

FACTSHEET

TITLE: PRELIMINARY PLAT NO. 02019, TAMARIN RIDGE, requested by Brian D. Carstens and Associates on behalf of Susan and Donald Brouse, Thomas Folsom and National Bank of Commerce Trust and Savings Association, for approximately 78 lots and 2 outlots, on property generally located southwest of the intersection of South 27th Street and Porter Ridge Road.

STAFF RECOMMENDATION: Conditional Approval.

ASSOCIATED REQUESTS: Change of Zone No. 3381 (03-31); Special Permit No. 1988, Tamarin Ridge Community Unit Plan (03R-38); Special Permit No. 1989 (03R-40); and Use Permit No. 147 (03R-41).

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 12/11/02
Administrative Action: 12/11/02

RECOMMENDATION: Conditional Approval, with amendments adding Conditions #1.3 and #1.4 (8-0: Carlson, Newman, Larson, Duvall, Bills-Strand, Taylor, Steward and Schwinn voting 'yes'; Krieser absent).

FINDINGS OF FACT:

1. This preliminary plat and the associated change of zone, community unit plan, planned service commercial area and use permit were heard at the same time before the Planning Commission on December 11, 2002.
2. The original staff recommendation to defer these applications was based upon the "Analysis" as set forth on p.8-10, concluding that with minor modifications, the associated change of zone, special permit for C.U.P., special permit for planned service commercial and use permit are consistent with the Zoning Ordinance and Comprehensive Plan. However, additional information concerning grading, drainage and traffic improvements must be provided before it can be determined if the preliminary plat complies with all applicable standards.
3. Subsequent to issuance of the initial staff report and recommendation of deferral, the staff and the applicant were able to reach agreement regarding the grading, drainage and traffic improvements on this preliminary plat, and at the public hearing on December 11, 2002, the Planning staff revised the recommendation on this preliminary plat to conditional approval, as set forth in the staff report dated November 25, 2002. The conditions of approval are found on p.10-12.
4. Testimony in support is found on p.13-16, including the applicant's proposed amendments to add Conditions #1.3 and #1.4:
 - 1.3 The applicant submits revised centerline profiles for South 27th Street, Tamarin Ridge Road and Kendra Lane for review and approval by Public Works and Utilities.
 - 1.4 The applicant submits a revised Traffic Impact Analysis for Tamarin Ridge for review and approval by Public Works and Utilities.

(See Minutes, p.14 and p.32). The staff agreed with the additional conditions of approval.
5. There was no testimony in opposition; however, the Woodbridge Limited Partnership and the Lincoln Housing Authority object to the 22nd Street connection required in the preliminary plat (See Minutes p.11).
6. On December 11, 2002, the Planning Commission agreed with the revised staff recommendation and voted 8-0 to recommend conditional approval, with the amendments as requested by the applicant, adding Conditions #1.3 and #1.4. The Planning Commission **did not** delete the 22nd Street connection (See discussion in Minutes on p.17-18).
7. On December 12, 2002, a letter reflecting the action of the Planning Commission and the amended conditions of approval was sent to the applicant (p.2-5).
8. The Site Specific conditions of approval required to be completed prior to scheduling this application on the City Council agenda have been submitted by the applicant and approved by the reviewing departments.

FACTSHEET PREPARED BY: Jean L. Walker

DATE: February 3, 2003

REVIEWED BY: _____

DATE: February 3, 2003

REFERENCE NUMBER: FS\CC\2003\PP.02019 Tamarin Ridge

December 12, 2002

Brian D. Carstens and Associates
601 Old Cheney Rd., Ste. C
Lincoln NE 68512

Re: Preliminary Plat No. 02019
TAMARIN RIDGE

Dear Mr. Carstens:

At its regular meeting on Wednesday, **December 11, 2002**, the Lincoln-Lancaster County Planning Commission granted approval to your preliminary plat, **Tamarin Ridge**, located in the general vicinity of **southwest of the intersection of South 27th Street and Porter Ridge Road**, subject to the following conditions:

