

CITY-COUNTY COMMON

County-City Building • 555 S. 10th Street • Lincoln, NE 68508

County Commissioners
(402) 441-7447

Mayor
(402) 441-7511

City Council
(402) 441-7515

COMMON AGENDA MONDAY, MAY 2, 2005 COUNTY/CITY BUILDING CONFERENCE ROOM 113 8:30 a.m.

I MINUTES:

- A. Approving Minutes of the April 4, 2005 Common Meeting

II PRESENTATIONS:

- A. Creation of Joint Public Agency - as requested at 04-04-05 Common - Roger Figard/Don Thomas// City/County Finance //City/County Attorney's Offices (45 Min)
- B. Harris Street Over-Pass - PW/Engineering//Schemmer Assoc - (30 Min)
- C. Briefing on the Comp Plan Annual Review - Planning (30 Min)

III NEW BUSINESS

IV OLD BUSINESS

V ADJOURNMENT

Commonagenda050205

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COMMON MEETING MINUTES

Monday, May 2, 2005

8:30 a.m.

County/City Building - Room 113

COUNCIL MEMBERS IN ATTENDANCE: Jon Camp, Jonathan Cook (Arrived Late), Patte Newman, Ken Svoboda, Terry Werner; *COUNCIL MEMBERS ABSENT:* Glenn Friendt, Annette McRoy
MAYOR SENG: In Attendance

COUNTY BOARD MEMBERS IN ATTENDANCE: Bernie Heier, Larry Hudkins, Deb Schorr; Ray Stevens, Bob Workman; *COUNTY BOARD MEMBERS ABSENT:* None

OTHERS IN ATTENDANCE: [List Garnered from Sign-in Sheet and noting of presentation participants - Others in attendance who did not sign in may not be listed] Richard Teel, Harlan Layton, No Agencies Listed; David Cary, Duncan Ross, Stephen Henrichsen, Director Marvin Krout, Planning; Roger Figard, City Engineer; Don Thomas, County Engineer; Kris Humphrey, Glenna Graupmann, Public Works & Utilities; Kristy Mundt, County Attorney's Office; Joe Ruff, City Attorney's Office; Bruce Bohrer, Lincoln Chamber of Commerce; Polly McMullen, Cody Mach, Downtown Lincoln Association; Gwen Thorpe, Kerry Eagan, County Commissioners Office; Trish Owen, County Clerk's Office; Mark Bowen, Ann Harrell, Mayor's Office; Beau Wolfe, CIC; Joan Ray, Council Staff; Darrell Podany, Aide to Council Members Camp, Friendt and Svoboda

1. MINUTES

A. Approving Minutes from the April 4, 2005 Common Meeting

Ms. Patte Newman, Common Chair for 2005, called for a motion to approve the above-listed minutes. Ray Stevens moved to approve the minutes as presented. Ken Svoboda seconded the motion which carried by unanimous consent of the Common Members present, with Bernie Heier casting a vote of abstention.

Roger Figard requested that the Report on SW 40th Street be placed on the agenda today. Robert Workman moved that the item be placed on the Agenda under New Business; the motion was seconded by Larry Hudkins and carried by the following vote: AYES: Coleen Seng, Jon Camp, Bernie Heier, Larry Hudkins, Deb Schorr, Patte Newman, Ray Stevens, Ken Svoboda, Bob Workman; ABSENT FOR VOTE: Terry Werner; ABSENT: Glenn Friendt, Annette McRoy

THIS MEETING WAS SCHEDULED TO ADDRESS:

RUTS (RURAL TO URBAN TRANSITIONS FOR STREETS) PROGRAM

HARRIS STREET OVER-PASS
BRIEFING ON THE COMP PLAN ANNUAL REVIEW

Added: S.W. 40TH STREET BRIDGE

RUTS (RURAL TO URBAN TRANSITIONS FOR STREETS) PROGRAM: Roger Figard came forward to speak about the creation of the Joint Public Agency. He explained that both he, Don Thomas, County Engineer, Don Herz, Kristy Mundt, Joe Rupp, Dave Kroeker, and Don Herz had met to review the issues and create the necessary documents which are now available for the group to review.

