<u>12.0 million</u>
Total	\$28.45 million

While not totally comparable, these two sets of figures suggest the cost of extending urban sewer services (collection and treatment) to the E-3 area is approximately:

Trunk Sewer	\$ 5.3 million
Basin Collector Sewers	6.75 million
Treatment Improvements	<u>6.0 million</u>
Total	\$18.05 million

Overall Cost Summary

Based upon the provision of road, water, and sanitary sewer services noted above, the initial capital investment for major urban infrastructure improvements in the E-3 urban growth zone would be approximately \$61.8 million in year 2002 dollars, distributed as follows:

Roads and Streets	\$36.75 million
Water Services	7.00 million
Sanitary Sewer Services	<u>18.05 million</u>
Total	\$61.80 million

May 20, 2002 (6:10AM)

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Working List of
Lincoln City Council
and
Lancaster County Board
Comprehensive Plan Amendment Requests
for the
April 3, 2002, Draft Plan



May 22, 2002

Table of Contents

Requested by Lancaster County Board

Business & Commerce	001
Mobility & Transportation	003
Environmental Resources	004
Residential	005
Community Facilities	008
Plan Realization	010

Requested by Ken Svoboda, Larry Hudkins

Northwest Lincoln Sub-Basin (Portion of "NW-2")	011
---	-----

Requested by Jonathan Cook

Walking Distance Correction	021
Relocate Strategies to Proper Headings for New & Existing Neighborhoods	022
City and County Study	024

Requested by Terry Werner

The Future Economy - RE: Local Preference, Living Wage and Small Business	025
Regional Economic Dynamics	027
Economic Future Private-Public Partnerships	028
Economics: Manufacturing	029
Priority Areas: Equal Opportunity for Development	030
Tier II Priority Areas: Strategy for Nonrenewable Resources	031
Light Pollution	032
Housing Opportunities for Elderly and Physically Disabled	033
Downtown Housing, Services and Elderly Population	034
Downtown Parking and Public Transportation	035
Nonrenewable Resources	036
Environmental Resources: Be Broadly Inclusive	037
Environmental Resources: Cooperatively Plan	038
Housing Opportunities for Special Needs Residents	039
Neighborhood Facilities: Libraries	040
Energy Conservation Practices	041
Natural Gas Service: Competition	042
Wind Energy	043
Multi-Modal Transportation	044



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Lancaster County Board
The motion adopting this proposal passed 4-1, with Commissioner Kathy Campbell dissenting.

Date: May 20, 2002

Title: Business & Commerce

Request: Amend the fourth paragraph on page F 53 to allow rural industry and business.

Section

BUSINESS & COMMERCE
Development in Lancaster County,
Outside of Lincoln

Page F 53

The majority of new development takes place within the City of Lincoln. However, it is important to strengthen existing commercial and support new development within the incorporated communities of Lancaster County. Commercial development in town also provides space for businesses that support farm operators within the county.

Farm operations are an important part of the history and economy of the region. While agriculture is no longer the primary occupation nor major source of income in the County, the agricultural production is still important to the community. It provides opportunities for produce to be sold at the local level and for large scale operations with sales world wide. Farm operators, while operating year round, often support their families with accessory home occupations.

Development within the incorporated towns and their one mile zoning jurisdiction will be determined by the communities themselves. However, the Lincoln/ Lancaster County Comprehensive Plan supports these communities and their efforts at maintaining and improving their commercial and industrial base.

All new commercial and industrial development ~~will~~ should be within Lincoln or the incorporated communities. However, the County recognizes industrial and business development in rural and agricultural areas may be deemed appropriate through the County's normal approval processes.

Continue County's support for road improvements that accommodate commercial and development within the towns.

Continue to encourage and permit accessory home businesses and explore options to assist in the expansion of legal and compatible home occupations. As home occupations may desire to grow further, they should locate within the commercial areas of incorporated towns.

F:\FILES\PLANNING\CPMR\CC CB Version\amendment_request_countyboardbusiness.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Lancaster County Board

Date: May 20, 2002

Title: Mobility and Transportation

Request: Strike "road closure" for Wild Rose Lane on page F 119 and map on F113

MOBILITY & TRANSPORTATION Proposed Studies F 119 and 113

The following areas are designated for study to determine if any facility improvements or road closings will be planned for these locations:

- Old Cheney Rd. and US-77: Overpass/Interchange Study
- US-77 and Pioneers Blvd.: Overpass/Interchange Study
- Wild Rose Lane Road Closure
- North 44th at BNSFRR Closure
- Community-Wide Mobility Review of those groups whose transportation and mobility needs are not being met today. Early in the planning effort, groups comprising this portion of Lincoln and Lancaster County's population should be identified, including unique transportation and mobility characteristics. The study should consider at a minimum alternative approaches for providing transportation services to these groups, level of service characteristics and funding options. The study is to be completed within approximately two years from the adoption of this Plan.
- Beltways and Fringe Arterials - Explore options for promoting the maximum utilization by local traffic of the west, south, and east beltways, Interstate 80, and major urban fringe arterials in order to minimize the impact of future traffic growth on existing interior roadways.

and

Amend Page F113 to change the symbol from 'Study Street Closure' to 'Additional Study' so the map reflects this text change.

F:\FILES\PLANNING\CPMR\CC CB Version\text version\amendment_request_countyboard_mobilityandtransport.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Lancaster County Board

Date: May 20, 2002

Title: Environmental Resources

Request: Amend the third sentence of the first paragraph on page F 64 as follows:

ENVIRONMENTAL RESOURCES

The Greenprint Challenge: Implementation Strategies (Native Prairies and Grasslands) **Page F 64**

Strike the third sentence of the first paragraph:

Develop planning guidelines, management techniques and supporting policies for preserving native prairies and grassland. For example, these areas remain healthiest when periodic burning is done to support plant regeneration. ~~Smoke buffers of one quarter mile around these sites are desirable.~~ Notification to adjacent property owners of possible burnings and smoke occurrences must occur as title to property changes. Research into such issues should examine how the implementation of necessary management guidelines can best occur; particularly options for balancing the inherent needs of natural resources features (such as grasslands) with surrounding properties.

F:\FILES\PLANNING\CPMR\CC CB Version\amendment_request_countyboard_environment.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Lancaster County Board

Date: May 20, 2002

Title: Residential

Request: Amend the pages F 77 and F 79 as follows:

RESIDENTIAL

Guiding Principles of Rural Areas

Page F 77

~~Past acreage development has presented many practical dilemmas, such as conflicts with agricultural practices and the "Right to Farm", impact on school districts, volunteer fire departments, and the County rural road network.~~

~~Additional dilemmas arise when a growing city or town needs to annex rural acreage areas, such as, acreage infrastructure systems that are not compatible with urban standards, the potential change in the lifestyle of rural acreage owners, financial implications of higher property taxes, and impact on acreage parents and children when the annexation leads to a change in school districts.~~

~~These dilemmas must be balanced and solved given the continuing strong consumer demand for country-style living. Lands previously designated in the Comprehensive Plan or zoned for low density residential development must be recognized.~~

~~Quality of life, Right to Farm and affordability of housing goals are best balanced and promoted by providing different housing types and choices. "One size does not fit all" applies to acreage residential development as well as urban areas.~~

Lancaster County is transition from an area of predominantly agricultural uses to an area which includes urban residential uses. Balancing the strong consumer demand for country style living and the practical challenge of integrating acreages with traditional agricultural land use will continue. Lands previously designated in the Comprehensive Plan or zoned for low density residential development must be recognized.

As urbanization evolves potential conflicts with agricultural practices and the "Right to Farm".

and impacts on school districts, volunteer fire departments, and the County rural road network should be monitored as development occurs.

Future challenges may arise when a growing city or town needs to annex rural acreage areas, such as; acreage infrastructure systems that are not compatible with urban standards, the potential change in the lifestyle of rural acreage owners, financial implications of higher property taxes, and impact on acreage parents and children when the annexation leads to a change in school districts.

Variety of housing choices should apply to acreage residential development as well as urban areas.

Page F 79,

add the following sentence to paragraph 2:

Retain the current overall density of 32 dwellings per square mile (20 acre) for all AG zoned land. Provide for an ability to divide two 3 acre lots per 40 acre parcel by right, with administrative review and appeal to the County Board. This would allow more flexibility for parcel size while retaining the overall density and assist in retaining farmable units of land.

Make the following changes in paragraph 3,

Provide more bonuses and a ~~lower threshold size~~ minimum size of 40 acres for the proven technique of "cluster" development using the Community Unit Plan. This technique has been successful in preserving flexibility while preserving both farmland and environmental resources at the same time.

In paragraph 4, strike AGR from the first sentence:

Development of a performance standard "point system" will allow the location of higher density ~~AGR~~ rural acreage development where the review criteria can be met. This allows equal treatment across the county, maximum freedom of determination of marketing and sale, while locating those developments only in those areas where sufficient "points" can be accumulated to justify the development at the requested location.



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Lancaster County Board
Date: May 20, 2002
Title: Community Facilities
Request: Insert additional language on page F 141:

COMMUNITY FACILITIES Medical Health Care

F 141

Currently, Bryan LGH West and St. Elisabeth's Hospitals are undergoing significant expansions. The Bryan LGH East campus and Madonna Rehabilitation hospitals also recently underwent major renovations and construction as well. These four campuses, located near existing residential neighborhoods are expected to remain the vital core to health care services in the county and region. It is important to Lancaster County citizens and other surrounding areas to develop Lincoln as a major network of quality regional health care services at reasonable costs.

Hospitals represent one of the highest and most important community service land uses. Further construction on these campuses in the future is likely. Any hospital expansion will need to take into consideration the impact on the adjacent neighborhoods. Hospitals are planning on using parking garages and multi-story construction in order to maximize the use of the land.

The Veterans Medical Center at 600 South 70th Street was established in 1930. For over seven decades the handsome complex of Colonial style buildings has served veterans throughout the region. The buildings and grounds are eligible for listing on the National Register of Historic Places. The site is an important part of the history of Lincoln and Lancaster County.

The Veterans Center faces an uncertain future. If the federal government deems that its current hospital use is to be discontinued, then any redevelopment of the site (including the site of the existing residence on the grounds) should be done in a manner that respects the character of the historic property and adjacent neighborhood.

Another major factor in health care is the expansion of medical office space throughout Lincoln. Recently, new medical office buildings have been constructed in both the southern and northern portions of the city. This trend is likely to continue into the immediate future as the demand for health care services increases as a result of the community's growing and aging population base.

The Community Mental Health Center of Lancaster County (CMHC) operates from multiple service sites around Lincoln, serving mental health needs of persons in Lancaster County. The Crisis Center Program serves all of Southeast Nebraska for emergency protective custody evaluations out of the main site at 2200 St Mary's Avenue. Continued population increases in Lancaster County and Southeast Nebraska has meant increased demand for mental health services provided both at the main facility and in program satellites.

F:\FILES\PLANNING\CPMR\CC CB Version\text version\amendment_request_countyboard_communityfacilities.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Lancaster County Board

Date: May 20, 2002

Title: Plan Realization

Request: Insert and adjust language on page F 172 regarding Human Services Planning

PLAN REALIZATION

On-Going Comprehensive Plan Activities (Human Services Planning)

Page F 172

Human Services Planning - Explore points of common concern and emphasis between the community's long range land use Comprehensive Plan and the community's long range health and local human services programs Community Services Implementation Plan (CSIP). to identify strategies for e Enhancing the coordination of these two endeavors. This activity should be initiated and completed within two years from the adoption of the Comprehensive Plan.

F:\FILES\PLANNING\CPMR\CC CB Version\text version\amendment_request_countyboard_planrealization.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Ken Svoboda, Larry Hudkins

Date: May 9, 2002

Title: Northwest Lincoln Sub-Basin (Portion of "NW-2")

Request: As shown on attached map, add 320 acres to the City of Lincoln Tier I growth area. The area to be included is generally bounded by N.W. 70th on the west, approximately 1/2 mile west of N.W. 56th (N.W. 63rd) on the east, West Adams St. on the South, and West Superior St. on the north.

Specific sections of the April 3, 2002, draft Plan to be amended are:

- Lincoln/Lancaster County Land Use Plan on page F 25: Show as "Residential, Urban"
- Lincoln Area Detail From Lincoln/Lancaster County Land Use Plan on Page F 27: Show as "Residential, Urban"
- Urban Growth Tiers Map on page F 30: Show as Tier I.
- Tier I - Priority Areas Map on page F-32: Show as Tier I, Priority B.
- Tier II - Priority Areas Map on page F 34: Show as Tier I.
- Future City of Lincoln Water Pressure Zones Map on page F 83: Show as part of "Belmont Pressure Zone"
- Distribution Improvements for the Lincoln Water System Map on page F 84: Show improvements indicated on attached map.
- City of Lincoln Long Range Wastewater Facilities Alternatives Map on page F 85: Show improvements indicated on attached map.
- Future Functional Classification: City Streets Map on page F 111: Show changes as indicated on attached map.
- Future Functional Classification: County Roads Map on page F 112: Show changes as indicated on attached map.
- Projects & Studies: Lincoln Area Street & Roadway Improvements 2025 Map on page F 113: Show improvements indicated on attached map and update "Proposed Projects" list to include a study for roadway

alternatives for connecting NW 70th and 48th Streets in the general location of West Superior Street on pages F 117-F 119 accordingly.

- Right of Way Standards Map on page F 120: Show changes as indicated on attached map.
- Tiers I & II Right of Way Map on page F 121: Show changes as indicated on attached map.
- Update the "Lincoln Future Service Limit" line on all maps as appropriate.

F:\FILES\PLANNING\CPMR\cc amendments\svoboda_F25_portion of NW-2.wpd

W. Fletcher Ave.

W. Superior St.

W. Adams St.

W. Holdrege St.

NW 56th St.

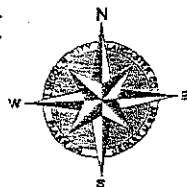
NW 48th St.

