

City Council Introduction: **Monday**, April 1, 2002  
Public Hearing: **Monday**, April 8, 2002, at **1:30 p.m.**

Bill No. 02-42

## **FACTSHEET**

**TITLE:** **CHANGE OF ZONE NO. 3358**, from H-4 General Commercial to R-2 Residential and I-1 Industrial, requested by Robert Stephens, on property generally located north and east of the intersection of S.W. 6<sup>th</sup> and West "A" Streets.

**STAFF RECOMMENDATION:** Approval of revised application when combined with Change of Zone No. 3351.

**ASSOCIATED REQUESTS:** Change of Zone No. 3351 (02-43)

**SPONSOR:** Planning Department

**BOARD/COMMITTEE:** Planning Commission  
Public Hearing: 03/06/02 and 03/20/02  
Administrative Action: 03/20/02

**RECOMMENDATION:** Approval, as revised (9-0: Newman, Taylor, Carlson, Steward, Duvall, Bills-Strand, Larson, Krieser and Schwinn voting 'yes').

### **FINDINGS OF FACT:**

1. This Change of Zone originally was a request from H-4 to I-1. The original staff recommendation was denial because it did not provide a buffer for the R-2 zoning to the west. See Minutes, p.7-10.
2. This application was modified from H-4 to R-2 and I-1 after the original public hearing on March 6, 2002. The staff recommendation to approve this change of zone request, as modified to include the R-2 zoning for Lot 7, Block 5, and Lot 13, Block 6, Elmwood Addition, is based upon the "Analysis" as set forth on p.4-6, concluding that this request is consistent with the existing zoning and development patterns in the area, and will allow the site to develop in a compatible manner while providing a buffer for the neighborhood to the west. When combined with Change of Zone No. 3351 (02-43), this modified request complies with the Zoning Ordinance and the Comprehensive Plan.
3. The applicant's testimony on the revised application is found on p.10-11.
4. There was no testimony in opposition.
5. On March 20, 2002, the Planning Commission voted 9-0 to recommend approval of this change of zone request, as modified.

**FACTSHEET PREPARED BY:** Jean L. Walker

**DATE:** March 26, 2002

**REVIEWED BY:** \_\_\_\_\_

**DATE:** March 26, 2002

**REFERENCE NUMBER:** FS\CC\FSCZ3358

## LINCOLN/LANCASTER COUNTY PLANNING STAFF REPORT (REVISED)

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**P.A.S.:** Change of Zone #3358

**DATE:** March 7, 2002

**PROPOSAL:** To change the zoning from H-4 General Commercial to R-2 and I-1 Industrial on property north and east of the intersection of Southwest 6<sup>th</sup> and West A Streets.

**LAND AREA:** Approximately 4.4 Acres

**CONCLUSION:** This request is consistent with the existing zoning and development patterns in the area, will allow the site to develop in a compatible manner while providing a buffer for the neighborhood to the west. **When combined with CZ#3351, this modified request complies with the Zoning Ordinance and Comprehensive Plan.**

**RECOMMENDATION:**

Approval

### **GENERAL INFORMATION:**

**LEGAL DESCRIPTION:** A change of zone from H-4 to R-2 for Lot 7, Block 5, Elmwood Addition and for Lot 13, Block 6, Elmwood Addition, and from H-4 to I-1 for Lots 1-12 and 14-26 and vacated alley, Block 6, Elmwood Addition, and Lots 8-13, Block 5, Elmwood Addition, and those portions of Lot 1, IMS 1<sup>st</sup> Addition and the remaining portion of Lot A, Elmwood Addition south of the centerline of the alley north of Lots 7-12, Block 5, Elmwood Addition extended east to the east line of remaining portion Lot A, Elmwood Addition.

**LOCATION:** North and east of the intersection of Southwest 6<sup>th</sup> and West "A" Streets.

**APPLICANT/  
CONTACT** Robert Stephens  
1542 South 1<sup>st</sup> Street  
Lincoln, NE 68502  
(402)525-8788

**OWNER:** Robert Stephens and others

**EXISTING ZONING:** H-4 General Commercial

**EXISTING LAND USE:** Vacant

## **SURROUNDING LAND USE AND ZONING:**

North:	Industrial	I-1
South:	Commercial	I-1
East:	Salt Creek	I-1
West:	Commercial, Single-family Residential	B-1, R-2

**ASSOCIATED APPLICATIONS:** CZ#3351 - A request for a change of zone from H-4 to I-1 for the remaining H-4 adjacent to the east, submitted by Jake Von Busch.