Kristy Mundt, County Attorney, explained that the resolution that was drafted would need to be published and a statement submitted to the Secretary of State. She stated that there will have to be biannual reports submitted. She noted that the levy authority and official members has been left blank, which can be determined later.

Larry Hudkins asked if the City has the right to assess franchise tax on fuel and could this be included. Joe Rupp answered that that would not be an option. Kristy explained that there are three different ways to levy the tax. Mr. Hudkins commented that we would have to wait for State authority to accomplish that and Kristy remarked that would just have to be a proposal once everything is in place.

Patte Newman asked if it was possible to review the financial part as well. Don Herz, City Finance Director and Dave Kroeker, County Finance Director, came forward with a handout. Mr. Herz explained that the city presently generates about \$9.4M and that eventually will be \$11M. There is approximately \$1.3M current in the rural areas of the county and \$400,000 from the villages. For Lancaster County the proceeds for a one cent levy would be \$1.5M and for the City of Lincoln would be \$1.3M.

Larry Hudkins asked what steps would have to be taken to finance this with a fuel tax. Mr. Herz replied that the city has the authority to do an occupation tax but we would need state authority to extend that to the County. Ms. Newman asked what kind of numbers that would bring in and Mr. Figard commented he would have to get those figures.

Mr. Hudkins stated that he had seen a number of 5,500 people per day that come from other counties to work here and they buy some of their fuel here. Mr. Herz reminded the group that this is currently taxed at the wholesale level and now we would be asking for taxation on the retail level. We would have to consider some type of auditing for this and the cost to administer it.

Ms. Newman asked if the group has some estimate of what they needed. Mr. Figard stated they felt comfortable with the \$2-3M range per year and this would help buy the ROW for the East Belt way. He shared that both the County and City are working on project to combine additional ROW.

Jon Camp asked if under this JTA would the group be looking at bonding against the revenue or just spending. Mr. Figard explained that the creation and wording of the documents allowed for flexibility of bonding. He again reminded the group that this agency was formed to help implement the purchase of ROW and assist the RUTS program. The County already has a lot of ROW purchased.

Bob Workman summarized the options available saying that basically if we implement a wheel tax it would raise an additional \$1.8 next year and the one cent tax per gallon on gasoline would be \$1.5M and doing both options would bring in approx. \$2.3M per year.

The group discussed the width of the ROW. Don Thomas explained that most ROW has been 100' and that the RUTS program generally picks up the tab for the extra 20'. He emphasized it is most important that this new agency gets started on acquiring the ROW.

Mr. Workman reminded the group that these agreements need to come before each group for approval. Mr. Thomas and Mr. Figard both agreed that it is imperative to get this going and that the ROW issues need to be addressed. Mr. Figard stressed that if this body of people could create this legislation, it puts Mr. Thomas and myself in a much better position to negotiate with the State to get the roadway built. He continued by saying that we are making good strides on the South Beltway and that he would appreciate the support towards the East Beltway.

Larry Hudkins asked about the wheel tax if it is done by weight or by axle. Mr. Herz offered that in the City ordinances there is a schedule that applies the tax by the axle. Mr. Hudkins further expressed his concern for the larger farm vehicles and how this tax would affect them.

HARRIS STREET OVER-PASS: Linda Beecham of Schemmer Assoc. came forward to speak. She stated that they are consulting with the City for the Harris Overpass. She offered a handout to those present. Linda stated that during the public outreach thus far, they have tried to capture the city agencies, Downtown Lincoln Association, the Burlington Northern and several businesses in the Capital Beach area. An advisory group has been created of 17 members and they will be reporting back with the community thoughts. There is a public meeting planned for June 14th and 6 additional progress meetings. She clarified this is not on the State system, and the bridge is considered to be in poor condition and is qualified by Federal Bridge Replacement money and local matching funds through the Railroad Safety Traffic District. She shared that they have put out a questionnaire in the Haymarket area and it is the beginning of the mailing list. The bridge usage is projected at 29,000 to 30,000 vehicles per day.