NW 84th St.

NW 70th St.

NW-2

Northwest Lincoln Amendment Request to Future Service Limit



Amendment Request to Future Service Limit

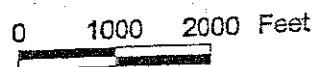


NW-2



City Limits

Future Service Limits



013

W. Fletcher Ave.

Reference: Page F-84

NW 56th St.

NW 48th St.

W. Superior

NW-2

W. Adams St.

NW 84th St.

NW 70th St.

W. Holdrege St.



Northwest Lincoln Amendment Request to Future Service Limit

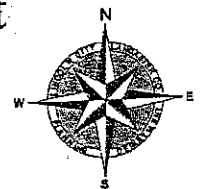
Distribution Improvements for the Lincoln Water System


 Prop. 16"

 Amendment Request to Future Service Limit

 NW-2

 City Limits
 Future Service Limits



0 1000 2000 Feet


014

W. Fletcher Ave.

Reference: Page F-85

NW 56th St.

NW 48th St.

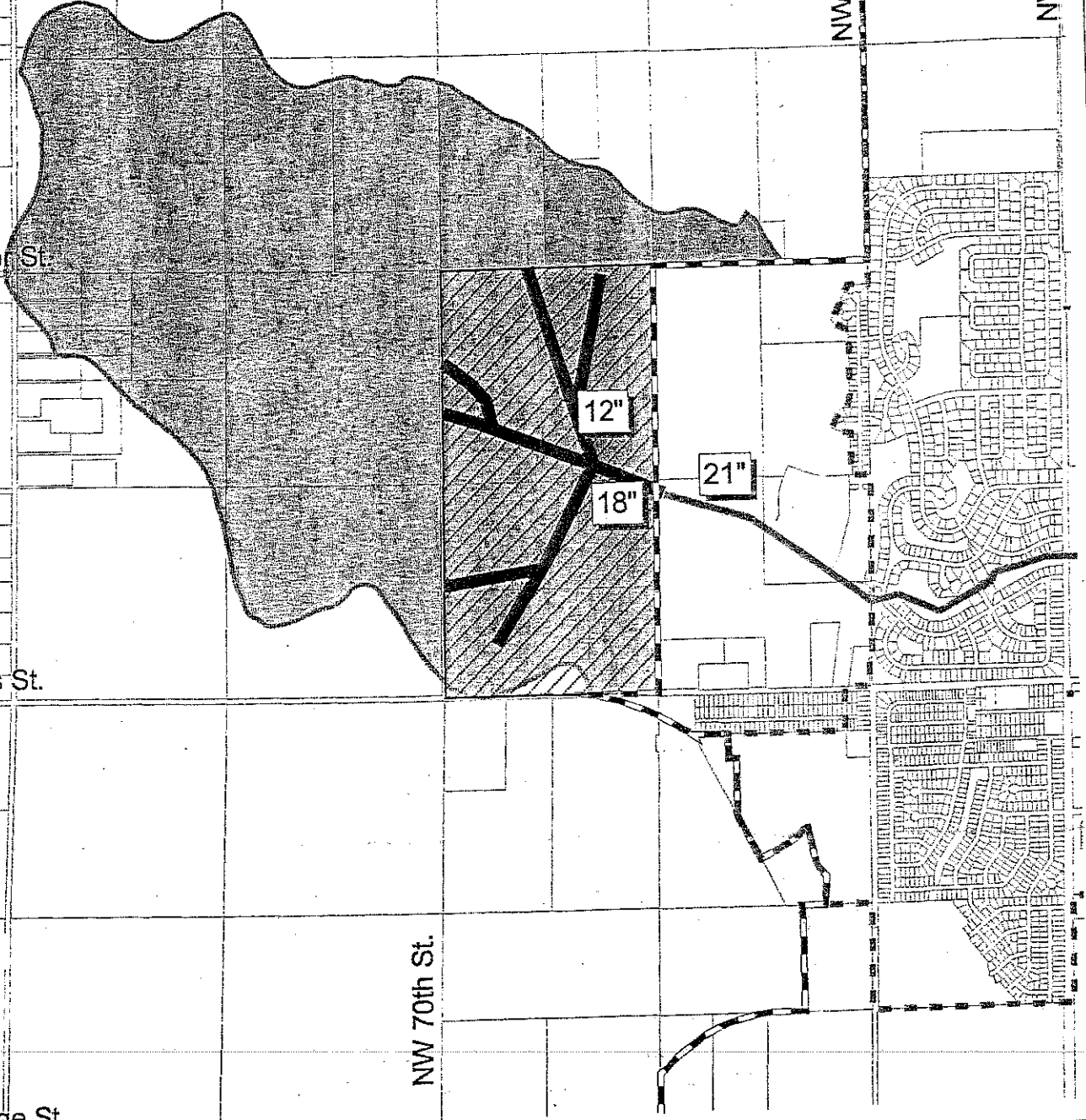
W. Superior St.

W. Adams St.

NW 84th St.



NW 70th St.

W. Holdrege St.





Northwest Lincoln Amendment Request to Future Service Limit

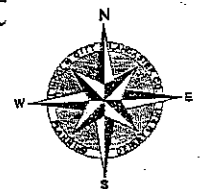
City of Lincoln Long Range Wastewater Facility Improvements

 Exist. Wastewater Main
 Prop. Wastewater Main

 Amendment Request to Future Service Limit

 NW-2

 City Limits
 Future Service Limits



0 1000 2000 Feet

015

W. Fletcher Ave.

Reference: Page F-111

NW 56th St.

NW 48th St.

W. Superior

W. Adams St.




NW 84th St.



NW 70th St.

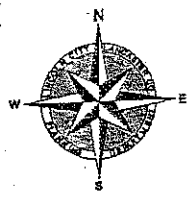
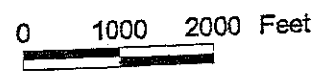
W. Holdrege St.

Northwest Lincoln Amendment Request to Future Service Limit

Future Functional Classification: City Streets

-  Urban/Rural Minor Arterial
-  Amendment Request to Future Service Limit
-  NW-2

-  City Limits
-  Future Service Limits



W. Fletcher Ave.

Reference: Page F-112

NW 56th St.

NW 48th St.

W. Superior

W. Adams St.

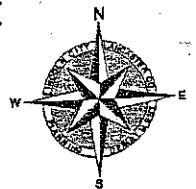
NW 84th St.


NW 70th St.

W. Holdrege St.

Northwest Lincoln Amendment Request to Future Service Limit

Future Functional Classification: County Roads



 Urban/Rural Minor Arterial

 Amendment Request to Future Service Limit

 NW-2



City Limits

Future Service Limits

0 1000 2000 Feet

017

W. Fletcher Ave.

Reference: Page F-113

NW 56th St.

NW 48th St.

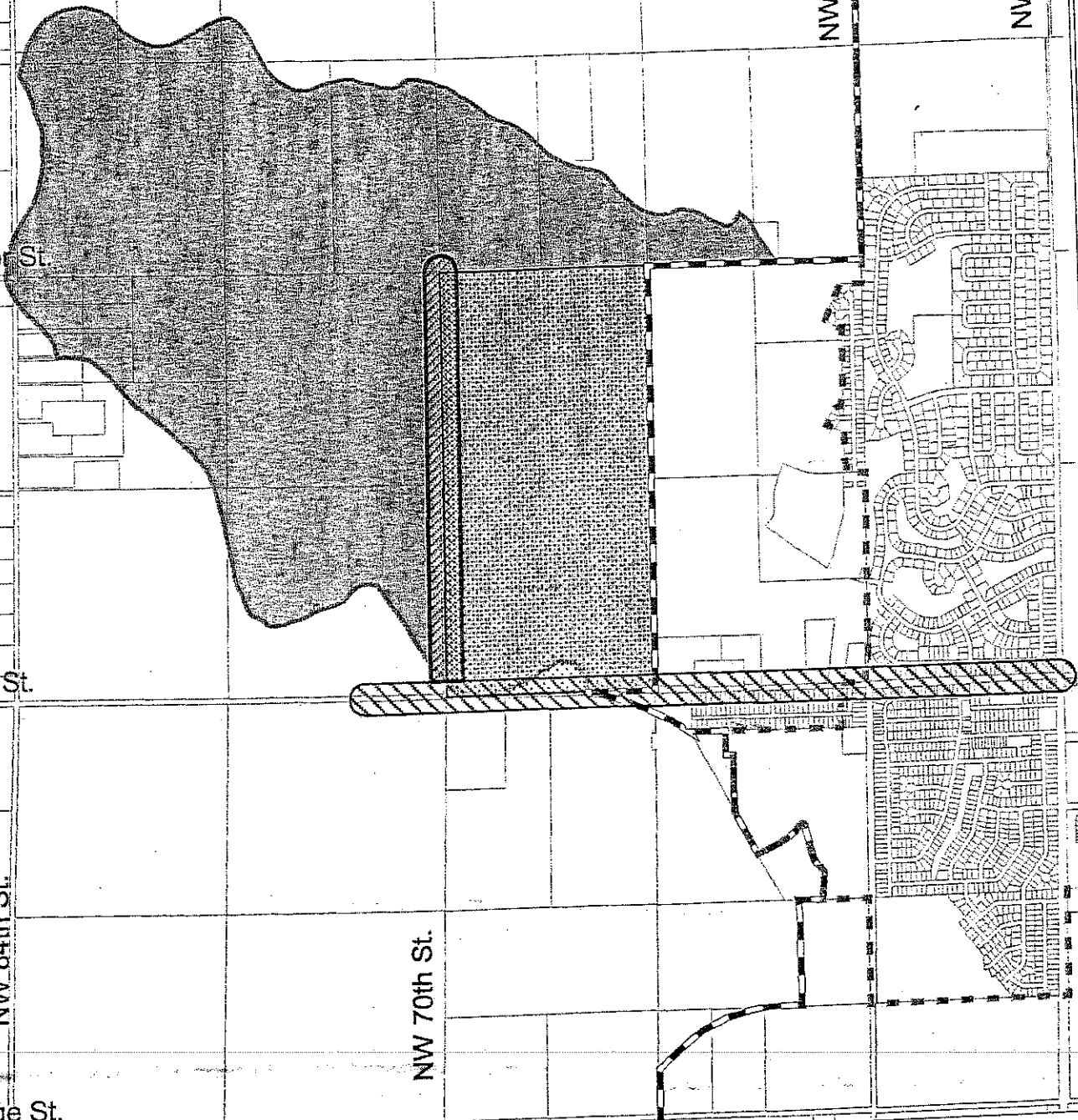
W. Superior St.

W. Adams St.

NW 84th St.





NW 70th St.



W. Holdrege St.

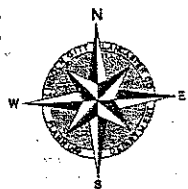


Northwest Lincoln Amendment Request to Future Service Limit


Projects & Studies

-  2 + 1
-  4 + 1
-  Amendment Request to Future Service Limit
-  NW-2

 City Limits
 Future Service Limits



0 1000 2000 Feet



018

W. Fletcher Ave.

Reference: Page F-120

NW 56th St.

NW 48th St.

W. Superior St.

W. Adams St.


NW 84th St.

NW 70th St.

W. Holdrege St.

Northwest Lincoln Amendment Request to Future Service Limit

Right of Way Standards

 120' ROW

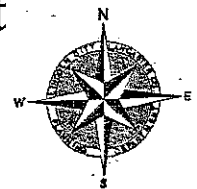
 Amendment Request to Future Service Limit

 NW-2



City Limits

Future Service Limits



0 1000 2000 Feet

019

W. Fletcher Ave.

Reference: Page F-121

NW 56th St.

NW 48th St.

W. Superior

W. Adams St.

NW 84th St.

NW 70th St.

W. Holdrege St.

Northwest Lincoln Amendment Request to Future Service Limit

Tiers I & II Right of Way

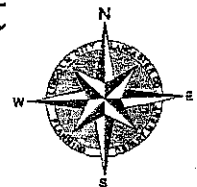
 120' ROW

 Amendment Request to Future Service Limit

 NW-2

 City Limits

 Future Service Limits



0 1000 2000 Feet

020



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Jonathan Cook, City Council

Date: May 20, 2002

Title: Walking Distance Correction

Request: Strike the word "½ mile" from references to walking distance to parks and open space on pages F 20, F 75, and F 77.

COMMUNITY FORM

Residential Neighborhoods

Page F 20

A range of parks and open space, from tot-lots to ballfields, should be distributed within neighborhoods and be within waking distance ½ mile of the residents.

RESIDENTIAL

Guiding Principles for New Neighborhoods

Page F 75

#3 Parks and open space within walking distance (~~½ mile~~) of all residences;

RESIDENTIAL

Guiding Principles for New Neighborhoods

Page F 77

#7 Maintain small parks and open space within walking distance (~~½ mile~~) of all residences;



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Jonathan Cook, City Council

Date: May 20, 2002

Title: Relocate strategies to proper headings for New and Existing Neighborhoods

Request: Relocate several strategies to their appropriate location as applying to new residential areas or as applied to both areas. Three strategies can apply to both older and newer neighborhoods. The wording of each strategy does not change, only the location. {Relocated strategies are noted in parenthesis.}

RESIDENTIAL

Strategies for New & Existing Urban Neighborhoods

Page F 80 and 81

The key to both new and existing urban neighborhoods is diversity. For new neighborhoods it is having a greater mix of housing types and land uses. New neighborhoods should have a variety of housing types and sizes, plus commercial and employment opportunities. Developing a pedestrian orientation of buildings and streets is also a priority for new areas.

For existing neighborhoods, the diversity is often already in place, but efforts must focus on maintaining this balance and variety. The diversity of architecture, housing types, sizes are central to what makes older neighborhoods great places to live. New construction should continue the architectural variety, but in a manner that is sympathetic with the existing neighborhoods. Infill development also needs to respect the street pattern, block sizes and development standards of the area, such as having parking at the rear and front porches, windows and doors on the front street side. The diversity of land uses, including commercial and congregate living facilities are important to the diversity of any area, provided they fit within the character of the block and neighborhood.