Site Specific:

1. After the subdivider completes the following instructions and submits the documents and plans and 6 copies to the Planning Department, the preliminary plat will be scheduled on the City Council's agenda: (NOTE: These documents and plans are required by ordinance or design standards.)
 - 1.1 Revise the preliminary plat to show:
 - 1.1.1 Lots 1-5 in Block 8.
 - 1.1.2 The Planning Commission approval block revised by deleting 'SPECIAL PERMITS, USE PERMIT, AND CHANGE OF ZONE'.
 - 1.1.3 The City Council approval block revised by deleting 'PRELIMINARY PLAT'.
 - 1.1.4 Revise the landscape plan by substituting Snowdrift Crabapple with Professor Springer Crabapple, and by substituting Red Oaks with Swamp White Oak.
 - 1.1.5 The following corrections noted in the L.E.S. review dated December 2, 2002: Utility easements; The correction to the language describing the 80' wide utility easement along the south boundary of the plat; The revision to General Note #6; and, Add General Note #19 that states 'ANY RELOCATION OF EXISTING FACILITIES WILL BE AT THE OWNER/DEVELOPER'S EXPENSE.'
 - 1.2 The applicant submits a revised grading and drainage plan for review and approval by Public Works and Utilities.

1.3 The applicant submits revised centerline profiles for South 27th Street, Tamarin Ridge Road and Kendra Lane for review and approval by Public Works and Utilities. (**Per Planning Commission, at the request of the applicant and agreed upon by staff: 12/11/02**)

1.4 The applicant submits a revised Traffic Impact Analysis for Tamarin Ridge for review and approval by Public Works and Utilities. (**Per Planning Commission, at the request of the applicant and agreed upon by staff: 12/11/02**)

2. The City Council approves associated requests:

2.1 Change of Zone #3381.

2.2 Special Permit #1988 for C.U.P.

2.3 Special Permit #1989 for Planned Service Commercial in H-4.

2.4 Use Permit #147.

General:

3. Final Plats will be scheduled on the Planning Commission agenda after:

3.1 The subdivider has completed or posted a surety to guarantee the completion of the public streets, private roadway improvements, sidewalks, sanitary sewer system, water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs.

3.2 The subdivider has signed an agreement that binds the subdivider, its successors and assigns:

3.2.1 To submit to the Director of Public Works a plan showing proposed measures to control sedimentation and erosion and the proposed method to temporarily stabilize all graded land for approval.

3.2.2 To complete the private improvements shown on the preliminary plat and Special Permits.

3.2.3 To maintain the outlots and private improvements on a permanent and continuous basis. However, the subdivider may be relieved and discharged of this maintenance obligation upon creating in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance. The subdivider shall not be relieved of such maintenance obligation until the document or documents creating said property

owners association have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

- 3.2.4 To continuously and regularly maintain the street trees along the private roadways and landscape screens.
- 3.2.5 To submit to the lot buyers and home builders a copy of the soil analysis.
- 3.2.6 To pay all improvement costs except the City will subsidize an amount equal to one-half the cost of an 8" equivalent water main along the South 27th Street frontage adjacent to the H-4 and O-3, and one-half the cost of a 6" equivalent water main along the R-4
- 3.2.7 To comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.
- 3.2.8 To protect the trees that are indicated to remain during construction and development.
- 3.2.9 To properly and continuously maintain and supervise the private facilities which have common use or benefit, and to recognize that there may be additional maintenance issues or costs associated with providing for the proper functioning of storm water detention/retention facilities as they were designed and constructed within the development, and that these are the responsibility of the land owner.
- 3.2.10 To relinquish the right of direct vehicular access to Tamarin Ridge Road between the 25' wide access easement across Lots 4 and 5, Block 1 east to South 27th Street; and to South 27th Street except as shown on the plat.

The findings of the Planning Commission will be submitted to the City Council for their review and action. You will be notified by letter if the Council does not concur with the conditions listed above.