Patte Newman asked about the steel girders being pigeon proof. Linda assured her that many advances have been made since the current bridge was built and the pigeons will not be able to roost.

Terry Werner commented that this is an important entrance into our city. He questioned the life expectancy of the bridge and if \$14M will cover the costs. Linda said the design was in keeping with the integrity of the area and that the \$14M was at the very minimum and that number was developed a couple of years ago, however, 2006-2007 construction year could now add an additional 3-4% accordingly. She stated that the State of Nebraska administers the federal bridge dollars.

Jon Camp asked about the arena fitting into the future plans. Linda noted that the key issues are that the bridge is adjacent to historical buildings, so it is important to consider the under structure as well as the upper structure. They are considering the balance between lane width with future sidewalks on both sides and consideration for bicycles, etc. With the ending at I-180- and 10th Street traffic there is a safety issue for pedestrians.

She shared that there are many construction issues to address on behalf of the contractors and where to place a crane, etc.

Patte Newman asked about closing the whole thing and the detour routes for faster completion time. Linda said that two detour routes lend themselves, K & L connect or up 10th Street and Sun Valley Blvd.

Jonathan Cook noted that Sun Valley Blvd would have difficulty handling that additional traffic as a result of detours. Linda stated that the interchange for way out on West "O" would be completed before this project begins.

Ray Stevens asked about the potential convention center and if there was consideration of relocation of railroad tracks. Linda stated that that the tracks to be removed are the two most easterly Amtrak lines and the Burlington Northern plans to add more main lines and there is a need to reserve space for utility lines as well.

Linda did address the fact that it may be easier to build by closing 2 lanes at a time.

BRIEFING ON THE COMP PLAN ANNUAL REVIEW: Planning Department personnel came forward for a brief over-view of the 2005 Annual Review of the Lincoln/Lancaster County Comprehensive Plan. This information is available in its entirety on the City of Lincoln/Lancaster County website at: <http://www.lincoln.ne.gov/city/plan/cpanrev/index.htm>.. A summary of the 2005 Annual Review is also attached to this document. (See Attachment A)

The proposed Comp Plan Amendments were presented by Steve Henrichsen along with the Planning Department's determination of approval or denial with a brief explanation for each determination. This information is outlined in the attached handout material presented to the Council. (See Attachment B).

The Common Members expressed concerns and offered input on the issues presented with staff providing answers and over-views of the following projects:

- ★ *Amendment 05003* - Trails Network Plan: Recommend Approval - No Discussion
- ★ *Amendment 05004* - County Future Road Improvements: Recommend Approval - No Discussion
- ★ *Amendment 05005* - Fletcher Avenue - 14th to 27th: Recommend Denial - The North Hills on Fletcher and the 14th Street & Bridge being turned into a 4-lane arterials. The 14th Street detour - duration: stated as being completed in 2009-'10 (with 14th Street remaining open with 2-lanes being completed, then the other two lanes will be constructed) - which is also the plan for Fletcher.
- ★ *Amendment 05007* - NW 70th & West Superior - regarding acceleration of the project from Priority B to Priority A: Recommend Denial - If accelerated, there would be a need to provide water and road infrastructure - would the City be able to finance these needs at this time. Mr. Henrichsen stated that there would be a need for three water lines and arterial streets. He noted impact fees would facilitate City reimbursement, but there is no reimbursement until completion - with no interest allowed by City policy.
Mr. Hudkins observed that this is a City decision, though the County is opposed to opening the area until 70th Street is built. He noted this should be engineered for development at 100-120 feet. He felt this area would be a good candidate for RUTS Considerations. Mr. Hudkins other concerns were water and sewer access in the area.
Staff noted that this area involves 800 square miles of land which should be developed to the highest and best uses.
- ★ *Amendment 05008* - Southwest Area - Change of Priority Designation: Recommend Denial (in accordance with Watershed Master Plan). - No Discussion
- ★ *Amendment 05009* - North 56th & I-80 Industrial: Recommend Approval - The request is an appropriate land use in the zoned area and a more specific site plan would be premature at this point. Mr. Cook inquired as to whether or not a different version might be approved. This was not known, but the light industrial/retail zoning allows the current proposal and the applicant does not yet have a specific plan.