Single family homes, in particular, add opportunities for owner-occupants in older neighborhoods and should be preserved. The rich stock of existing, smaller homes found throughout established areas, provide an essential opportunity for many first-time home buyers.

Plan for sufficient and varied choices for the location of elderly housing. Encourage elderly housing to locate in areas designated for mixed-uses where the elderly housing would serve as a transitional use to less intensive residential development.

There are notable differences between elderly housing and traditional multiple-family residential developments. Typically, elderly housing will have fewer occupants per unit and will generate less traffic than housing built for the general marketplace. Thus, a location that is deemed appropriate for elderly housing may not be deemed appropriate for other types of higher-density housing such as multiple-family or town homes.

Evaluate the provisions for accessory dwelling units in residential areas.

Revise standards to ensure that residential and commercial development more efficiently provide night time lighting without intruding on adjacent uses nor casting significant lighting skyward.

{Relocated} Encourage public/private partnerships with housing entities including Lincoln Housing Authority, Nebraska Housing Resource, and Neighborhoods Inc.

{Relocated} Revise the congregate living facility codes and regulations in order to continue to provide housing opportunities for residents with special needs throughout the city that are compatible with residential neighborhoods. Congregate facilities should be designed and located to enhance the surrounding neighborhood. Reasonable spacing, design, and operational requirements should be created for all congregate facilities to preserve the neighborhood character while providing for those with special needs.

{Relocated} Support policies that encourage affordable housing in all areas. Look at options such as incentives to encourage new housing projects to incorporate a minimum percentage of affordable housing or a program to allow density to be transferable between properties.

Strategies for New Residential Areas

Structure incentives to encourage more efficient residential and commercial development to make greater utilization of the community's infrastructure. Incentives may include financial, process and/or regulatory conditions.

Revise pertinent codes and regulations in order to remove impediments to achieving mixed use residential and commercial development.

Develop standards for residential, commercial and industrial development along entryway corridors into Lincoln.

{Relocated} Develop new design standards that encourage density, optimize infrastructure costs, and help lower the overall cost of property development.

{Relocated} Provide for an adequate supply of affordable land, and timely infrastructure improvements.

Strategies for Existing Residential Areas

Implement the housing and neighborhood strategies as embodied in the City of Lincoln Consolidated and Annual Action Plans and subsequent housing and neighborhood plans. These plans provide the core for affordable housing and neighborhood preservation actions for public and private agencies.

In existing neighborhoods adjacent to the Downtown, retain existing predominately single family blocks in order to maintain the mix of housing types. The current mix within each neighborhood provides ample housing choices. These existing neighborhoods have significantly greater populations and residential densities than the rest of the community. Significant intensification could be detrimental to the neighborhoods and be beyond infrastructure capacities. Codes and regulations which encourage changes in the current balance of housing types, should be revised to retain the existing character of the neighborhoods and to encourage maintenance of established older neighborhoods, not their extensive conversion to more intensive uses.

Encourage a variety of housing types in the Downtown and Antelope Valley area.

Develop and promote building codes and regulations with incentives for the rehabilitation of existing buildings in order to make it easier to restore and reuse older buildings. Encourage reconversion of single family structures to less intensive (single family use) and/or more productive uses.

Modify design standards and code requirements that impede affordable housing development, while remaining consistent with the character of the existing neighborhood.

Structure incentives to preserve the existing housing stock.



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Jonathan Cook, City Council

Date: May 20, 2002

Title: City and County Study

Request: Clarify that the study of development both inside and outside the zoning jurisdictions of Lincoln and Lancaster County, should include both the City and County on page F 82 Strategies for Rural Areas.

RESIDENTIAL

Strategies for Rural Areas

Page F 82

“The City and County, in cooperation with other cities and towns, should undertake an independent study to quantify and qualify the positive and negative economic (e.g. cost of services, tax base, multiplier effect opportunities for future employment) and quality of life impacts associated with acreage development and other land uses (e.g. commercial, industrial, agricultural acreages and farm residential) both within and outside the extra-territorial area of cities and towns within Lancaster County. The study should include a review of policy issues and options such as the build through concept, lot size, acreage standards, acreages and town relationships, acreages and sensitive areas, agriculture, acreage clusters, desired acreage population, acreage size and land use consumption and AGR zoning. The study should be used as a tool to better manage acreage policy. The study should be finished one year after the adoption of the Comprehensive Plan.”



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: The Future Economy RE: Local Preference, Living Wage, and Small Businesses

Request: Add the following paragraphs on page F11 under the subheading "Key Elements of the Community's Economic Future:"

Local Preference - Adopt a policy of active preference for local firms that create full-time jobs that pay wages which allow workers to attain self-sufficiency, for the supply of goods and services, and actively seek out quotes for all possible purchases of supplies and services. The preference should be based upon a simple "cost-benefit" analysis of the impact upon the Community.

Sustainable Full-Time Jobs - The City of Lincoln and Lancaster County promotes and fosters appropriate, balanced and focused economic development that maintains a high quality of life featuring the community values we seek to protect. While recognizing the need to attract private sector employers, the City of Lincoln and Lancaster County also recognize that jobs that enhance the community provide for economic self-sufficiency for workers. This leads to an improved quality of life for all. Such improvements include increased neighborhood stability, expanded local commerce, reduced costs for social services and greater employment and education opportunities for all residents. Therefore, the City and County will actively pursue economic development that will create full-time jobs that pay wages that will allow workers to attain economic self-sufficiency without depending on government assistance and provide access to health care while promising long-term employment.

Small Business - Small business should not be given preference to intermediate and large business, however our economic development team should always be cognizant of the role small

business plays in our community. Recruitment and promotion of our community must include the role of businesses with 50 or fewer employees. We need to foster new, and maintain existing small businesses.

I:\CPMR\cc amendments\werner_F11_economic_local_wage_business.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Regional Economic Dynamics

Request: The draft text under the subheading "Regional Economic Dynamics" speaks mostly to the long range economic relationship between the Lincoln and Omaha areas. Perhaps this should be broadened in scope to include a larger area within southeastern Nebraska.

Modify the first sentence of the paragraph on page F12 under the subheading "Regional Economic Dynamics" as follows:

Regional Economic Dynamics – Commerce between Lancaster County, and the Omaha metropolitan area, and southeastern Nebraska will increase in the future, creating greater interdependence of both for all communities in the region.

I:\CPMR\cc amendments\werner_F12_regional_dynamics.wpd

I:\CPMR\cc amendments\werner_F12_regional_dynamics.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Economic Future Private-Public Partnerships

Request: Modify the 4th paragraph on page F12 under the subheading "Economic Future" to read as follows:

The community actively encourages public-private partnerships, strategic alliances and collaborative efforts (such as the Lincoln Partnership for Economic Development and the UN Technology Park including all relevant partners, such as the University of Nebraska, Lancaster County, The Lincoln Chamber of Commerce, Small Business Representation, and Lincoln's working men and women) as means to accomplish its future economic objectives.

I:\CPMR\cc amendments\werner_F12_economic_partnerships.wpd

I:\CPMR\cc amendments\werner_F12_economic_partnerships.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Economics: Manufacturing

Request: Delete the second sentence of the paragraph on page F14 under the subheading "Future Locational and Land Use Considerations: Manufacturing" that reads as follows:

"Just in time" manufacturing processes make locations that have good road and interstate access and/or good express delivery services critical. ~~Generally, rail access is of less importance, while air facilities may be of greater importance.~~

I:\CPMR\cc amendments\werner_F14_economics_manufacturing.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Priority Areas: Equal Opportunity for Development

Request: Modify the 4th bullet on page F33 under the subheading "Principles for Priority Areas" to read as follows:

Funds for improvements in new major drainage basins to the southwest and to the east should provide the equal opportunity for development to begin in these areas with the next 12 years.

E:\CPMR\cc amendments\werner_F33_priority_areas_equal_opportunity.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Tier II Priority Areas: Strategy for Nonrenewable Resources

Request: Add a sentence to the strategies on page F35 under the subheading "Tier II Priority Areas" to read as follows:

A strategy for the preservation of our nonrenewable resources, such as land and fossil fuels, should be developed.

I:\CPMR\cc amendments\werner_F35_tier_II_nonrenewable_resources.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Light Pollution

Request: Add as the first full paragraph on the top of page F45 under the subheading "Commerce Centers: Guiding Principles:"

Citizens of the Community have become increasingly concerned about "light pollution" and its affects upon neighborhoods and the environment. A lighting ordinance should be adopted and implemented soon after the confirmation of this plan.

I:\CPMR\cc amendments\werner_F45_light_pollution.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Housing Opportunities for Elderly and Physically Disabled

Request: Add a tenth bullet on page F45 on applying design principles for future commercial centers:

10 Provide for housing opportunities for our elderly and physically disabled

I:\ACPMR\cc amendments\werner_F45_housing_elderly_disabled.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Downtown Housing, Services, and Elderly Population

Request: Add a new paragraph to page F52 under the subheading "Principles for Downtown" to read as follows:

Downtown provides unique opportunities for our growing elderly population. Urban housing that is accessible to public services should be encouraged, as well as, the development of a Downtown grocery store.

I:\CPMR\cc amendments\werner_F52_downtown_housing_elderly.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Downtown Parking and Public Transportation

Request: Add a new paragraph to page F52 under the subheading of "Principle for Downtown" to read as follows:

Prior to developing any new parking spaces in the Downtown area, its impact on public transportation must be determined.

E:\CPMR\cc amendments\werner_F52_downtown_parking_transit.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Nonrenewable Resources

Request: Add a new paragraph to page F53 under the subheading "Development in Lancaster County, Outside of Lincoln" to read as follows:

A strategy for the preservation of our nonrenewable resources, such as land and fossil fuels, should be developed.

I:\CPMR\cc amendments\werner_F53_nonrenewable_resources.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Environmental Resources: Be Broadly Inclusive

Request: Modify the first sentence on page F55 under the subheading "Guiding Principles: Be Broadly Inclusive" to read as follows:

The impact of the actions by the community extend beyond the borders of Lancaster County, and oftentimes influence the natural resource features of adjacent counties, and states, nation, and globe.

I:\CPMR\cc amendments\werner_F55_env_res_inclusive.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Environmental Resources: Cooperatively Plan

Request: Modify the fourth full paragraph on page F71 under the subheading "Program Implementation and Funding" to read as follows:

Along with the Lower Platte South Natural Resource District, the University of Nebraska, appropriate State and Federal agencies, and local environmental groups, Cooperatively plan for the long term preservation of existing and future public and private conservation areas.

I:\CPMR\cc amendments\werner_F71_env_res_cooperatively_plan.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Housing Opportunities for Special Needs Residents

Request: Modify the last sentence on page F74 under the subheading "Overall Guiding Principles" to read as follows:

Create housing opportunities for residents with special needs, including the elderly and physically disabled, throughout the city that are comparable with residential neighborhood.

E:\CPMR\cc amendments\werner_F74_housing_special_needs.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Neighborhood Facilities: Libraries

Request: Modify the 2nd sentence of the 2nd paragraph on page F75 under the subheading "Overall Guiding Principles" to read as follows:

Neighborhoods should include homes, stores, workplaces, schools, libraries and places to recreate.

F:\CPMR\cc amendments\werner_F75_neighborhoods_libraries.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Energy Conservation Practices

Request: Add a new paragraph on page F90 under the subheading "Electrical Services" that reads as follows:

Continue to encourage energy conservation practices with the development of the City and County.

I:\CPMR\cc amendments\werner_F90_energy_conservation_practices.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Natural Gas Service: Competition

Request: Modify the second sentence of the paragraph on page F91 under the subheading "Natural Gas Service" by adding the following:

Most of these lines are proposed and developed by private companies, however for the economic viability of the community, competition should be explored and promoted.

I:\CPMR\cc amendments\werner_F91_natural_gas_competition.wpd



City Council-County Board April 3, 2002 Draft Comprehensive Plan Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Wind Energy

Request: Add a new subsection on page F91/F92 to be entitled "Wind Energy" with the follow text:

Lincoln Electric System currently operates two wind turbines in the county. LES is encouraged to take advantage of available federal and state incentives to pursue the development of wind and other renewable generation technologies to the extent they are feasible, economical, and consistent with LES power supply needs.

I:\CPMR\cc amendments\werner_F91_wind_energy.wpd



City Council-County Board

April 3, 2002 Draft

Comprehensive Plan

Amendment Request Form

Requesting Party: Terry Werner

Date: May 20, 2002

Title: Multi-Modal Transportation

Request: Amend April 3, 2002, draft Plan as presented below:

Page F11

Change: Transportation System - Additional transportation improvements are critical to accommodate economic growth. ~~Rights-of-way for the South and East Beltways should be designated as soon as possible.~~ An innovative, multi-modal transportation system must be developed, including ~~M~~maintaining and expanding our air services ~~will remain~~ that are vital to Lincoln and Lancaster County's economic future.

Page F33

Change: 6th bullet under the subheading "Principles for Priority Areas:"
The community should only approve development proposals that can be adequately served by all public facilities, including schools, parks, libraries, multi-modal transportation, fire and police coverage.

Page F35

Change: 2nd bullet under "Tier II Priority Areas:"
Major Multi-modal transportation facilities, including streets, highways, trails and pedestrian ways, and potential transit corridors

Page F45

Change: Bullet number 2:
2 Pedestrian orientation, parking at rear, multiple pedestrian routes, rear entries that are accessible to the surrounding neighborhoods, buildings and uses close to each

Change: Bullet number 8:
8 Provide for multi-modal transit opportunities ~~in the center design~~, including public transportation

Add: Bullet number 10:
10 Provide for housing opportunities for our elderly and physically disabled.