**HISTORY:** CZ#3351 - This request for a change of zone from H-4 to I-1 was submitted by Jake Von Busch for the remaining H-4 in this area. The Planning Commission held a public hearing on this application on **January 11, 2002**. The public hearing was continued until March 6, 2002 to allow time for Robert Stephens, the adjacent property owner to the west, to submit an application to re-zone the remainder of the H-4 to I-1. The March 6, 2002 public hearing was continued to allow time for Mr. Stephens to modify his application in the manner described in this report.

CZ#3155 - Approved a change of zone in **December, 1998** from B-2 to H-4 for all land within the area currently zoned H-4, except Lot B. This action also re-zoned two adjacent parcels west of 6<sup>th</sup> Street from B-2 to B-1 and R-2. The Planning Director initiated this change of zone in response to CZ#3137.

CZ#3137 - Approved a change of zone from B-2 to H-4 in **December, 1998** for Lot B. The applicant was Jake Von Busch, and it was originally submitted as a change of zone from B-2 to I-1 to accommodate his garbage collection service. During the review, it was determined his business was classified as a truck terminal, a use allowed in the H-4 district, so the application was amended to re-zone from B-2 to H-4 instead of to I-1. CZ#3155 was initiated by the Planning Director to re-zone the remaining B-2 not included in CZ#3137 as it was less than the minimum five acres in area.

**COMPREHENSIVE PLAN SPECIFICATIONS:** The Land Use Map designates this land as Commercial.

**UTILITIES:** Available

**TOPOGRAPHY:** The entire area is within the 100 year flood plain. The property is generally flat, although the area north of West B Street slopes down to the north where the old Salt Creek Channel used to be.

**PUBLIC SERVICE:** City of Lincoln fire and police.

**REGIONAL ISSUES:** Development in the flood plain.

**ENVIRONMENTAL CONCERNS:** Development in the flood plain and potential impact of more intensive land uses upon wetlands to the east of the site.

**ALTERNATIVE USES:** Commercial uses within H-4 zoning.

## **ANALYSIS:**

1. This application has been revised to include the re-zoning of two lots (Lots 7, Block 5 and Lot 13, Block 6) adjacent to Southwest 6<sup>th</sup> Street from H-4 to R-2. This revision to the application was made to provide a buffer between the proposed I-1 on the east side of Southwest 6<sup>th</sup> Street, and the existing R-2 to the west.
2. The Comprehensive Plan lists criteria for the review of zoning proposals. These include portions of Nebraska Revised Statutes Section 15-902;
  - A. Safety from fire, flood and other dangers;
  - B. Promotion of the public health, safety, and general welfare;
  - C. Consideration of the character of the various parts of the area, and their particular suitability for particular uses, and types of development;
  - D. Conservation of property values; and
  - E. Encouraging the most appropriate use of land throughout the area zoned, in accordance with a comprehensive plan.

There are seven specific criteria established in the Plan for review including;

### **A. Infrastructure: the availability of the water, sewer, drainage and the transportation systems.**

The site can be served by municipal utilities, and is adjacent to public streets. Adequate infrastructure exists to support the allowed uses in both H-4 and I-1.

### **B. Compatibility: harmony and suitability with the surrounding land uses and the natural environment.**

This site is entirely within the 100-year floodplain, and there are wetlands (Salt Creek channel) east of the site. The higher intensity land uses allowed in I-1 pose potential increased risk to the nearby wetlands, and care must be exercised to ensure all development occurs in a manner that considers these surrounding lands.

Previously, staff had concern over a change of zone that allowed I-1 adjacent to R-2, however the revised application provides a strip of R-2 to act as a buffer between the residences to the west and the subject property.

### **C. Health and Safety: protection against natural and man-made hazards including noise; air, ground and water pollution; flooding; and hazards from industrial or agricultural processes or products.**

The Health Department reviewed this application, and seeing no significant threat to public health does not oppose it.

**D. Physiographic Features: the topography, suitability of proposed land uses with streams, lakes, soil types, natural vegetation or wildlife habitat.**

There does not appear to be any significant direct impact associated with this request.

**E. Accessibility: availability, or lack thereof, of public transportation, arterial connections and pedestrian linkages.**

This request is adjacent to, and has access to both West A and Southwest 6<sup>th</sup> Streets.

**F. Open Space: availability of sufficient open space and recreational areas to accommodate a project's residents and employees.**

Adequate open space exists.

**G. Fiscal Impacts: whether the proposed use does not create a burden to local tax revenues and/or available resources.**

There appears to be no significant fiscal impact.