Other concerns included over-all traffic circulation with a traffic study suggested prior to land use decisions being made.

☆ *Amendment 05011 - North 84th and Havelock - Change from Public and Semi-Public to Commercial on southeast corner: Recommend Denial - 14 acres being proposed for Commercial use with a small portion being in the Floodplain. FEMA regulations are now being amended to reduce Commercial zoning in floodplain areas. Of the 14 acres, eight are designated Commercial Development and six acres are for access roads. The hotel/retail should be supported by the larger area, not just the Event Center. There has not been enough information provided on a traffic study; with that in mind, Public Works is concerned that the 6,000 seat arena is less than desirable.*

The Mayor felt any plans for an event center should be a community effort with one community focus. Mr. Krout agreed that any plan should have full public hearing. Mr. Cook noted that an arena should not duplicate the capabilities of the current Event Center. Mr. Hudkins noted that the Event Center is a unique entity that has proven itself to be profitable arena for livestock shows and other venues that would not be possible in a downtown arena. He felt the area should have a stop-light and an upgrade of operations. It deserves a close look at improvements - not denial for ancillary reasons. Mr. Workman noted that he agreed with Mr. Krout's report, adding that this is an issue that the City and County will have to deal with.

OLD BUSINESS - None

NEW BUSINESS - S.W. 40TH STREET & VIADUCT: Roger Figard addressed the group regarding the proposed viaduct over the BNSF tracks just south of "O" Street. He had a hand out with the brief history of where we have been and the details of SW 40th from "A" to "O" Street and the reason the district is involved in promoting safety.

The County has a bridge just south of this crossing and they have \$200,000 and can assist the county bridge project. The State of Nebr. has committed \$4M. The city has not funding in the project but the project would be managed and administered by the City. If the city does the project the contractor wouldn't have to pay sales tax. The city is proposing this, with three separate entities to build this project. One of the major difficulties is the potential time lag when you would physically close the crossing and when you would build the viaduct. The Hickman viaduct which was proposed to be constructed originally has been moved back in time. The RTSD wants to reduce the time of closure to 2006-07 for construction. The City consultants should be prepared to finish the design in late fall, to start the improvements.

On City Council Agenda today, the Railroad is ready to move ahead today with two resolutions, they have committed to pay up front \$100,000 to close the crossing now and then would contribute \$400,000 at the time the viaduct is being built. It would be an inter-local agreement between the City and the RTSD. The second agreement would be between the City and the railroad for \$500,000 total based on time of construction. The time is now, the partners are in place and we have closed the gap. The draft budget would need to be approved in June.

The group acknowledged that they were pleased with the progress on this project to date and they are happy to move things ahead and anticipate approval at each meeting.

ADJOURNMENT - Ray Stevens moved adjournment. The motion was seconded by Bob Workman and carried by unanimous consensus of the Common Members present. The Common adjourned at approximately 10:40 a.m.