Page F47

Add: 3rd paragraph under the heading, "Location Criteria" for Regional Centers:
Regional Centers should provide for multiple transportation modes to public services and adjacent neighborhoods.

Page F48

Add: 3rd paragraph under the heading, "Location Criteria" for Community Centers:
Community Centers should provide for multiple transportation modes to public services and adjacent neighborhoods.

Page F50

Add: 3rd paragraph under the heading "Criteria" for Neighborhood Centers:
Neighborhood Centers should provide for multiple transportation modes to public services and adjacent neighborhoods.

Page F51

Change: Under "Incentive Criteria", 8th paragraph:
Provide for multi-modal transit opportunities in the center design, including public transportation

Page F52

Change: First sentence in 2nd paragraph
Support development and implementation of the Antelope Valley project which is to provide neighborhood revitalization, multi-modal transportation and transit opportunities and stormwater improvements on the east side of Downtown, the UNL Campus and surrounding neighborhoods.

Page F73

Change: First sentence in 1st paragraph
Affordable housing should be distributed throughout the region to be near job opportunities, multi-modal transportation, parks, schools and libraries to provide housing choices within every neighborhood.

Page F75

Change: First sentence in 1st paragraph on page:
Multi-modal Transit, public transportation, pedestrian, and bicycle networks should maximize access and mobility to provide alternatives and reduce dependence upon the automobile.

Page F77

Change: Bullet number 9:
Public transportation transit stops integrated into commercial center, near arterial.

Page F80

Add: New paragraph under "Strategies for New & Existing Urban Neighborhoods:"
Plan for multi-modal transit, including public transportation. Encourage accessibility to adjacent neighborhoods, community centers, parks, schools, libraries, swimming pools and all public services.

Page F81

Add: New paragraph under "Strategies for New Residential Areas:"
Plan for multi-modal transit, including public transportation. Encourage accessibility to adjacent neighborhoods, community centers, parks, schools, libraries, swimming pools and all public services.

Page F82

Add: New paragraph under "Strategies for Existing Residential Areas:"
Plan for multi-modal transit, including public transportation. Encourage accessibility to adjacent neighborhoods, community centers, parks, schools, libraries, swimming pools and all public services.

Add: New paragraph under "Strategies for Rural Areas:"
Plan for multi-modal transit, including public transportation. Encourage accessibility to adjacent neighborhoods, community centers, parks, schools, libraries, swimming pools and all public services.

Page F96

Add: New paragraphs entitled, "Strategies: Multi-modal Transportation Study and Coordination:"

There shall be a Community-Wide review identifying the multi-modal transportation needs of Lincoln and Lancaster County. Early in the planning effort, study areas shall be defined within our community to establish an effective multi-modal transportation system. The study shall consider alternative approaches to providing transportation services, characteristics of service levels and funding options which best serve the community. The study shall be a public

process conducted by an independent third party, funded and completed with two years of the adoption of this plan.

• Identify or create a City/County Department of Multi-Modal Transportation by FY 2004-2005 for administering the findings of the of the multi-modal transportation study. The Department of Multi-modal Transportation will be responsible for developing and implementing a Transportation Master Plan for reducing automobile dependency and increasing the use of alternate forms of transit.

Page F99

Add: Under "Strategies: Pedestrian Activity Centers Plan:"
Pedestrian travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Page F99

Add: Under "Strategies: Pedestrian Activity Centers Plan:"
All new developments must provide safe pedestrian connectivity to the closest schools. Pedestrian connectivity should also be provided to adjacent neighborhoods, community centers, parks, libraries, swimming pools, jobs and all public services.

Page F100

Add: Under "Strategies: Pedestrian Standards:"
Pedestrian travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Page F101

Add: Under "Strategies: Pedestrian Facilities Coordination:"
Pedestrian travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Add: Under "Strategies: Develop a Pedestrian Education Program and Enforce Traffic Laws:"
Pedestrian travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Page F102

Add: Under "Strategies: Bicycle and Trails Standards for Existing Areas:"
Bicycle travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Add: Under "Strategies: Bicycle and Trails Standards for Existing Areas:"
An emphasize should be placed upon "commuter" trails so that bicycling to jobs can be facilitated.

Page F103

Add: Under "Strategies: Bicycles in the Downtown:"
Bicycle travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Add: Under "Strategies: Bicycles in the Downtown:"
An emphasize should be placed upon "commuter" trails so that bicycling to jobs can be facilitated.

Add: Under "Strategies: Bicycles and Trails Standards for Developing Areas:"
Bicycle travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Add: Under "Strategies: Bicycles and Trails Standards for Developing Areas:"
An emphasize should be placed upon "commuter" trails so that bicycling to jobs can be facilitated.

Page F104

- Change:
- Strategies: Bicycle and Trails Facilities Coordination
Identify the City agency (or agencies) responsible for coordinating each aspect of bicycle and trails facility plan.
 - Identify or create a City/County Department of Multi-Modal Transportation by FY 2004-2005 for administering the findings of the of the multi-modal transportation study. The Department of Multi-modal Transportation will be responsible for developing and implementing a Transportation Master Plan for reducing automobile dependency and increasing the use of alternate forms of transit.

Page F104

Add: Under "Strategies: Lancaster County Bikeways:"
Bicycle travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Add: Under "Strategies: Lancaster County Bikeways:"
An emphasize should be placed upon "commuter" trails so that bicycling to jobs can be facilitated.

Page F104

Add: Under "Strategies: Bicycle Amenities:"
Bicycle travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Page F105

Add: Under "Strategies: Bicycle Education and Enforcement:"
Bicycle travel is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Page F105/106

Add: Add new paragraph to end of section entitled, "Public Transportation:"
Identify or create a City/County Department of Multi-Modal Transportation by FY 2004-2005 for administering the findings of the of the multi-modal transportation study. The Department of Multi-modal Transportation will be responsible for developing and implementing a Transportation Master Plan for reducing automobile dependency and increasing the use of alternate forms of transit, including public transportation.

Page F106

Add: Under "Strategies: Balanced Transit System:"
Public transportation is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Add: Under "Strategies: Transit-Friendly Development:"
Public transportation is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Page F107

Add: Under "Strategies: Maximize Transit Connections When Structuring Routes:"
Public transportation is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Change: Under "Strategies: Maximize Transit Connections When Structuring Routes:"
Near-term: Maintain the current radial network to the Downtown and provide supplemental service to other portions of the urban area with convenient transfer options as determined by the Community Study.

Change: Under "Strategies: Maximize Transit Connections When Structuring Routes:"
Long-term: Expand the modified grid system while maintaining the productive elements of the radial system serving Downtown. Reallocate less productive radial service into grid services by targeting emerging mixed-use activity centers and corridors.

Add: Under "Strategies: Maximize Transit Connections When Structuring Routes:"
Encourage "grid" development in new areas.

Page F108

Add: Under all "Strategies" on this page (i.e., Explore Regional and Commuter Transit Service Options, StarTran Transit Contract Service, Pursue Expanded Transit Service Contacts, and Special Needs Demand Responsive Transit):
Public transportation is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Add: Under "Strategies: Special Needs Demand:"
Expanded service to "Special Needs" community should be considered to facilitate usage. Additional times such as Sunday mornings and late into the evenings should be considered.

Page F109

Add: Under all "Strategies" on this page (i.e., Park-and-Ride Opportunities, Long Term Public Transportation Funding Approach):
Public transportation is key to the Multi-modal Transportation Master Plan and must be included in every phase.

Add: Under "Strategies: Park-and-Ride Opportunities:"
Park and Ride facilities should provide for multi-modal connectivity "commuter" trails and pedestrian paths.

Page F119

Change: Under "Proposed Studies," fifth bullet:
~~Community-Wide Mobility Review of those groups whose transportation and mobility needs are not being met today. Early in the planning effort, groups comprising this portion of Lincoln and Lancaster County's population should be identified, including unique transportation and mobility characteristics. The study should consider at a minimum alternative approaches for providing transportation services to these groups, level of service characteristics and funding options. The study is to be completed within approximately two years from the adoption of this Plan.~~

There shall be a Community-Wide review identifying the multi-modal transportation needs of Lincoln and Lancaster County. Early in the planning effort, study areas shall be defined within our community to establish an effective multi-modal transportation system. The study shall consider alternative approaches to providing transportation services, characteristics of service levels and funding options which best serve the community. The study shall be a public process conducted by an independent third party, funded and completed with two years of the adoption of this plan.

Page F137

Add: Under "Strategies" for Information Technology:
With higher technology comes the ability for people to work at home. Neighborhoods should be designed to enhance citizens' ability to socialize with their neighbors and local community. Neighborhoods should be mixed use, integrating a variety of housing styles, socio-economic status and multi-modal transportation. All neighborhoods should be built with community centers and be accessible to public services.

Page F145

Add: Under "Strategies" for Regional Parks:
Provide for multi-modal connectivity to all Regional Parks.

Page F146

Add: Under "Strategies" for Community Parks:
Provide for multi-modal connectivity to all Community Parks.

Page F147

Add: Under "Strategies" for Neighborhood Parks:
Provide for multi-modal connectivity to all Neighborhood Parks.

Page F148

Add: Under "Strategies" for Community Recreation Centers and Recreation Activity Centers:
Provide for multi-modal connectivity to all Community Recreation Centers, emphasizing the ability for citizens to easily walk from the adjacent neighborhoods.

Page F149

Add: Under "Strategies" for both Swimming Pools and Indoor Ice Arena:
Provide for multi-modal connectivity to all Community Recreation Centers, emphasizing the ability for citizens to easily walk from the adjacent neighborhoods.

Page F158

Add: Under "Strategies" for Education:
Provide for multi-modal connectivity to all schools, colleges and universities, emphasizing the ability for citizens to easily walk from the adjacent neighborhoods and public services.

COMPREHENSIVE PLAN: NW-2 SUB-BASIN

TO: City Council Members
County Board Members

FROM: Duncan Ross, Planning

DATE: May 22, 2002

SUBJECT: Summary Overview for NW-2 Growth Area

COPIES: Mayor Wesely, Mayor's Office

Over the past weeks there have been several inquiries from the City Council and County Board about the NW-2 growth area. This memorandum provides you with a discussion of issues, an initial perspective on the roads and utility services needs of this sub-basin and a range of alternatives that may be used to represent this growth area in the Comprehensive Plan.

Attached please find a summary of the infrastructure requirements and associated cost for the urbanization of the "NW-2 Sub-Basin" in northwest Lincoln. The City-County Planning Commission did not consider the addition of this growth area to the City's Future Service Limit during their approval of the April 3, 2002, draft of the City-County Comprehensive Plan.

As we have discussed with you in the past, it is our intent to forward a package of Comprehensive Plan amendments to the Commission later this summer to reflect specific land use and public infrastructure improvements for NW-2. The attached report has been prepared in the interim in order that you may have a general understanding during your deliberations on the April 3, 2002, draft of the infrastructure requirements for the sub-basin.

Road, Water Service, and Wastewater Service Requirements and Cost Estimates for the NW-2 Sub-Basin in Oak Creek

May 17, 2002

This memorandum examines the major urban infrastructure requirements and associated costs for the NW-2 Sub-Basin in Oak Creek. This memorandum includes a description of the NW-2 sub-basin and an initial perspective on the infrastructure needs for roads, water and wastewater services to the area.

Description of NW-2 Urban Growth Zone

The NW-2 (Northwest) urban growth zone is located west of the Arnold Heights neighborhood, northwest of the City of Lincoln (see map). The existing land uses within NW-2 are predominantly cropland, pasture, and grassland. As represented in the April 3, 2002 draft Comprehensive Plan, the future land use plan designates NW-2 as agricultural use and is shown within the Tier III planning period.

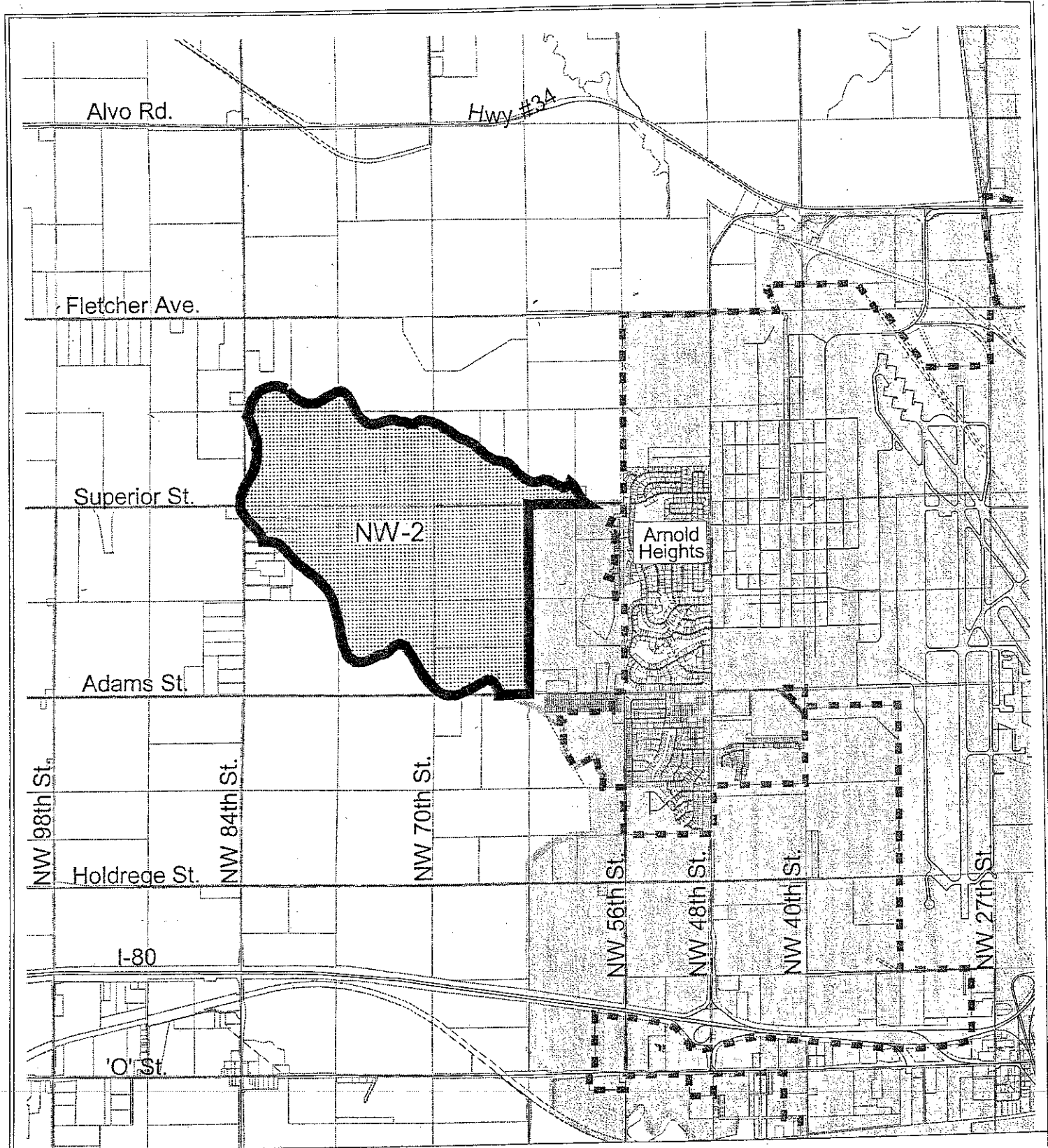
The NW-2 sub-basin has a potential developable area of around 1.78 square miles. This land is not within the future service limit.