You may appeal the findings of the Planning Commission to the City Council by filing a notice of appeal with the City Clerk. The appeal is to be filed within 14 days following the action by the Planning Commission. You have authority to proceed with the plans and specifications for the installation of the required improvements after the City Council has approved the preliminary plat. If you choose to construct any or all of the required improvements prior to the City's approval and acceptance of the final plat, please contact the Director of Public Works before proceeding with the preparation of the engineering plans and specifications. If the required minimum improvements are not installed prior to the City Council approving and accepting any final plat, a bond or an approved Agreement of Escrow of Security Fund is required.

The approved preliminary plat is effective for only ten (10) years from the date of the City Council's approval. If a final plat is submitted five (5) years or more after the effective date of the preliminary plat, the City may require that a new preliminary plat be submitted. A new preliminary plat may be required if the subdivision ordinance or the design standards have been amended.

You should submit an ownership certificate indicating the record owner of the property included within the boundaries of the final plat when submitting a final plat.

The Subdivision Ordinance requires that there be no liens of taxes against the land being final platted and that all special assessment installment payments be current. When you submit a final plat you will be given forms to be signed by the County Treasurer verifying that there are no liens of taxes and by the City Treasurer verifying that the special assessment installment payments are current.

Sincerely,

J. Greg Schwinn, Chair
City-County Planning Commission

cc: Owner
Public Works - Dennis Bartels
LES
Alltel Communications Co.
Cablevision
Fire Department
Police Department
Health Department
Parks and Recreation
Urban Development
Lincoln Public Schools
County Engineers
City Clerk
File (2)

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

This is a combined staff report for related items. This report contains a single background and analysis section for all items. However, there are separate conditions provided for each individual application.

P.A.S.: Change of Zone #3381 **DATE:** November 25, 2002
Special Permit #1988 for C.U.P.
Preliminary Plat #02019 - Tamarin Ridge
Special Permit #1989 for Planned Service Commercial in H-4
Use Permit #147

****As Revised by Staff and Approved by Planning Commission: 12/11/02****

SCHEDULED PLANNING COMMISSION MEETING: December 11, 2002

PROPOSAL: CZ#3381 - A change of zone from AG to R-3, R-4, P, H-4 and O-3.

SP#1988 - To allow a community unit plan for 70 single-family lots and two lots for 321 multiple-family units.

PP#02016 - Creates 78 lots and two outlots.

SP#1989 - To allow 115,000 square feet of office/commercial floor area including an automobile dealership.

UP#147 - To allow 26,500 square feet of office floor area including 4,500 square feet of floor area for a drive-thru bank facility.

LAND AREA: Approximately 78.52 acres.

CONCLUSION: With minor modifications, this change of zone, special permit for C.U.P., special permit for planned service commercial and use permit are consistent with the Zoning Ordinance and Comprehensive Plan. However, additional information concerning grading, drainage and traffic improvements must be provided before it can be determined if the preliminary plat complies with all applicable standards.

RECOMMENDATION:

Preliminary Plat #02019, Tamarin Ridge

Deferral

Revised to Conditional Approval: 12/11/02

GENERAL INFORMATION:

LEGAL DESCRIPTION:

Change of Zone #3381 - See attached.
Special Permit #1988 for C.U.P. - See attached.
Preliminary Plat #02019 - Tamarin Ridge - See attached.
Special Permit #1989 for Planned Service Commercial in H-4 - See attached.
Use Permit #147 - See attached.

LOCATION: Southwest of the intersection of South 27th Street and Porter Ridge Road.

APPLICANT/

CONTACT: Brian Carstens
Brian D. Carstens and Associates
601 Old Cheney Road, Suite C
Lincoln, NE 68512 (402) 434-2424

OWNERS: Susan and Donald Brouse Thomas Folsom
6501 Campbell Drive 2186 Lakewood Drive
Lincoln, NE 68510 New Brighton, MN 55112
(402) 488-7328 (612) 339-7925

National Bank of Commerce Trust and Savings Association
c/o United Farm and Ranch Management
1248 O Street Suite 700
Lincoln, NE 68508 (402) 434-4498

EXISTING ZONING: AG Agriculture

EXISTING LAND USE: Agriculture

SURROUNDING LAND USE AND ZONING:

North:	Commercial, Residential, Vacant	R-4, O-3, and B-2
South:	Vacant	R-3
East:	Commercial, Utility Substation, Vacant	P, R-3, H-4
West:	Residential	R-3

COMPREHENSIVE PLAN SPECIFICATIONS:

Page F25 - This area is designated for residential and commercial land use on the Future Land Use Map.