Submitted by

Glenna Graupemann, PW&U presentations; and

Joan V. Ray, Council Secretary - Over-all Formatting and Planning presentation on Comp Plan

2005 Annual Review

Lincoln/ Lancaster County Comprehensive Plan

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Lincoln and Lancaster County

COMPREHENSIVE
PLAN

Planning Commission Edition
April 27, 2005

2005 Comprehensive Plan Annual Review

April 27, 2005

1. **Introduction and Status Report**

2. **Community Indicators Report**

3. **Comprehensive Plan Amendments**

<u>Number</u>	<u>Application</u>	
05003	Dead Man's Run Trail & update trails plan	01
05004	S. 82nd Potential Paving	07
05005	Downgrade of Fletcher Ave, from 14th to 27th	13
05007	NW 70th & West Superior ; change from Priority B to Priority A	25
05008	Southwest Area ; change priority and to Community commercial	45
05009	U. S. Highway 77 & I-80 ; change priority and to Industrial & commercial	65
05011	N. 84th & Havelock ; Events Center addition of commercial	83

5. **OTHER DEPARTMENT COMMENTS ON AMENDMENTS**

County Engineer	111
City of Lincoln Finance Department	113
Public Works and Utilities, Waste Water	114
Public Works and Utilities, Water	115
Public Works and Utilities, Watershed Management	119
Public Works and Utilities, City Traffic Engineer	121
Public Works and Utilities, Engineering Services	123
Public Works and Utilities, Lincoln MPO	125

(Note: Lincoln/ Lancaster County Health Department responded that they did not have any comments on the amendments.)

ANNUAL REVIEW OF THE PLAN

The third annual review of the 2025 Comprehensive Plan continues the community's tradition of yearly examination and amendment to the blueprint for the future. The Plan states:

"Approximately one year following adoption of the Comprehensive Plan and on an annual basis thereafter, the Planning Director will prepare a report entitled the Annual Review of the Comprehensive Plan. Such report may include new and pertinent information about the community; changes in the Plan's underlying assumptions or any other factors affecting the health or welfare of the community. Such report may include specific proposals to amend the Plan."

This report and its review by the Planning Commission will be closely coordinated with the Commission's deliberations on the City of Lincoln's Capital Improvements Program (CIP) for the upcoming years." (Page F 157)

This is the third year that the review and public hearings on the Annual Review, CIP and Transportation Improvement Program (TIP) will be held jointly.

Seven separate amendment requests are included as part of this year's Annual Review. These amendments have been reviewed by various agencies since February. The amendments and recommendations can be summarized as follows:

One amendment to the trails plan;

- **#05003 – Recommend Approval of Dead Man's Run Trail** by Parks and Recreation Dept. to reflect the relocation the Dead Man's Run trail from N. 33rd to N. 48th to the south side of Huntington/ Leighton, rather than through UNL East Campus since this route was agreed to by the City, UNL and neighborhood association, is in the same general location and meets the trail needs

Two amendments to the road network;

- **#05004 – Approval of S. 82nd Potential Paving** proposed by the County Board to designate S. 82nd Street from Hickman Road to Panama Road as "Potential Paving" due to traffic impact resulting from closure of S. 68th Street for a viaduct construction project
- **#05005 – Denial to Downgrade of Fletcher Ave, from 14th to 27th** by Annette McRoy for the North Hills Neighborhood to change Fletcher Avenue from 4+1 lanes to 2+1 lanes and the functional classification from Minor Arterial to Urban Collector due to impact on overall road network and potential impact of through traffic on the neighborhood

Four amendments for change in Priority Area designation and/or commercial use

- **#05007 – Denial of Priority Change at NW 70th & West Superior** by J. Michael Rierden for Lincoln Federal Savings for a change from Priority B to A due to lack of infrastructure
- **#05008 – Denial of Priority Change in the Southwest Area** by Robert Watson for various property owners for a change from Priority B to A and to designate a site specific “Community” commercial center on northeast corner of S. Coddington and West Old Cheney Road due to lack of infrastructure
- **#05009 – Approval of Priority Change and Light Industrial designation for a new Employment Center at U. S. Highway 77 (N. 56th St.) & I-80 Industrial as amended by staff of original application by Mark Hunzeker for a change from Agricultural to Industrial and Regional Commercial, inclusion in 2025 Future Service Limit and change from Tier II to Tier I, Priority A on northwest corner of interchange – even though there is not adequate infrastructure in place today, an additional high quality Employment Center site is needed**
- **#05011 – Denial of Commercial at N. 84th and Havelock** by the Lancaster County Agricultural Society for change from Public and Semi-Public to Commercial on southeast corner due to traffic and floodplain questions, impact on City and lack of coordination with other community facility planning efforts

Amendment #05006 was withdrawn and #05010 south of 40th and Rokeby Road was submitted but is on hold at the applicant’s request.