3. It was noted in the review of CZ#3351 that if approved, an H-4 district less than the minimum five acres required by the Zoning Ordinance would be created. The Planning Commission suggested that the adjacent H-4 property owners investigate joining with Mr. Von Busch to re-zone the entire H-4 district to I-1 to avoid creating a non-standard H-4 parcel. Consequently, Mr. Stephens submitted this request to be considered in conjunction with CZ#3351, and these applications need to be considered together.
4. This application has been revised to provide a strip of R-2 to act as a buffer between the proposed I-1 to the east and the existing R-2 west of Southwest 6<sup>th</sup> Street. Done in this manner, the minimum setback for the I-1 from Southwest 6<sup>th</sup> Street will be between 25' to 40' (depending on the size of the I-1 parcel developed) and will maintain a minimum separation of between 155' to 170' (again, depending upon the size of the I-1 parcel developed) from the nearest residence to the west. The minimum setback scenario on Southwest 6<sup>th</sup> Street will match the setback required by the residential uses on the west side of the street. This is consistent with the essentially identical alternative suggested by staff, and addresses the concern over I-2 adjacent to R-2 by providing a buffer between them.

5. While this revised application is not consistent with the commercial designation on the Land Use Map of the Comprehensive Plan, it does comply with the criteria from the Plan for reviewing change of zone requests. It should be noted that part of the rationale for the original B-2 zoning on this property was to address the need for additional commercial development in this part of the city. Since then, a B-2 zoned commercial center has been developed at the intersection of West A Street and South Coddington Avenue and diminishes the need for commercial zoning at this location. **As a result, the finding is that this request complies with the Comprehensive Plan provided this application and CZ#3351 are both approved.**

Prepared by:

Brian Will, AICP  
Planner

**CHANGE OF ZONE NO. 3358**  
**And**  
**CHANGE OF ZONE NO. 3351**

**PUBLIC HEARING BEFORE PLANNING COMMISSION:**

March 6, 2002

Members present: Steward, Carlson, Bills-Strand, Taylor, Newman and Schwinn; Duvall and Krieser absent.

Staff recommendation: Denial.

Proponents

**1. Bob Stephens**, the owner of the property at S.W. 6<sup>th</sup> and A Street appeared in support of Change of Zone No. 3358. He acknowledged the staff recommendation of denial but pointed out that the Health Dept. did not have any objections to this change of zone.

Steward recalled that the general discussion at the last hearing on Change of Zone No. 3351 was about a smaller parcel being left in H-4 than our normal circumstances required, so the Commission suggested the I-1 strategy with the additional property owned by Stephens, but now the staff report indicates concern for the adjacency of the I-1 and an R-2 across the street. The staff report also suggests another possible alternative, which is to leave a small R-2 strip as a buffer between the existing R-2 and the proposed I-1. Is this a strategy that you would support? Stephens stated that it is not what he would really like to see. He clarified at the map where the R-2 would be located. The property directly west of the most southern portion of the lots located at S.W. 6<sup>th</sup> and "A", across to the west, is not R-2. He assumes it would only be that portion adjacent. Stephens suggested that the buffer be something less than a 50' lot. A 50' lot would make it a buildable R-2 lot. Stephens believes the setback requirement for an R-2 lot is 50', so this would effectively leave a 100' buffer.

Stephens indicated that he did have discussion with the owner of the lot just north of his property, essentially at S.W. 6<sup>th</sup> and "B", and she did not object and her property has been included in this change of zone. Stephens also talked with the property owner of the other piece that is above and to the north of Von Busch's area. The rest of their ground is zoned I-1, so they would support this change. Everything surrounding this property is I-1 except the R-2 across the street to the west.

Carlson inquired about the proposed use for the property. Stephens does not have any immediate plans but he can see that this property would work well for something that would fit in I-1, such as office warehouse or something of that nature. It does have the "A" Street frontage. Yet the setback and parking requirements of the H-4 are less helpful than the I-1. Stephens has owned the property for 15 years and it sat there a long time before that.

**2. Jake Von Busch**, owner of property in Change of Zone No. 3351, stated that he has worked hard for this property and spent many years. The city never did anything to the property. There used to be a barn on the property with no running water and no electricity. He has spent a lot of money and time

cleaning up the property and made it presentable to be able to do something with it. He has talked with all the neighbors and there is no one against this zoning and no one against him building there. The railroad is moving him out of his present location because of the "A" Street overpass; otherwise, he would not be moving. This H-4 is not acceptable because the requirement for 64 parking stalls and the 50' setback takes too much of his property just for setbacks. He needs I-1. Without the I-1 he will be struggling with the city to stay where he is at.