Page F27 - This area is shown within the City's Future Service Limit.

HISTORY: Preliminary Plat was submitted **September 13, 2002.**
Planning Director's letter was sent **October 15, 2002.**

Revised preliminary plat was submitted **November 12, 2002**.

UTILITIES: This site is located within the City's Future Service Limit, and City water and sewer service can be provided. Electricity, telephone and cable service can also be provided.

TRAFFIC ANALYSIS: South 27th Street is considered a minor arterial in the Comprehensive Plan at this location. Access from South 27th Street to this site is provided by both Tamarin Ridge Road and by Kendra Lane.

Connections to local streets to the north and west are shown, as are connections to the proposed streets that are shown in the approved preliminary plat of Stone Ridge Estates adjacent to the south.

ANALYSIS:

1. Several revisions must be made to the drainage plan before it will meet standards and can be approved. Those changes must be shown on the preliminary plat. The list of those items is included in the attached review from Public Works and Utilities.
2. A traffic study was included with the re-submittal of the plat, and it identifies a sight-distance problem at the intersection of South 27th Street and Tamarin Ridge Road. This issue must be addressed prior to consideration of this plat by the Planning Commission as it could result in relocation of the street. A change of that magnitude would be significant and would require additional review by staff. It would also change the legal descriptions for the change of zone, special permits and use permit, and new public notice would be required to reflect these changes.
3. Other issues have been raised by the traffic study that are not fully addressed with the preliminary plat, as noted in the attached review by Public Works and Utilities. These items must be corrected before the plat is acted on by the Planning Commission. Once the traffic issues have been addressed, a formal agreement must be prepared to reflect the developer's obligation for traffic improvements to the surrounding arterial street system.
4. To allow for adequate vehicle stacking at the intersection of Tamarin Ridge Road and South 27th Street, access to Tamarin Ridge Road must be relinquished between the 25' wide access easement and South 27th Street.
5. Utilities: Water - This development will be responsible for one-half the cost of an 8" equivalent water main along the South 27th Street frontage adjacent to the H-4 and O-3, and for one-half the cost of a 6" equivalent water main along the R-4.
Sewer - It was noted in the Director's Letter that the required information to determine sewer depth was not provided. The resubmittal indicates grading has been revised but it still does not provide enough information to make a determination. If the sewer depth exceeds the maximum allowed depth, it will require a waiver to design standards to be allowed.
6. The layout of the H-4, O-3 and R-4 is intended to provide compatibility with surrounding land uses and serve as a transition between commercial and residential uses. Tamarin Ridge Road

marks the boundary between the commercial development extending along South 27th Street from the intersection at Pine Lake Road and the residential development approved in Stone Ridge Estates south of this project. Specifically, the apartments on Lot 6, Block 1, and the office uses on Lot 5, Block 1, are included to provide a transition and to reduce the pressure for additional commercial uses.

7. Waivers to front, side, and rear yard setbacks are requested in the H-4. The side yards are adjacent to either existing commercial uses, or to commercial uses being proposed as part of this project, and the impact of this waiver is minimal.

After an additional 60' of right-of-way is dedicated for South 27th Street, the reduced front setback from 50' to 40' is consistent with that of the existing commercial buildings to the north.

A waiver to the rear setback from 50' to 30' is requested along the R-4 and H-4 zoning boundary. However, this waiver is not appropriate unless additional screening is provided to mitigate the impact of H-4 adjacent to R-4. The landscape plan shows the landscape screen required of all apartment complexes, and also shows a 6' fence which acts as the required screen for the H-4. To compensate for the reduced setback, an additional landscape screen should be provided on the H-4 to act as an additional buffer. This additional screen can be designed to take advantage of the change in grade along the boundary and help provide a more effective buffer.