Road and Street Improvements




Most roads within NW-2 are gravel or dirt. Most roads within NW-2 are not designated with a functional classification that could accommodate vehicle capacity for future urban development. Connection to the existing street network system is provided on West Adams Street from NW 48th Street. This road segment is presently maintained as a gravel road by Lancaster County.

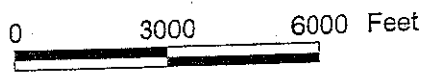
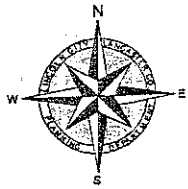
West Adams Street, from NW 70th to NW 48th Street is identified as a future Two Through Lanes plus Center Turn Lane street in the April 3, 2002 draft Comprehensive Plan. In addition, NW 56th Street, from West Adams to West "O" Street is identified as a future Two Through Lanes plus Center Turn Lane street in the April 3, 2002 draft Comprehensive Plan.

West Superior Street is built as a residential street between NW 48th and NW 55th. There is no right-of-way for West Superior between NW 55th Street and NW 56th Street. Thus, there is not an opportunity to extend West Superior from NW 70th to 48th Street. In addition, right-of-way acquisition would be required to complete road segments along West Superior Street, between NW 70th and NW 84th, and along NW 70th Street, a ½ mile north of West Superior.



NW-2 Study Area Vicinity Map

-  NW-2
-  City Limits
-  Future Service Limits



W. Fletcher Ave.

W. Superior St.

W. Adams St.

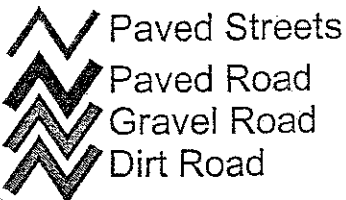
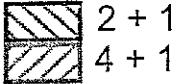
NW 84th St.

NW 70th St.

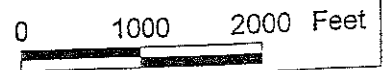
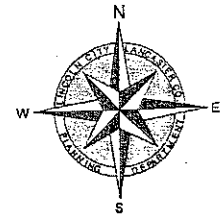
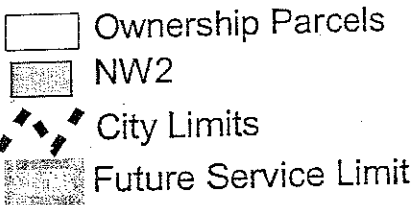
NW 56th St.

NW 48th St.

Prop. Road Network



NW-2 Study Area Vicinity with Roads



Future urban development within NW-2 presents a number of street network challenges. These challenges include advanced right-of-way acquisition and connectivity with surrounding neighborhoods. Planning a second east-west connection with NW 48th Street, north of West Adams Street is a particular challenge. The future transportation system for NW-2 would follow section line roads and collector road segments (see map).

The additional road and street improvements -- that is, projects not already included in the calculation of traffic system improvements from the April 3, 2002 draft Comprehensive Plan -- that would be assumed necessary to accommodate full urbanization of the NW-2 sub-basin include the previously unimproved segments (four through lanes with turn lanes):

- NW 70th Street, West Adams Street to West Superior (1 mile)
- West Adams Street, NW 70th Street to NW 84th Street (1 mile)
- West Superior Street, NW 56th Street to NW 84th Street (2 miles)
- NW 56th Street, West Superior Street to West Cuming Street (0.5 miles)
- West Cuming Street, NW 56th Street to NW 48th Street (0.5 miles)

Roadway segments requiring upgrading to "2 plus turn lanes" include the following previously unimproved segments:

- ½ mile between NW 70th Street and NW 84th Streets, West Adams to ½ north of West Superior Street (1.5 miles)
- ½ mile line NW 56th Street and NW 70th Streets, West Adams to West Superior (1 mile)

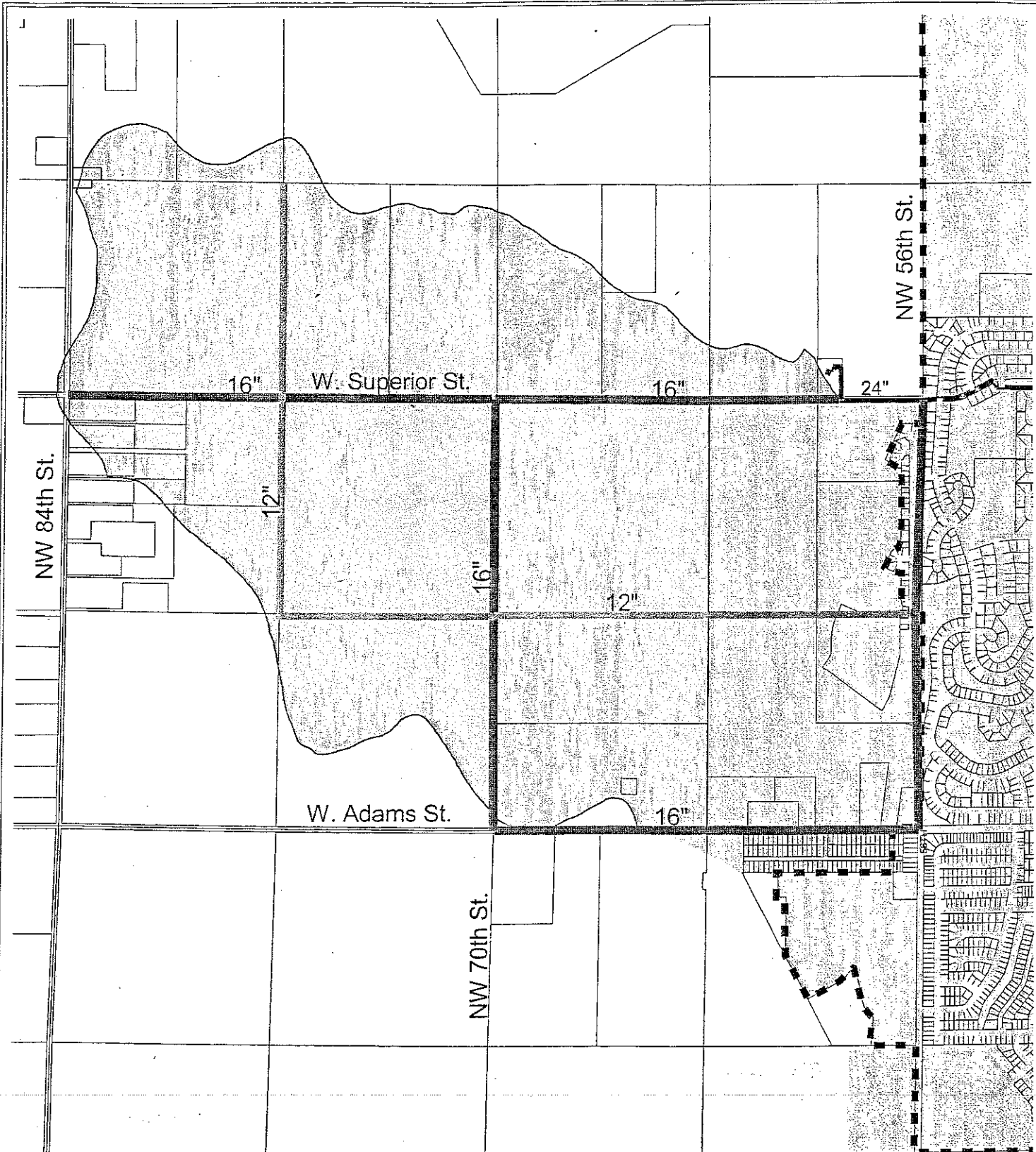
Roadway segments needing upgrading from "2 plus turn lanes" to "4 plus turn lanes" from the earlier draft Plan include:

- West Adams Street, NW 48th Street to NW 70th Street (1.5 miles)





The estimated cost associated with these road and street improvements is \$25.5 million in year 2002 dollars.



Water Services



There is difficulty serving property within NW-2 lying above 1,280 feet of elevation. The adjacent pressure district cannot adequately serve NW-2, and property lying above 1,280 feet of elevation will have marginal water pressure. This situation affects approximately half of the property within the NW-2 sub-basin. Without a pressure district, property lying above 1,260 feet of elevation will experience low water pressure (i.e., less than 50 pounds per square inch during peak usage in summer months). Low water pressure affects fire protection capabilities and limits many household uses.

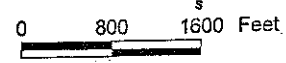
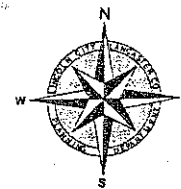


NW-2 Study Area Water Mains

-  Parcels
-  NW-2
-  City Limits
-  Future Service Limits

 Exist. Water Tappable Water Main
 Non-Tappable

Prop. Water
 12"
 16"



To serve property lying above 1,280 feet, a booster district would need to be created to provide adequate water pressure. Due to the relatively small service area to be served, staff believes it is not cost effective to create a new booster pressure district for NW-2.

In order to supply water services to the NW-2 sub-basin, the extension of distribution mains off of the City's water transmission line should support the City's long standing planning and utilities' policy of contiguous growth -- i.e., development that is immediately adjacent to the City and reflects the rational extension of urban services.

The additional water service improvements -- that is, projects not already included in the calculation of water distribution system improvements from the April 3, 2002 draft Comprehensive Plan -- that would be assumed necessary to accommodate full urbanization of the NW-2 sub-basin include (see map):

- Pumping station to serve NW-2. (Estimated cost between \$250,000 and \$300,000)
- Distribution system -- 4.0 miles of 16-inch mains and 3.5 miles of 12-inch mains

The estimated cost associated with these water service improvements is \$3.6 million in year 2002 dollars.

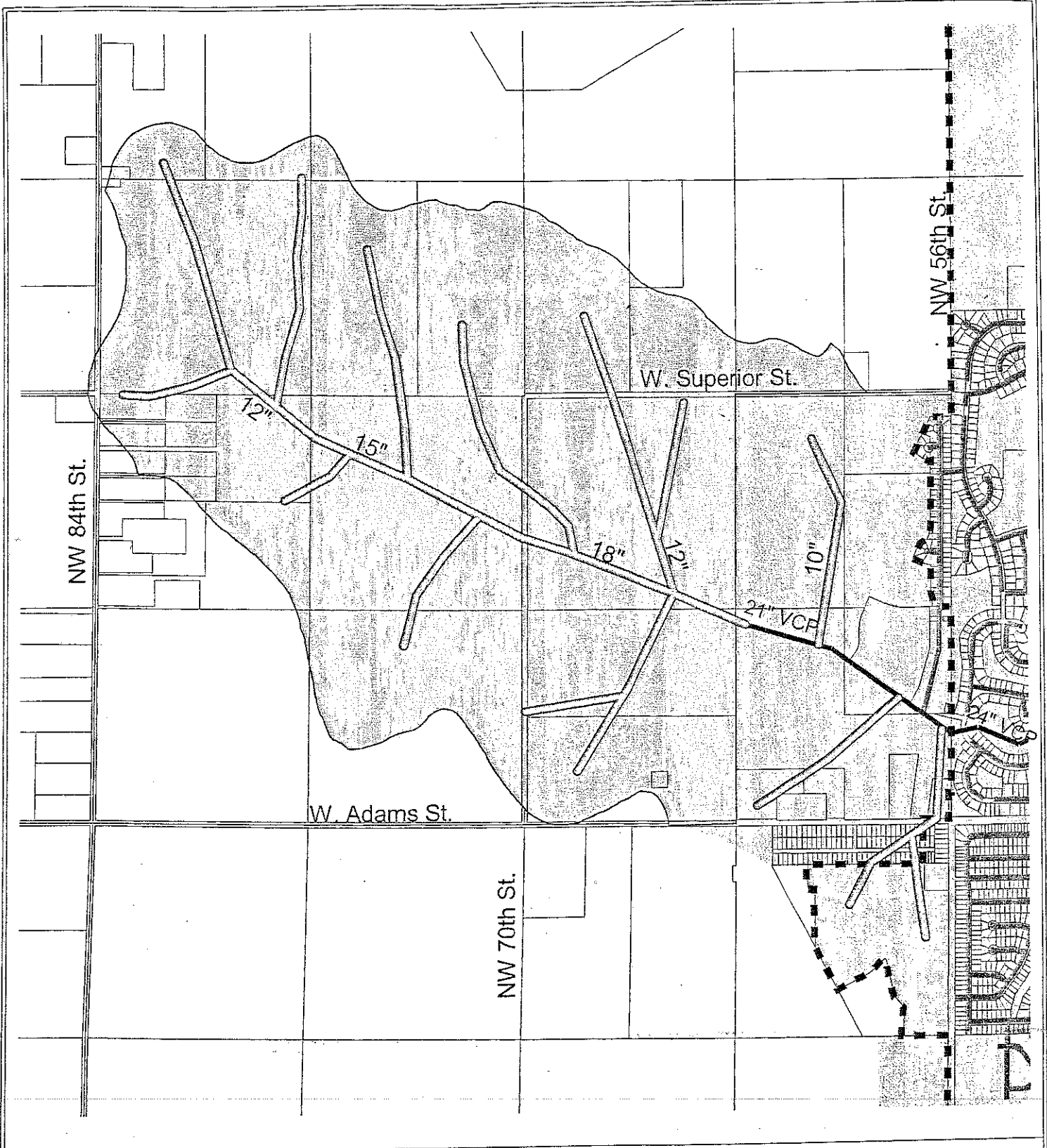
No future costs were calculated nor assumed as part of this analysis for additional water treatment and transmission capacity requirements from the Ashland Water Facility that would be necessary to support the ultimate development of this area.