Von Busch stated that he will only have two buildings on this site--an office building and a storage building. He does not need 64 parking stalls. Von Busch will not sell his other property to the city until he gets something he can build upon.

Carlson noted that the property was changed in 1998 from B-2 to H-4 and he wondered whether Von Busch knew he would be building a building on this property at that time. Von Busch indicated that he did not know at that time. He didn't know when the city would make up their mind. He acknowledged that he bought the property as speculation and cleaned it up. Carlson wondered about plans showing what he is going to build. Von Busch has not submitted building plans but it will take a bigger part of the ground. The shop will be approximately 100' x 154', where he will store the trucks, and the office building will be approximately 75' x 50'. The property is not quite 3 acres. A 50' setback puts the building right in the middle of the lot and he will lose a lot of space.

**3. Mark Hunzeker** stated that the additional land was added to this change of zone at the suggestion of the Commission after the staff objected to leaving a small portion zoned to the west. This area is perfectly appropriate. The net result is going to be very little change other than to make the parcel, particularly the Von Busch parcel, usable for its proposed use. It's an area that has been historically zoned industrial; it is surrounded by industrial; and the impact of industrial zoning on these parcels is minimal at best.

Carlson noted that the staff's primary objection to Change of Zone No. 3351 is that the remaining H-4 doesn't make the minimum 5 acres, but it seems staff is indicating there could be 5 acres remaining. How close are we? Hunzeker suggested that if that is true, he is not sure why the objection was made in the first place. The area to the north is clearly industrial; the area immediately to the south is a creek bottom that is likely to remain unused, regardless of how it is zoned; the area in the Stephens application (Change of Zone No. 3358) is largely vacant with the exception of the one house on the area just north of "B" Street, and it abuts industrial area as well. There was no testimony in opposition.

### Staff questions

Carlson referred to Change of Zone No. 3351 (the Von Busch property), and looking at the staff report, it looks like the substance of objection is that the H-4 is less than 5 acres. Can you show me on the map where we have the five acres? If Change of Zone No. 3351 were approved, how much is left over and how close to 5 acres is it? Brian Will of Planning staff referred to the map. The H-4 is approximately 7.5 acres. So the area shaded on the map is the substance of the Von Busch application. If that were changed to I-1, the total acres would be less than 5 acres (3.5 to 4 acres). That was the primary substance of the objection. The staff report mentions that it appears to make sense to rezone a good portion to I-1 as being consistent with the Comprehensive Plan, the surrounding

zoning and the way development is occurring. However, there is R-2 to the west across 6<sup>th</sup> Street that the staff could not ignore in the analysis. Originally, prior to 1998, this parcel was all zoned B-2. Brian referred to the map showing the previous zoning in the area and explained the zoning history.

Carlson sought clarification that the staff is suggesting that if there is intensification of zoning going on, it is important to have a buffer. Will stated that there is a good case for rezoning a good portion of this property, but the problem with I-1 is that we have no use permit process and no protection or provision for mitigation with the adjacent R-2. One suggestion was to change a portion of the lots on the western portion to R-2 to provide some sort of a buffer for the residential uses to the west.

Carlson inquired whether there is any other zoning that would accommodate the needs here. Will indicated that the staff looked at the H-3 district, but the parking and setback standards were a problem.

Steward inquired about the alternative for a strip of R-2 on the west edge. He presumes that would be the northwest edge—it wouldn't need to come all the way down to "A" Street. Will stated that it would include only that part that abuts R-2. The setback requirement between that use in the I-1 and the R-2 district would be 20'. The staff was suggesting 50' because it would provide room for a landscape buffer, one drive aisle and one row of parking. Steward assumes that if it were a 20-25' strip of R-2, there would be adequate space for the buffer and some parking. Will concurred.

Schwinn observed that the alternative would only apply to two of the Stephens lots that would have the R-2 buffer. Will concurred and showed them on the map. There is a single family residence located in the existing H-4 zoning and it is under ownership other than Mr. Stephens. However, Mr. Stephens indicated that this owner is not opposed.