This year’s Annual Review also marks the three year milestone from adoption of the Plan which requires a more careful review of various “Community Indicators” to determine if some of the goals and the assumptions of the Plan should be changed.

Community Indicators

In the section on the Annual Review, the Comprehensive Plan states:

“In order to monitor the progress in attaining several of the goals and base assumptions for the new Comprehensive Plan, a variety of information will need to be reviewed annually. This information will be obtained from various sources in order to look at a broad range of indicators. The goals and assumptions to be reviewed include items such as: multi-directional growth; 1.5% annual population growth; 2.0% annual commercial employment growth; 2.5% annual industrial employment growth; 90% of County population in Lincoln; increased funding for maintenance and; accelerated infrastructure improvements.

No single indicator, in a single year, provides clear evidence of significant variation from the goals and assumptions. Instead, many indicators should be used to determine any change after at least a three year period.” (Page F 157)

This third year of data collection for the Community Indicators, formerly referred to as “Benchmark

Indicators.” Overall the Community Indicators report does not present any information to call for major changes in the Plan. Some specific highlights on what has happened in the past three years in regards to some of the key goals and assumptions of the Plan are as follows:

- ✓ **Multi-directional growth;** the community is definitely on target with developments underway or planned in all directions, including a major new development proposed in a new growth area at Highway 77 and West Denton Road
- ✓ **1.5% annual population growth;** nearly on target, the Census Bureau estimate of population growth is approximately 1% annually through July 2004 – while not specifically projecting population, the number of new water and electrical customer accounts is at or above counts in the 1990's when the City experienced a 1.6% growth rate and building permits for new residential units were quite strong in the last three years averaging 2,233 units per year compared to averaging about 2,000 annually over the past 10 years
- ✓ **2.0% annual commercial employment growth;** below target, as between 2001 and 2003 “Business and Commerce” employment grew 1.4% per year, while the number of new establishments during this period grew 3.5% per year
- ✓ **2.5% annual industrial employment growth;** definitely below target since between 2001 and 2003 “Industrial” employment **lost** about 1% per year, while the number of new establishments grew by 2.4% per year
- ✓ **2.0% increase in overall employment growth;** below target, only 0.57% annual growth in all sectors or about 2,500 new jobs were added between 2000 and 2003 year, however as of the last reporting date in September 2004, job growth was over 2% for the first three quarters – however, until figures for the year are completed, it is too soon to make any determinations for 2004
- ✓ **90% of County population in Lincoln;** on target as Lincoln’s estimated population is at 90.3% of the County’s total – it is worth noting that single family building permits in the County have been increasing – from 2000 to 2004 the five year average was 66 permits per year but in 2004 there were 115 permits (not including estimated new construction permits due to the tornado of May 2004)
- ✓ **Increased funding for maintenance and accelerated infrastructure improvements;** mixed results the Capital Improvement Program for the past few years has significantly increased spending and proposed construction of water and sewer improvements. however, proposed road construction in developing areas of Lincoln has declined
- ✓ **Increased efficiency in use of the land in commercial and residential development;** below target, while not covered in the indicators, recent applications in commercial development continue a trend to one story buildings, with an occasional two story, while there has been a significant amount of apartment complexes deleted from subdivisions in favor of more single family and townhomes

While the job growth numbers are below target, the goals established in the Comprehensive Plan were quite optimistic, particularly in regards to industrial job growth. The lack of job growth reinforces the approval of Comprehensive Plan Amendment #05009 for a new Employment Center at N. 56th and Interstate 80. An additional light industrial and employment area was approved in February 2005 at approximately N. W. 48th and Interstate 80 as part of the Airport West Subarea Plan.