Wastewater Services





Providing wastewater services to the NW-2 basin requires: (1) the installation of a main trunk sewer; (2) collector lines; and (3) improvements to the City's current Theresa Street Wastewater Treatment Plant.




No sanitary sewer main currently serves NW-2. A 21-inch sewer main was installed and is sized to served the entire NW-2 sub-basin, however, currently only extends to serve a limited area. This sewer main extends beyond the City's corporate limits, but is within the future service limit of the April 3, 2002 draft Comprehensive Plan. This sewer main was built at the request of the developer to provide sanitary sewer service to the Green Prairie Heights preliminary plat development. The plat was approved in 1976, however, only a small portion of this subdivision was subsequently developed.

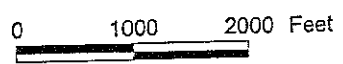
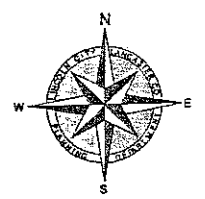
The additional wastewater service improvements -- that is, projects not already included in the calculation of wastewater distribution system improvements from the April 3, 2002 draft



NW-2 Study Area Wastewater Mains

-  Parcels
-  NW-2
-  City Limits
-  Future Service Limits

-  Prop. Wastewater Main
-  Tappable Wastewater Main
-  Non-Tappable Wastewater Main



Comprehensive Plan -- that are assumed necessary to accommodate full urbanization of the NW-2 sub-basin include (see map):

Main Trunk and Collector Sewers*

- 800 linear feet of 21-inch sewer mains
- 2,400 linear feet of 18-inch sewer mains
- 2,600 linear feet of 15-inch sewer mains
- 4,400 linear feet of 12-inch sewer mains
- 7,400 linear feet of 10-inch sewer mains

*Estimated cost is based on the unit cost information per Impact Fee Study.

Theresa Street Wastewater Treatment Plant

To serve NW-2 within the City's 25-year Future Service Limit will necessitate a 1 million gallon per day (mgd) expansion of the Treatment Facility. The estimated cost for these plant improvements is \$2.8 million. This estimate is based on assumptions about effluent discharge permits and other operational considerations.

The estimated cost associated with these wastewater service improvements is \$3.5 million in year 2002 dollars.

Overall Cost Summary

Based upon the provision of road, water, and sanitary sewer services noted above, the initial capital investment for major urban infrastructure improvements in the NW-2 urban growth zone would be **approximately \$32.6 million** in year 2002 dollars, distributed as follows:

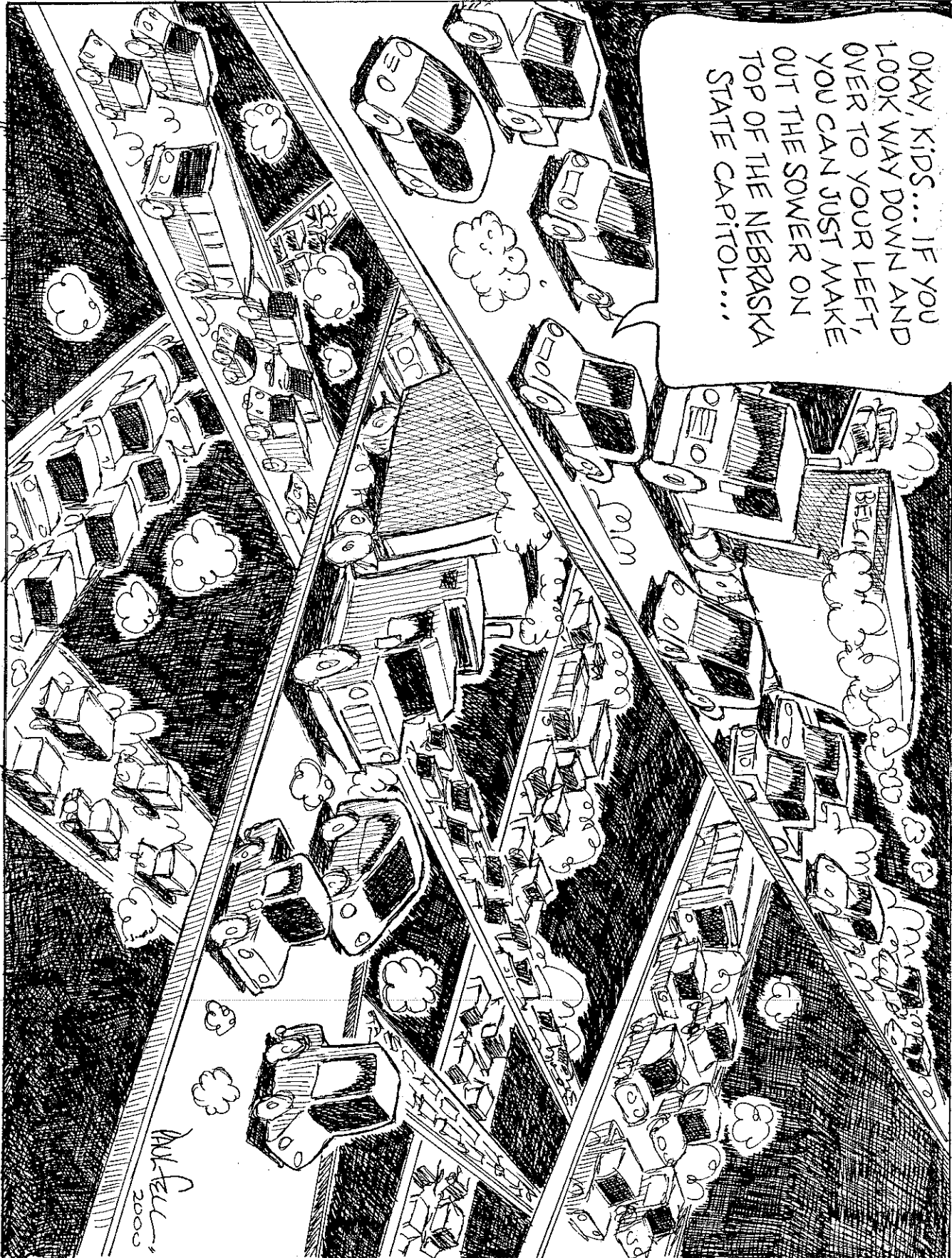
Roads and Streets	\$25.5 million
Water Services	3.6 million
Wastewater Services	<u>3.5 million</u>
	\$32.6 million

Possible Actions

A number of possible actions are identified below, these include:

- a) Leave Draft Plan As Submitted
 - Leave April 3, 2002 draft Comprehensive Plan as submitted. Subject property would remain within Tier III planning period.
- b) Svoboda & Hudkins Amendment
 - Add identified property comprising 320 acres to Tier I - Priority B in April 3, 2002 draft Comprehensive Plan.
- c) Modified Svoboda & Hudkins Amendment
 - Modify amendment to include land only up to an elevation of 1,280 feet to Tier I - Priority B. Show a generalized Future Service Limit to include approximately 200-250 acres in April 3, 2002 draft Comprehensive Plan.
- d) Designate entire NW-2 as Tier II
 - Add NW-2 sub-basin to Tier II planning period in April 3, 2002 draft Comprehensive Plan. Undertake further land use planning and infrastructure study.

OKAY, KIDS... IF YOU
LOOK WAY DOWN AND
OVER TO YOUR LEFT,
YOU CAN JUST MAKE
OUT THE SOWER ON
TOP OF THE NEBRASKA
STATE CAPITOL...



M. F. L.
2000

WHY BIKE LANES SHOULD NOT BE INSTALLED IN LINCOLN NEBRASKA

My name is Bob Boyce, and I'm a bicyclist. I'm here to urge you NOT to include bike lanes in downtown Lincoln in the Comprehensive Plan. Bike lanes are unsafe and they're unnecessary.

I have ridden my bicycle to work downtown every day for 29 years, without an accident, so I'm familiar with biking in downtown Lincoln. I've given workshops on bicycle safety. I'm a member of the League of American Bicyclists, the Great Plains Bicycling Club, and the Great Plains Trails Network.

Is the supposed purpose of the bike lanes safety? There are no studies which show that streets with bike lanes are safer than those same streets without bike lanes! Claims that bike lanes in Oregon have made for safer biking have been refuted. Boston and Cambridge, Mass. have recently put in bike lanes—which have been shown to be dangerous.

In fact, bike lanes are unsafe. The official body which sets standards for road building, the American Association of State Highway Transportation Officials, advises against them. Another major voice staunchly against bike lanes is John Forester, a recognized authority on bicycling, an engineer whose book Effective Cycling, published by the MIT Press, has gone through several editions. Many other knowledgeable bicyclists also oppose bike lanes, including bicyclists in towns with bike lanes.

Why are bike lanes unsafe? Because they create heightened dangers for bicyclists at every intersection. Motorists turn right and hit bikers—they don't see us, they don't expect traffic on their right and don't look. Bikers attempt to turn left from the bike lane and get hit, being in the wrong place to make a left turn. If the lanes are not at least 3 feet from parked cars, they put bicyclists in danger of being hit by opening doors and backing cars.

Why do people want bike lanes? Some bicyclists feel safer in a bike lane. They fear being hit from behind by a car, so they want "their own space." But being hit from behind is not, in fact, a frequent accident, in spite of many bikers' fears. Fear is not a good reason to create a dangerous situation like bike lanes.

Bike lanes tell bikers—Here is a safe place to ride—like a bike trail! But this is false. Bike lanes lure inexperienced or uneducated bicyclists with a false promise of safety, exposing them to significant risks at every intersection. In addition, bicyclists in bike lanes believe they don't need to exercise caution—they're in a bike lane! This leads to accidents also.

Bike lanes tell motorists—Bikers belong over there, out of the traffic flow. This is also false. A bicyclist may be out of the bike lane for a number of safety-related reasons—preparing for a proper left turn, avoiding a "right turn only" lane, avoiding another biker

in the lane, avoiding a motorist about to exit a parking spot. Bikers keeping pace with other traffic have the legal right to ride anywhere on the street.

If you have bike lanes on some streets, what message does that give motorists—and bicyclists—about all the other streets without bike lanes? Should bikers not be using them? Are they unsafe?

In fact, the streets of Lincoln are safe to bike on without bike lanes. Yes, there are some busy, high-speed streets where it's not a good idea to bike, but most streets in Lincoln are safe for bikers—including most streets in downtown Lincoln. My years of experience without an accident convinces me of this. Why am I safe? Not because I'm a superman—but because I follow the rules of the road, just like motorists—just like other traffic.

The motorists of Lincoln are, by and large, careful and considerate. Of course, there are a few exceptions. And tragic accidents do happen. But a bike lane would not, for example, have kept Tim Helms from being killed last fall—he was making a left turn, so he would not have been in any bike lane.

Many motorists and many bicyclists don't realize that bicyclists are safer if we don't hug the edge of the road, and that bicyclists have the right to take the lane when it's too narrow to share with a motor vehicle—which is true of virtually every street in downtown Lincoln.

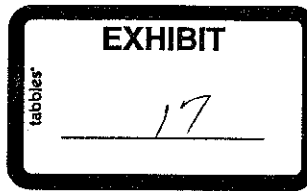
Bicyclists are traffic, and we are safest when we are treated and operate like drivers of vehicles. Bike lanes try to separate us from traffic—but at every intersection, we meet motor vehicles! Trying to avoid other traffic, many bicyclists weave in and out (trying to stay “as far right as practicable”), ignore stop signs and traffic lights (they aren't really traffic), ride against traffic, ride on the sidewalk (believing it's safer there). All of these efforts to “stay out of the way”—bike lanes included—cause accidents.

Bike lanes reinforce the idea that bicyclists should not be part of the traffic flow—that we aren't really traffic. What bike lanes do is put bicyclists in dangerous situations. We don't need bike lanes. We need good bicycle education for motorists and bicyclists, and following the rules of the road for everyone.

Thank you for your time and consideration.

Robert L. Boyce, III
735 So. 37th Street
Lincoln, NE 68510
475-0783

May 22, 2002



Krueger Development

2929 Pine Lake Road, Suite C
Lincoln, Nebraska 68516
Phone 402-423-7377
Fax 402-423-0536

May 22, 2002

Dear City Council & County Board Members:

I recommend that you adopt this Comprehensive Plan.