#### Response by the Applicant

Hunzeker suggested that if the Commission chooses to put a buffer along S.W. 6<sup>th</sup> Street, it would be an extraordinary amount of effort for very little substance in order to require a special permit for parking on half of that 50' buffer. You have 25' setback in R-2; you would not be permitted to park within that 25' setback, so you would be faced with the situation of processing a specific and special permit application for the 25' strip in order to take advantage of the reduced setback. You could reach that same result by using some sort of strip of residential land with a 10' strip of residential on the east side of S.W. 6<sup>th</sup>. Combined with the sideyard setback of 15' when it abuts residential, you get a 25' landscaped area within which no parking could take place and you reach the same result. It does not make sense to extend the residential strip into the area where the nonconforming house sits because it already abuts industrial and is already nonconforming and will be nonconforming as I-1, and the owner has no objection.

But, Steward pointed out that the question on the northwest corner block is not the nonconforming house—it's the zone across the street. Hunzeker agreed. If you kept the 10' strip along the east side of S.W. 6<sup>th</sup>, he believes it would accomplish the same result as a 50' strip with the special permit. There is a requirement for a landscape screen which is a more opaque screen than a parking lot screen between incompatible land use districts. So between an R-2 and an I-1, there is a requirement that you have a landscape screen that would probably be more than what is ordinarily required in front of a parking lot.

Schwinn noted that if the applications are approved as submitted, the industrial would still have 15' setback on S.W. 6<sup>th</sup>. Hunzeker added that it would have a setback on all street sides. It would not have a front yard setback along S.W. 6<sup>th</sup>. The setback would be 15' but it would be measured from the zoning district line and would be a sideyard requirement. If you went with a 50' buffer, you effectively create a buildable residential lot that faces both "B" Street and "A" Street, which is more of a problem than it is worth.

Schwinn inquired whether the zoning could be split on a lot. Will clarified that the staff is referring to those lots immediately adjacent to S.W. 6<sup>th</sup> Street on the east side. He indicated that it is possible to split the zoning on the lot.

Bills-Strand believes we have the same situation in Bishops Heights, where there is a strip of residential as the buffer. Will concurred. That one is 150'. This similar tactic was used at Lincoln Plating to the north.

Carlson inquired whether the application has been advertised properly if the Commission chooses to include some R-2 buffer zoning. Will stated that there are four owners involved. If we are talking about a buffer strip to R-2, we would have to readvertise. That was not part of the original applications.

Schwinn believes that Hunzeker is asking for a 10' strip to give an effective 25' setback along S.W. 6<sup>th</sup>. Will believes the staff could support what has been discussed today with a two-week delay. Hunzeker is not sure he understands why we have problem with legal descriptions. Will indicated that the portions of the IMS subdivision to the north have not been described. The Planning Department has developed a rough description for the purpose of this application; however, it will be necessary to have a metes and bounds description by the time it goes to City Council.

Taylor moved to defer for two weeks, with continued public hearing and administrative action on March 20, 2002, seconded by Carlson and carried 6-0: Steward, Carlson, Bills-Strand, Taylor, Newman and Schwinn voting 'yes'; Duvall and Krieser absent.

**CONT'D PUBLIC HEARING BEFORE PLANNING COMMISSION:**

March 20, 2002

Members present: Newman, Taylor, Carlson, Steward, Duvall, Bills-Strand, Larson, Krieser and Schwinn.

Staff recommendation: Approval.

**1. Mark Hunzeker** appeared on behalf of Jake Von Busch, the applicant for Change of Zone No. 3351, to answer any questions. He believes this proposal has finally gotten to a boundary to which everyone has agreed.

Bob Stephens, the applicant for Change of Zone No. 3358, was also present to answer any questions.

There was no testimony in opposition.

### Staff questions

Carlson stated that he appreciates that this has been worked out between the staff and the applicants. But he wants to make sure this is the correct way to solve the problem. We started this process because the Von Busch property (Change of Zone No. 3351) was having difficulties siting its use within the H-4 because it would drop below the minimum acreage requirement. Why isn't the Board of Zoning Appeals an alternative in order to have Von Busch function under the H-4? Why is expanding the I-1 the better alternative than simply letting us have the H-4 parcel be under 5 acres? Brian Will of Planning staff stated that in the initial staff found, the staff found that H-4 zoning was appropriate; however, if it were approved it would have created a nonstandard lot that is not in compliance and not consistent with the zoning ordinance. That report also stated that maybe before pursuing the creation of a nonstandard lot, there may be other options to consider. That is the point where the adjoining property owner Stephens entered into this discussion. At that point, we were considering potentially rezoning all of the property to I-1. As we look at this area, it looks to be appropriate to rezone to I-1, understanding that initially part of the rationale for locating commercial zoning at this intersection was in part to address the need for the lack of commercial zoning in this area of the city. At this point, with the changes that have occurred out in this area, i.e. the commercial center at West A and Coddington, the staff believes that the commercial need has been addressed. So as we look at the other development in this area, it appears appropriate to have the I-1 zoning. If we were not attempting to provide commercial in this area, it probably would have been zoned I-1 previously.