April 27, 2005

Other highlights include significant gains made in standards to protect new development from flooding and continued compliance with clean air standards. However, recycling per capita remained flat and actually lower than in the late 1990s. Sales tax and lodging tax revenue also increased during the period. There are still a few areas where there was limited information currently available to monitor progress. In future years, it is hoped that these Community Indicators can be supplemented with additional information.

Summary

Taken as a whole, the indicators show that the assumptions and goals of the Comprehensive Plan remain valid at this point. The assumptions and goals of the Plan were for a 20 year period and it was known that there would be peaks and valleys in various indicators during the time frame. The community has already identified the need to take measures to increase employment opportunities and address road construction needs.

Status of Projects Underway

Several studies and projects were noted as being a "work-in-progress" in last year's annual review. The following is a brief update on the stats of these projects.

Airport West Subarea Plan

The subarea plan was adopted by the City Council on January 31st, 2005 and the County Board on February 1st, 2005.

Downtown Master Plan

In conjunction with the Downtown Lincoln Association (DLA), the City-County Planning Department and the Urban Development Department embarked upon the formulation of a Downtown Master Plan Study in mid-2004. The purpose of the study is to identify major land uses and long term development polices for Downtown Lincoln. The study process to-date has included three major community workshops (involving several hundred citizens at each session) and the participation of a 22 member public committee called the Downtown Action Team. The study has resulted in a conceptual land use framework for the Downtown area based on a set of 20-year market forecasts for retail, office, and residential activities. The still-evolving plan reflects a broad mix of policy and project opportunities. A detailed multi-year implementation and financing package is being formulated to reflect a phased programming of private and public projects. A draft planning document is anticipated to be submitted for formal public review some time during the summer of 2005.

Multi-Modal Transportation Plan

The Multi-Modal Transportation study was completed in September 2004. The final plan document looked at ways to expand alternative transportation mode opportunities that serve Lincoln's long range travel needs. A citizen task force helped review the document and provided community input and review. Efforts are underway to develop many of the concepts brought forward in the final document, such as the low income fare program underway through StarTran and the hiring of a special transportation services coordinator.

Stevens Creek Watershed Mater Plan

The Stevens Creek Watershed Master Plan was adopted by the City Council and County Board on March 28th and 29th, 2005 respectively.

Infrastructure Financing

The Mayor's Infrastructure Finance Committee (MIFC) completed their work in May 2003. The Committee recommended a 12-year program encompassing a broad range of polices for financing the capital improvements and maintenance needs of water, wastewater, streets and highways, stormwater, and parks. MIFC's recommendations also included a series of strategies for cutting capital facilities costs and for improving the efficiency of capital improvements program design, planning, and implementation. In January 2004, Mayor Send appointed a following-up group called the "Streets, Roads, and Trails (SRT) Committee." The purpose of the 20-member SRT Committee was to further detail financing opportunities for the urban area's streets and trails system. The SRT Committee completed their final report in the summer of 2004.

Recommendations from the two Committees has resulted in increased revenues from the City's Wheel Tax, the first-time use of debt financing for street construction (through the issuance of Highway Allocation Bonds), pursuit of a long term cost savings program between the City of Lincoln and Lancaster for roadways along the urban fringe, and rate increases for the City's water and wastewater utilities. The City's Administration also continues to actively pursuing ways to enhance the capital funding coming to Lincoln from the State of Nebraska and the Federal government for streets improvements. A proposed \$75 million General Obligation (GO) bond issue for road and trail improvements was, however, turned down by Lincoln voters in September 2004.