I also wanted to take a moment and recognize all the hard work that was done by the staff to bring this plan forward in the relatively short time that it has been completed. I know after participating with the other members of the task force that it was a challenge to keep us on the schedule. Also, we had to incorporate other findings and committee reports into our dialogue as we went along. The fact that Kent, Steve, Mike, Duncan, and others were able to gather the information and then to distribute it to us in a timely fashion was greatly appreciated. When new information became available, such as the census data, that challenged our previous planning assumptions, they were flexible enough to allow for the committee to change their minds. I personally am a proponent of streamlining the timeframe that government takes to come to any decision. I believe that this Comprehensive Plan process is a good example of compressing the time it takes to make a decision.

A handwritten signature in black ink, appearing to read "Rick Krueger". The signature is fluid and cursive.

Rick Krueger
President

The Comprehensive Plan: A Fiscal Reality Check for the City and County

Bill Siefert and Art Zygielbaum
May 14, 2002

The new Comprehensive Plan being considered by the Lincoln City Council and Lancaster County Board of Commissioners will have major implications for taxpayers. These governmental bodies must balance the impetus for growth against the reality of the tax burden on residents and businesses. The pressures brought by developers and real estate interests must be considered against the decrease in services or the increase in taxes that will be required to subsidize that growth.

The original February 2002 draft of the Comprehensive Plan forecast a significant revenue gap between operating and maintenance costs and revenue projections. Nearly 1.1 billion dollars will be spent over the next ten years for operation, maintenance and new construction for roads, water, and sewer to accommodate projected growth. However, revenue projections forecast only about 875 million dollars available—a shortfall of 225 million dollars over a ten year period. It is important to remember that these projections do not include costs for new schools, fire stations, and parks in the newly developed areas. The projected revenue gap of 225 million dollars is further widened by the Planning Commission recommendation of an additional 7 square miles in Stevens Creek. Tax rates and user fees will have to be increased significantly to accommodate projected growth.

The Comprehensive Plan Committee recommended three tiers of growth for Lincoln. Many special interest groups contend that tiers constrain growth and create an artificial shortage of land and negatively impact affordable housing. However, the tiered structure was recommended for fiscal responsibility. They help the city build infrastructure in a predictable manner that makes best use of existing infrastructure. The tiers and sub-tiers encourage contiguous growth. They help avoid the inefficiencies of connecting new development far removed from existing infrastructure. By 2025, the tiered growth pattern would encompass 127 square miles, about a 60% increase in Lincoln's size. More importantly, it would provide for managed, contiguous growth in an efficient and predictable manner.

The decisions made by the Lincoln City Council and County Board regarding acreages will have major tax implications for both urban and rural areas. Proposed acreage policy changes have divided many groups. Some farmers want the "right" to sell acreages; others want the "right to farm" and desire little, if any, further acreage development. Some feel that we need to provide acreages to offer a choice for homeowners but at the same time acknowledge that acreage development is an inefficient use of tax dollars. Some small towns feel that acreages "siphon off" development in their communities and result in poor utilization of their road, water, and sewer systems.

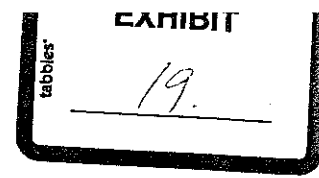
The Comprehensive Plan recommends an independent study to quantify and qualify the negative and positive economic impacts of acreage development. Acreages can be extremely expensive for cities and villages to annex because the acreages are not designed for urban standards. The simple reality is that what may now be considered a "rural acreage" two, five, or ten miles from city limits may in fact become an "urban acreage" or completely "urbanized" in the future.

Studies by Penn State and the American Farmland Trust strongly suggest that commercial/industrial and agricultural land uses generally provide more tax revenue than these uses demand in services (roads, education, etc.). Acreages add valuation to a particular parcel of property but may demand more in services than they provide in tax revenue. The "shift" in valuation that occurs with acreage development creates a complicated planning dilemma. It is imperative that a new acreage policy be designed that has real, long-term economic benefits and reduces or eliminates inefficiencies. Study and disclosure of the long-term costs and impacts of acreages will result in a policy that is more equitable to all groups of taxpayers.

The new Comprehensive Plan also recommends an annual review of important indicators to make certain Lincoln and the surrounding area have an adequate supply of housing, sufficient sites for commercial/industrial development and the appropriate infrastructure to accommodate growth. As the economy becomes stronger or weakens, as interest rates rise and fall, and as infrastructure costs increase, the benchmark indicators provide the information necessary to insure that we have sufficient land to accommodate growth while avoiding the cost and risk of building infrastructure prematurely.

The new Comprehensive Plan strives for the common good of the whole community. As the stewards of our community's future, it is incumbent upon us to facilitate appropriate growth in appropriate areas of the county at the appropriate time. Growth for growth's sake mortgages the future of Lincoln, the small towns in the county, and rural areas and places a growing burden on future taxpayers.

As part of the team who developed the Comprehensive Plan and as citizens who value and prize this community, we strongly urge the Lincoln City Council and the Lancaster County Commissioners to maintain the innovation and strength of the current Plan. We ask them to protect our fiscal future by reconsidering the Planning Commission recommendation of an additional 7 miles in Stevens Creek and to resist the identification of further additional development areas at this time until a solution to the projected revenue shortfall is found.



May 23, 2002

My name is Jan Gauger, and I am here representing the League of Women Voters of Lincoln-Lancaster County.

The local league has a long history of study and support of comprehensive land use planning, dating back to the early 1960's. We would like to thank the City of Lincoln and Lancaster County for the open and inclusive process that has culminated in the update before you today. We believe that the process you have followed has been excellent.

We believe in balanced and contiguous growth policies that protect the older sections of the city while still providing new residential areas for development. We have some concern that preservation and rehabilitation of older areas will not take place without careful budget and management priorities. We hope that the Antelope Valley project will be a factor in revitalization of the surrounding neighborhoods, and applaud this cooperative venture of the University of Nebraska, Lower Platte South Natural Resource District and the City of Lincoln. We have long advocated the need for comprehensive planning among all governmental agencies, including the Lincoln Public Schools, so it is satisfying to see this example of interagency planning. We support a healthy downtown core and believe that the Antelope Valley plan will also facilitate improvements in our city center.

The League has always supported the protection of agricultural land in Lancaster County, and the preservation of sufficient green space to serve a growing population. While Wilderness Park is a city treasure, we need additional land easements or acquisitions in other areas. We urge the city to work with the Lower Platte Natural Resource District in acquiring land and easements, as we develop Stevens Creek.

We would also like to encourage the City to expand transportation planning to encompass multi-modal means of travel. The proposed Comprehensive Plan speaks to "interconnection" and "integration" of green space into the built environment. The League of Women Voters would encourage advanced planning in regard to bicycle and pedestrian trail transportation, in the form of planned bike lanes, easements for access to trails, and a vision for a well-designed system of trail linkages. We know that changing citizen dependence on autos may be difficult, but we must remember that many of our citizens either choose not to drive, or are unable to drive. While we must continue to encourage more innovative alternatives for transportation, we should not lose sight of further improvements to our current bus system—more attention to land uses adjacent to bus lines.

Again, the League is very supportive of the process you have followed this year and believe that the product you have under consideration is a good plan for Lincoln's future. We look forward to its implementation.

Thank you for this opportunity to express our views.

5/22/02

DEAR COUNTY COMMISSIONERS & CITY COUNCIL -

THIS LETTER IS TO RE-ITERATE OUR
(CUMBERLAND HEIGHTS NEIGHBORHOOD) REQUEST
TO LEAVE PENNSYLVANIA AVE. TO BE
DESIGNATED AS 2 LANES AND NOT TO
AMEND PAGE F113 TO BE 2 LANES PLUS
TURN LANE.

THIS REQUEST FOR CONSIDERATION WAS ALSO
ADDRESSED WITH WRITTEN LETTERS TO THE
PLANNING DEPT. FROM PROPERTY OWNERS ON
PENNSYLVANIA.

THANK YOU

RICHARD GRUNDMAN
221 PENNSYLVANIA
LINCOLN, NE 68521

I appear today to share some concerns and make some observations.

In the 50+ years I have been in business in Lincoln, I have seen all of the Comprehensive plans. Probably the most realistic one was the 1960 plan. It tried to cope with reality - the plan before you is probably best described as an academic proposal of concept and theory. Very little relates to how we can reach all the lofty goals described. You have a document that is dealing with visions and dreams and little reality.

There is very little in the plan to recognize that in Nebraska, there is a major economic corridor between Omaha and Lincoln. We may finally acknowledge this when Omaha reaches Ashland? Or Greenwood?

The plan that I have has 162 pages. The Greenprint concept covers 13 pages, 7 pages relate vaguely to the economy. I believe the entire document is totally dependent upon the economy to support it.

A solid and growing economy should be a high priority, not a casual concern.

This plan as proposed, along with the infrastructure financing proposal that is one step behind the comprehensive plan proposal, is a proposal to turn away future investments in Lincoln, which means less of a tax base or declining sales tax revenue.

LIBA understands that downtown Lincoln may be the heart of the community, but to retain life, the heart must have a body. The body is the broad range of employment across and around the community, which houses the heart of the community.

There is a tendency in the plan to look at segmented sectors and amenities of the community, rather than a total and viable community.

With the plans that are being proposed by this process, the loss of 1000 jobs, and the lack of an economic vision in the plan, the community is vulnerable to a heart attack.

Never has Lincoln needed a vision to assist a rational economic plan more than today. What is before you is a plan to resist economic growth.

I would urge you to give serious consideration to the economic impact of this plan, and even more important when you consider the Mavors impact fee proposal. Just remember if the sales tax had not increased from the 1992 amount of 24,572,746 to 44,486,127 in 2001 (a 81.1% increase) and property valuation in 1992 which were 4,546,536,977 billion to 9,903,888,713 billion (an increase of 117%) the question is:

If growth is so expensive, how would you have supported City and County government without the growth of the sales tax income and the increase of property valuation.

This is your last chance to review this plan which is important. What is even more critical is the upcoming impact fee proposal.

DATE: May 22, 2002

TO: City Council and Board of Commissioners

FROM: Mary Roseberry-Brown

SUBJECT: May 22, 2002 Comprehensive Plan Hearing

I wish to speak on the Friends of Wilderness Park amendment to be inserted on page F-65, Greenways and Open Space: Salt Creek South / Wilderness Park. It reads as follows:

As the opportunity presents itself, the portion of the Salt Valley Heritage Greenway that lies in the Salt Creek 100-year flood plain between Saltillo Road and Hickman Road shall be upgraded to parkland as an extension of Wilderness Park. The extension of the park will occur gradually on a willing seller basis, through a combination of land purchases, conservation easements, donations and other options (a more detailed implementation and funding plan is described on page F-70). Planning for the extension of the park shall be coordinated with planning for the South Beltway, and allow for the possible upgrading and widening of Roca Road where it crosses the park.

The importance of this extension of Wilderness Park is definite. It would roughly follow the boundaries of the 100-year flood plain and provide much needed flood storage and control, a source of sustenance for people, and habitat for wildlife.

At issue now is what to name the area. In the next ten years, as development rapidly moves south of Saltillo, designation of this area as Wilderness Park instead of Greenway will become increasingly important.

Stop and think. If you were in a family headed for an outing and you had the choice between going to a Wilderness Park or a greenway, wouldn't you feel more drawn to the park just because of its name.

The name Wilderness Park invites community involvement, community pride and identity, community funding, land donations, and community protection. It would be much easier to find local donors of both money and land to provide for a Wilderness Park as opposed to a greenway. Likewise volunteers to help provide for a Wilderness Park would be much more likely to come forth. There is something about what the name, Wilderness Park, implies that is close to the heart. It represents our ties as humans to that which is in nature.

The 1994 Comprehensive Plan provides that Wilderness Park should be extended south. We should not change that designation.

On reading the minutes of the late March Board of Commissioners meeting, one realizes that some of the farmers in the area south of Saltillo fear that an extended Wilderness Park implies eminent domain of their land. To ease that fear, Friends of Wilderness Park has carefully worded its amendment to read that purchase of land would be on a "willing seller basis." This wording precludes eminent domain.

Such wording is very common among land purchase plans. One example is the Missouri River Fish and Wildlife Project of the Army Corps of Engineers involving properties from Sioux City, Nebraska to Saint Louis, Missouri. Originally authorized by Congress in 1986 and reauthorized in 1999, the plan provides that properties be acquired on a willing seller only / conservation easement basis for the removal of previous channelization and the restoration of natural backwaters and wetlands of the floodplain. In other words, that project seeks to rectify previous mistakes made on Missouri River projects by restoring it to its natural state while we would be preserving Salt Creek in its natural state-all for flood storage and flood control purposes. So far 30,000 acres have been acquired and 100,000 more acres are to be acquired for that project.

Another land purchase plan providing that purchase be on a willing seller only / conservation easement basis is the Three State Cooperative Agreement on the Platte River written between the U.S. Fish and Wildlife Service and the states of Nebraska, Colorado, and Wyoming. Land purchase in this project provides for preservation of habitat for endangered species.

Designation of this area as Wilderness Park confers intended use and protection for the area and does not necessarily mean immediate acquisition on a purchase basis. Conservation easements bought in this area now can well be used to protect the future parkland. They could also be written to allow public access. To quote the 1994 Comprehensive Plan, "Because of the difficulty in obtaining needed acres for a Regional Park, we must target locations long before development." (p. 158)

We know that the current Wilderness Park would not survive if it were completely surrounded by development-that an extended corridor along Salt Creek is necessary for the wildlife. It is up to those of us living now to provide our very best for those generations after us. We must work to ensure that the beauty in Wilderness Park which sustains us now be preserved for all those who come after us.

Thank you.