Will agreed that the Board of Zoning Appeals is still an option. Another option would be to vacate S.W. 5<sup>th</sup> Street, and that may still be appropriate down the road. When looking at this intersection, staff has come to the conclusion that I-1 zoning is appropriate considering the pattern of development and zoning in this area, with one caveat--we cannot get around the fact of the residential zoning to the east.

Carlson knows in the past that there have been I-1 zoning decisions that have turned out to be troublesome in the future. I-1 can be difficult to site and it can allow applications that are difficult compatibility-wise for the surrounding areas. It is a fairly unrestricted zoning district for a variety of uses. In staff's opinion, is expanding the I-1 the best solution? Will's response was that the staff took a broader view and looked at the overall neighborhood including the properties to the north and south. There is already a pretty large area of I-1 zoning. There is really no point in maintaining the H-4 at this corner, considering other land use decisions that have already been made in this area.

Carlson was worried about potential for signage and billboards. Will believes there is potential for billboards but it may not be an issue because of proximity to the residential.

Response by the Applicant

Hunzeker advised that he did talk with the owner of the property to the west at the last meeting. His main concern was that he didn't want apartments across the street and he had no objection to this change of zone.

Public hearing was closed.

**CHANGE OF ZONE NO. 3358**

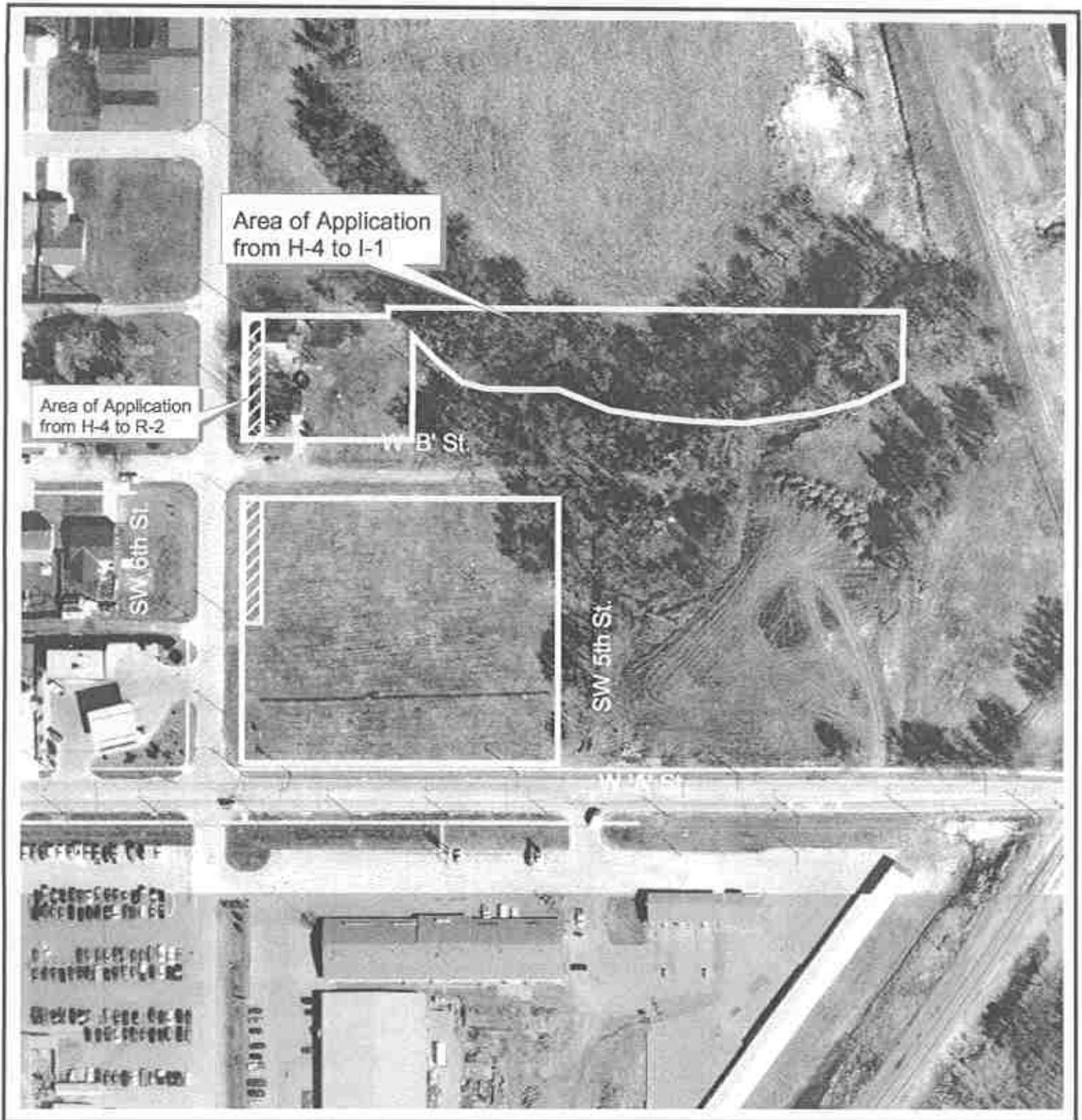
**ADMINISTRATIVE ACTION BY PLANNING COMMISSION:**