Status of Previous Master Plans

REVIEW OF OLDER SUBAREA PLANS

The Plan Realization section of the Comprehensive Plan includes a list of subarea plans which are intended to "offer greater details about the intended future of an area of the community — including land uses, infrastructure requirements, and development policies and standards." (Page F 156) Some of the plans were developed several years ago. The Plan states:

"As part of the Annual Plan Status Report process, the Planning Director should complete a yearly review of all subarea plans that become five years of age and older. This review would be for the purpose of determining the continued viability and relevance of those subareas plans to the Comprehensive Plan and the long range planning process." (Page F 156)

The following five subarea plans, that are five years old this year, were reviewed, in consultation with other agencies and departments, and were determined to be still useful in terms of providing direction for future actions:

- Wilderness Park Subarea Plan, February, 2000
- Stone Bridge Creek Development Area at 14th to 27th, north of I-80, March 27, 2000
- Greater Arnold Heights Area Neighborhood Plan, September, 2000
- Consolidated Plan for HUD Entitlement Programs: FY 2000 Urban Development
- Beal Slough Stormwater Master Plan, Olsson Associates & Wright Water Engineers; May 2000

The **Wilderness Park Subarea Plan** is still current and useful in reviewing projects. The Parks and Recreation Department references it constantly with many projects done in the park. It provides guidance for the Wilderness Park Committee that meets quarterly to review management plans and other issues. It continues to be used to identify parcels for acquisition as buffers, including the recently completed Nebraska Environmental Trust Grant used the plan to identify parcels needing acquisition. Finally, the City continues to implement many of its recommendations such as building new bridges, assistance in what areas are managed and when it is done in sensitive areas as a result of the Ecosystem Report that was done.

The **Stone Bridge Creek** development plan is still valid. It was amended in July 2003 by the City Council and County Board with the approval of Comprehensive Plan Amendment #03010. The Planning Commission will review Comprehensive Plan Amendment #05013 on April 27th, 2005 which proposes another minor amendment.

As noted previously, the Airport West Subarea Plan was adopted in January/ February 2005. This subarea plan looked at the land use and transportation issues in a large area surrounding Arnold Heights. The **Greater Arnold Heights Area Neighborhood Plan** looks at a smaller subset of this area and goes into greater detail on implementation needs. This neighborhood plan is still valid and should be retained.

The new **Consolidated Plan** for Fiscal Year 2005- Fiscal Year 2009 is underway. The Community Development Task Force reviewed it at their regular meeting on April 7th and approved the draft. It is tentatively scheduled for Planning Commission consideration on May 25th. Once approved by the City Council, it would be submitted to HUD for review. in mid-July.

The **Beal Slough Stormwater Master Plan** is still an active subarea plan that is being used as part of the Public Works and Utilities Capital Improvement Program, for city floodplain management, and as an active guidance document for this watershed. Currently efforts are underway to update the FEMA floodplain maps based upon the flood study completed for this watershed. There are currently no plans to update the Master Plan.

2005 Comprehensive Plan Annual Review

Proposed Comprehensive Plan Amendments

As of April 27, 2005

Number	Application	Department Recommendation
05003	Trails Network Plan by Parks and Recreation to relocate the Dead Man's Run trail from N. 33 rd to N. 48 th to the south side of Leighton, rather than through UNL East Campus and update map to reflect newly built trails.	Approval
05004	County Future Road Improvements by County Board to designate S. 82 nd Street from Hickman Road to Panama Road as "Potential Paving" and update road map.	Approval
05005	Fletcher Ave, 14th to 27th by Annette McRoy for the North Hills Neighborhood to change Fletcher Avenue from 4+1 lanes to 2+1 lanes and functional classification from Minor Arterial to Urban Collector.	Denial
05007	NW 70th & West Superior , by J. Michael Rierden for Lincoln Federal Savings for a change from Priority B to A.	Denial
05008	Southwest Area , by Robert Watson for various property owners for a change from Priority B to A and site specific designation of Community Center	Denial
05009	N. 56th & I-80 Industrial : by Mark Hunzeker for change from Agricultural to Industrial and Commercial, inclusion in 2025 Future Service Limit and change from Tier II to Tier I, Priority A on northwest corner of interchange.	Approval
05011	N. 84th and Havelock by Lancaster County Events Center for change from Public and Semi-Public to Commercial on southeast corner.	Denial