Audubon NEBRASKA

tabbles

23

P.O. Box 117
11700 SW 100th Street
Denton, NE 68339
Tel: 402-797-2301
Fax: 402-797-2304
www.audubon.org

To: Lincoln City Council: Jon Camp, Jonathon Cook,
Glenn Friendt, Annette McRoy, Coleen Seng, Ken Svoboda, Terry Werner
Lancaster County Board of Commissioners: Kathy Campbell,
Bernie Heier, Larry Hudkins, Ray Stevens, Bob Workman
From: Marian Langan, Director, Audubon Spring Creek Prairie
Subject: Environmental Resources Section of the Comprehensive Plan
Date: May 22, 2002

Many people have worked hard during this planning process, and I would like to commend everyone for their efforts to make Lincoln and Lancaster County great places to live in. We are now at a critical juncture. The decisions you face can allow us to keep the attributes that make our community a special place to live, or they can turn us into another of the faceless communities that are so prevalent across our country.

In regard to the environmental resources section, I want to emphasize that our citizens have repeatedly responded that they want growth planned in a way that preserves the natural environmental qualities of our county. They want places for their children to explore, places for respite from today's fast-paced lifestyles. They also want fiscal accountability, where financial decisions are made that benefit the community as a whole, for the long-term.

In the past, we didn't know what we do today about the connectedness of our world. We didn't know that channelizing our creeks would lead to a drop in groundwater levels and dry out wetlands. We didn't know that when we built on wetlands, we would lose their water-filtering and flood-retaining properties. We didn't know that in our need to produce food, we would potentially wipe out species that are dependent on our native prairies. We didn't know that building in the riparian zones would increase flooding potential. We know all of these things now.

Knowledge is a powerful thing. It can allow us to make better decisions, decisions that can benefit us in the long-term. We can look around our own community for examples to help us gain knowledge. We are spending millions and millions of dollars to return the Antelope Valley to an open waterway, to provide better flood control and increase the quality of life in our community. Public entities and private citizens have contributed millions of dollars to create our trails system, increasing the ability of our citizens to utilize alternative transportation or just enjoy some time outdoors. The benefits of all of these actions are clear, but far more expensive when having to be retrofitted. It will clearly be more fiscally responsible and visionary to plan in advance to incorporate protections for our natural resources. We will save millions of dollars, precious habitat for declining species, and the very prairies and wetlands that make this a special place to live.

May 22, 2002

Testimony on the Comprehensive Plan: Support for Environmental Provisions

Our compliments to the Planning Department for a most professional and thorough job on the design of the current draft of the comprehensive plan. They have been thoughtful, efficient, and inclusive in assessing public opinion and seeking out information from all segments of the community.

We strongly endorse the following points:

- Protect the integrity of current green spaces, including Wilderness Park, with sufficient buffers and provision for their care into the future.
- Plan for additional tree plantings and buffer areas in all new developments to enhance the urban environment and quality of life.
- Maintain and extend the current Wilderness Park and trail system and connect this to the current city of Lincoln trail system [a designated *National Recreation Trail*, one of only four in Nebraska]
- Extension of Wilderness Park to the south as a designated parkland rather than just greenspace to ensure greater protection in the future.
- Limit the east-west crossings of Wilderness Park to those that currently exist, plus the planned south beltway, with no additional crossings in the plan.
- Explicitly recognize the unique habitats and value of the current and extended Wilderness Park for the people of Lincoln and the county, and provide adequate buffers and limit crossings of the park to maintain those habitats.
- Seriously consider additional and creative options for transportation in the master plan, including light rail, bicycle, and hiking/jogging routes that can reduce the number of cars and give people viable options that will enhance the available greenspace in the city rather than reduce it through widening of streets and more new construction.
- Endorse the greenprint provisions of the comprehensive plan as a contribution to making Lincoln a truly unique city in the Midwest.

Thanks to the City Council, the Board of Commissioners, and the Comprehensive Plan Committee for their diligent work on this plan.

Charles and Barbara Francis
4435 Pioneers Blvd.
Lincoln, NE 68506

W. MICHAEL MORROW
TERRANCE A. POPPE
ROBERT R. OTTE
DAVID W. WATERMEIER
TIMOTHY C. PHILLIPS
JOEL G. LONOWSKI
JOSEPH E. DALTON
KELLY N. TOLLEFSEN
JENNIFER S. LILED AHL

**MORROW, POPPE, OTTE,
WATERMEIER & PHILLIPS, P.C.**

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Lincoln, Nebraska 68508

Mailing Address:
P.O. Box 83439
Lincoln, Nebraska 68501-3439

May 21, 2002

City Clerks Office
Attention Ms. Joan Ross
555 South 10th Street
Lincoln, NE 68508

Via Facsimile: 441-8325

RE: Amendment to Lincoln City- Lancaster County Comprehensive Plan

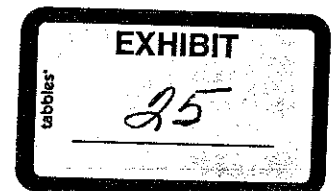
Dear Lincoln/Lancaster County Public Officials:

Please be advised that this office represents StreiKing Farms with respect to its property located North of I-80 between North 27th and 40th Streets. (Hereinafter the "Subject Property"). Enclosed herein, please find a Motion to Amend the Proposed 2025 Lincoln City- Lancaster County Comprehensive Plan. (Hereinafter the "Proposed Plan"). The Motion asks that the Proposed Plan include as a Tier I property the area located on Attachment "A" to the Motion. Essentially, the amendment would keep the Lincoln City- Lancaster County Comprehensive Plan of 1994 (hereinafter "1994 Comprehensive Plan") intact with respect to the Subject Property.

This amendment was previously presented to the Planning Commission on March 26, 2002. The amendment did not pass. We ask that the City Council and County Board review the amendment, and after review, approve the same.

In support of the Amendment, we set forth the following:

1. The subject property was previously categorized as a Tier I property in the 1994 Comprehensive Plan. Those owning property in the subject area have relied upon the 1994 Comprehensive Plan's Land Use designation since the Plan was approved in 1994 when planning for the potential development and use of their property. To remove the subject property from the Tier I group after nearly eight (8) years disables any plans for development and use implemented to date without prior notice or justification.
2. Previously a Preliminary Proposal was submitted to the Committee seeking continued designation of the Subject Property as a Tier I property. After review, the Committee did not recommend the proposal due to the "numerous environmental and infrastructure issues that need to be resolved."



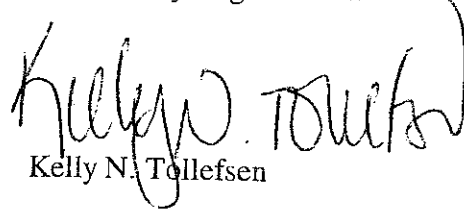
- a. Environmental Issues: The Subject Property is located on Saline Wetlands which calls into question the Tiger Beetle issue. At the present time, a study has not been completed to determine what, if any effect the Development of the Subject Property would have on the Tiger Beetle and/or it's habitat, including whether the Tiger Beetle is likely to remain in the area, the populace of the Tiger Beetle, whether the presence of the Tiger Beetle has any positive/negative impact upon the ecosystem of the Subject Property, and the effect a less restrictive buffer zone may have on whether the surrounding area may be developed without effecting the Tiger Beetle. In fact, while the Proposed Comprehensive Plan sets forth development over the next twenty-five (25) years, no study even indicates that the Tiger Beetle will be found on the Subject Property tomorrow. Essentially, we are relying upon incomplete and inconclusive data in shaping the city over the next twenty-five (25) years, and allowing the threat by the Federal Government to place the Tiger Beetle on the Endangered Species List dictate the confines of our autonomous community. The Proposed Comprehensive Plan's removal of the Subject Property from Tier I preemptively strikes against the land owners based on an inconclusive, at best, finding and the threat of the Federal Government. It just makes good sense to proceed with development as previously planned until there is a finding that doing so WILL be harmful to environmental factors.
 - b. The infrastructure issues essentially turn on whether or not the area can be affordably sewerred. Currently, a ridge line would have to be crossed to sewer the subject area; however, once the expense of crossing the ridge line is born, the potential to develop North of Lincoln is limitless. Ridge line's have been crossed in the past when doing so would provide for development of our community. Other major infrastructures necessary to develop the Subject Property currently exist, including access to the area from I-80 and North 27th Street.
3. Equalized Expansion For All Areas- The Proposed Comprehensive Plan should provide for equal expansion in the North, South, East and West. The Proposed Comprehensive Plan does not call for equal development in the North. Failing to provide for equal development over the next twenty-five (25) years will create vast differences in the socioeconomics of the areas and may hurt the existing commercial areas in the North. Equal development and affordable housing should remain a goal of the Board.
 4. The Subject Property is highly visible from the interstate and could provide vast commercial opportunities which will strengthen the community as a whole.

We respectfully request that you adopt the enclosed Amendment for the above reasons. If you have any questions or concerns, please do not hesitate to contact me.

Yours Truly,

Morrow, Poppe, Otte,
Watermeier & Phillips, P.C.
A Limited Liability Organization

By:



Kelly N. Tollefsen

Kelly N. Tollefsen

MOTION TO AMEND

COMES NOW the below signed Applicant and moves to amend the 2025 Lincoln City-Lancaster County Comprehensive Plan as follows:

F27 Amend the 2025 Lincoln City- Lancaster County Comprehensive Plan on page F28 to include in Tier I the property located North of Interstate 80 to Waverly Road, in-between North 27th Streets and North 40th Streets, so that the Land Use Plan is consistent with the 1994 Lincoln City-Lancaster County Comprehensive Plan as set forth in attachment "A" hereto.

STREIKING FARMS, Applicant

By: Morrow, Poppe, Otte,
Watermeier & Phillips, P.C.
A Limited Liability Organization
201 North 8th Street, Suite 300
P.O. Box 83439
Lincoln, NE 68501-3439

By:

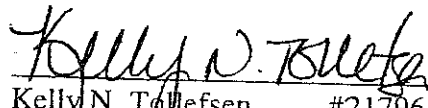
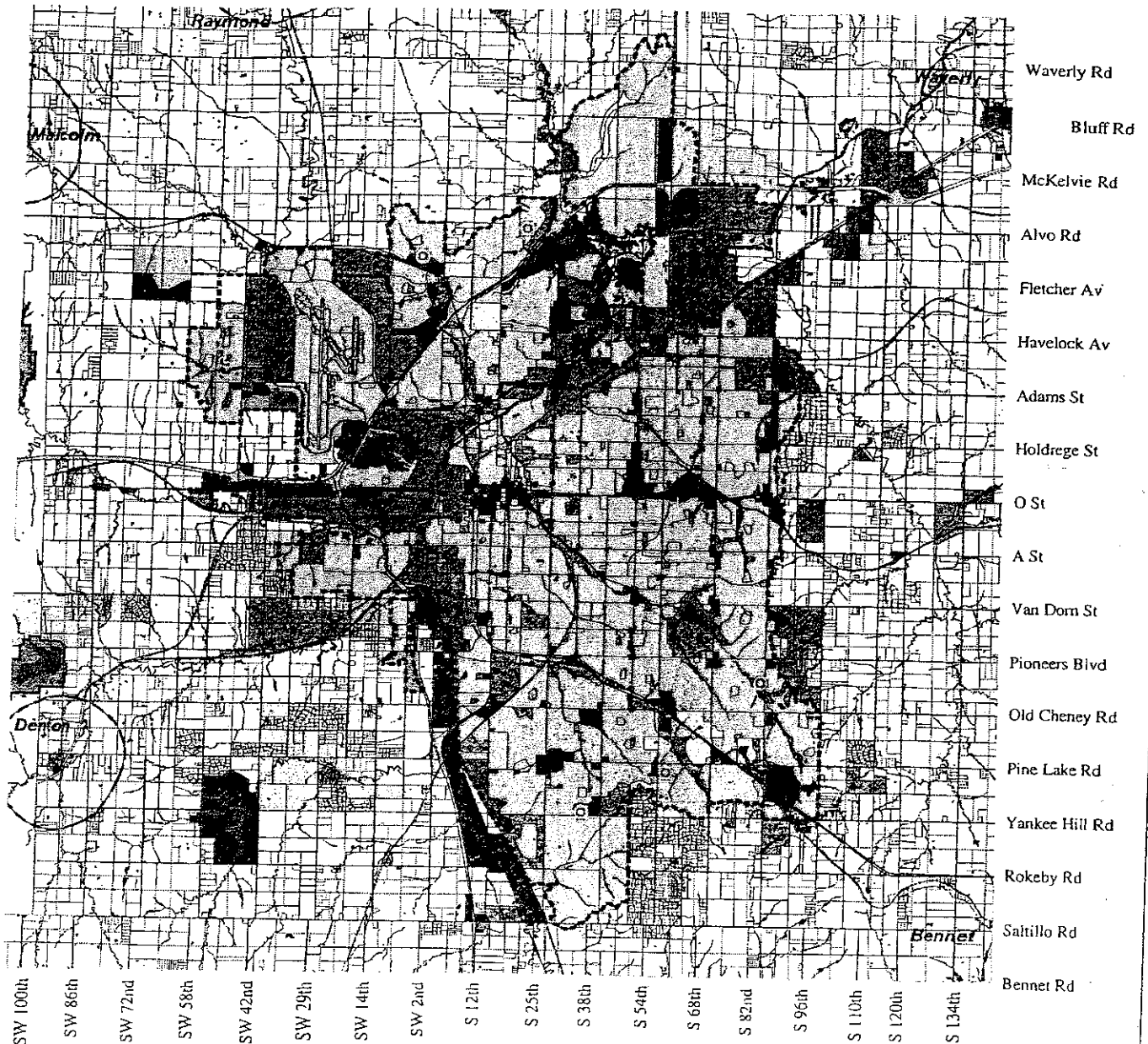

Kelly N. Tollefsen #21796

Figure 16 LINCOLN'S LAND USE PLAN



LEGEND

- | | |
|--------------------------|-------------------------------------|
| Residential, Urban | Public and Semi-Public |
| Residential, Low Density | Wetland and Water Bodies |
| Commercial | Natural / Environmentally Sensitive |
| Industrial | Agricultural |
| Parks and Open Space | Urban Village |
| Future Service Limit | |