March 20, 2002

Duvall moved approval, seconded by Bills-Strand.

Carlson indicated that in this situation he will lean on staff's expertise that this is probably the best solution for this area. He is hopeful that 10-20 years from now it hasn't turned out to be a poor decision. He has confidence that the future uses will be compatible and positive.

Motion for approval carried 9-0: Newman, Taylor, Carlson, Steward, Duvall, Bills-Strand, Larson, Krieser and Schwinn voting 'yes'.



Area of Application  
from H-4 to I-1

Area of Application  
from H-4 to R-2

W B' St.

SW 6th St.

SW 5th St.

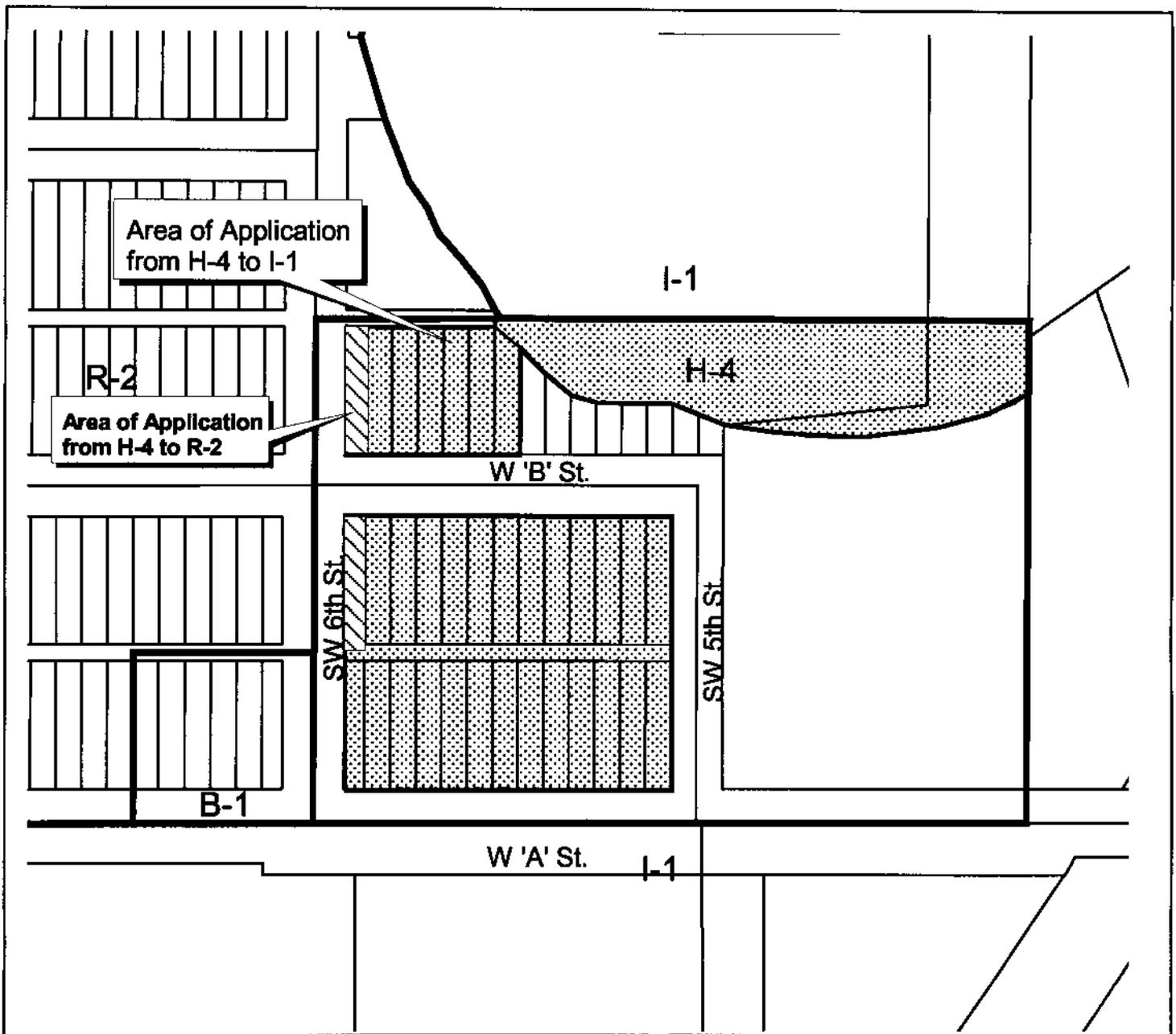
**Change of Zone #3358  
SW 6th & W 'A' St.**



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Photograph Date: 1997

Lincoln City - Lancaster County Planning Dept.

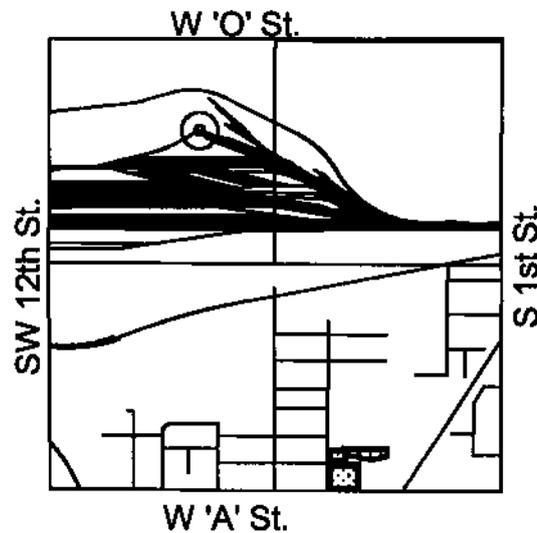
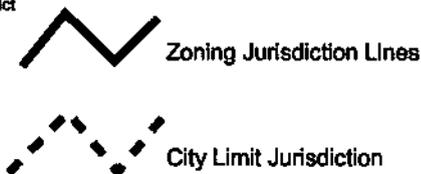


## Change of Zone #3358 SW 6th & W 'A' St.

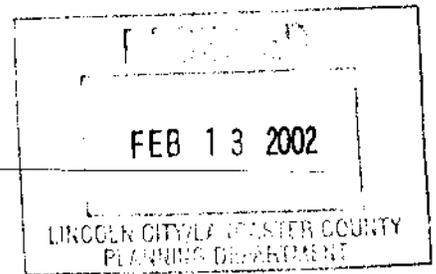
### Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conversion District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

One Square Mile  
Sec. 27 T10N R6E



# M e m o r a n d u m



[REDACTED]

**To:** Brian Will, Planning  
**From:** *Dennis Bartels*, Engineering Services  
**Subject:** Change of Zone 3358, Southwest 6th and A Street  
**Date:** February 13, 2002  
**cc:** Roger Figard  
Nicole Fleck-Tooze  
Randy Hoskins

Engineering Services has reviewed the proposed change of zone #3358 to change the zone of the property H4 to I1 located west of Southwest 6th north of West 'A' and finds it satisfactory. It is noted that the existing street system in West 'A' and Southwest 6th is "substandard" in regard to design standards for industrial zoning or the existing H4 zoning. Paving does not exist on West 'B' or Southwest 5th in the area of the rezoning.

**LINCOLN-LANCASTER COUNTY HEALTH DEPARTMENT  
INTER-OFFICE COMMUNICATION**

**TO:** Brian Will

**DATE:** 2/25/2002

**DEPARTMENT:** Planning

**FROM:** Chris Schroeder

**ATTENTION:**

**DEPARTMENT:** Health

**CARBONS TO:** Bruce Dart, Director  
EH File  
EH Administration

**SUBJECT:** CZ #3358

The Lincoln-Lancaster County Health Department (LLCHD) has reviewed the proposed change of zone, #3358 for negative public health impacts. The following is noted:

- While the LLCHD does not advocate or endorse industrial zoning adjacent to residential zoning, the LLCHD does not view the requested change of zone from H-4 to I-1 as a serious threat to public health.

If you have any questions, please contact me at 441-6272.