8. A waiver to building height in the R-4 is requested to allow apartment buildings up to 45' in height. This request is appropriate if the setback from the property line is increased one foot for every one foot a building exceeds the allowed maximum height. This allows the taller buildings to be built, but in a way that provides the appearance that the buildings are at a scale consistent with the surrounding neighborhood.
9. Cross-access between Tamarin Ridge Road and Kendra Lane is important to allow internal circulation among the office and commercial uses in the H-4 and O-3. This is accomplished by including a 25' access easement across Lot 4, Block 1. A note has been added to the site plan that states the owner has the right to prohibit vehicular access across this lot during non-business hours. This is acceptable provided the hours of 11 p.m. to 7 a.m. are added to the note, consistent with the O-3 General Note #3.
10. The O-3 serves as a transition, and must be developed in a way that provides compatibility with adjacent residential uses. The architectural requirements in LMC Section 27.28.020 (a) of the R-T district were designed for this purpose, and if applied to the O-3 would ensure compatible development.
11. A waiver to defer the approval of site plans, sign plans and landscape plans until the time of building permits is requested to allow flexibility in the design of the layout in the R-4, O-3, and H-4. Granting this waiver is appropriate, provided it is a condition of approval.
12. A recreation plan is required by the Design Standards for the C.U.P. In their review of this project, Parks and Recreation suggested that the recreation facilities collocate with the

proposed elementary school/park site. The recreation facilities located at the school are appropriate for older children and adults. However, facilities to accommodate small children should also be located on the site with the apartments so small children are not required to cross the street to reach play facilities, and so they can have a play area separate from the bigger kids.

13. In the L.E.S review of this plat it is noted that additional utility easements must be provided, the language identifying the 80' wide transmission easement must be corrected, and the General Notes must be revised.

CONDITIONS:

Preliminary Plat #02019

Site Specific:

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 - 1.1.1 Lots 1-5 in Block 8.
 - 1.1.2 The Planning Commission approval block revised by deleting 'SPECIAL PERMITS, USE PERMIT, AND CHANGE OF ZONE'.
 - 1.1.3 The City Council approval block revised by deleting 'PRELIMINARY PLAT'.
 - 1.1.4 Revise the landscape plan by substituting Snowdrift Crabapple with Professor Springer Crabapple, and by substituting Red Oaks with Swamp White Oak.
 - 1.1.5 The following corrections noted in the L.E.S. review dated December 2, 2002: Utility easements; The correction to the language describing the 80' wide utility easement along the south boundary of the plat; The revision to General Note #6; and, Add General Note #19 that states 'ANY RELOCATION OF EXISTING FACILITIES WILL BE AT THE OWNER/DEVELOPER'S EXPENSE.'
 - 1.2 The applicant submits a revised grading and drainage plan for review and approval by Public Works and Utilities.
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1.4 The applicant submits a revised Traffic Impact Analysis for Tamarin Ridge for review and approval by Public Works and Utilities. (**Per Planning Commission, at the request of the applicant and agreed upon by staff: 12/11/02**)

2. The City Council approves associated requests:

2.1 Change of Zone #3381.

2.2 Special Permit #1988 for C.U.P.

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2.4 Use Permit #147.

General:

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3.2.2 To complete the private improvements shown on the preliminary plat and Special Permits.

3.2.3 To maintain the outlots and private improvements on a permanent and continuous basis. However, the subdivider may be relieved and discharged of this maintenance obligation upon creating in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance. The subdivider shall not be relieved of such maintenance obligation until the document or documents creating said property owners association have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

- 3.2.4 To continuously and regularly maintain the street trees along the private roadways and landscape screens.
- 3.2.5 To submit to the lot buyers and home builders a copy of the soil analysis.
- 3.2.6 To pay all improvement costs except the City will subsidize an amount equal to one-half the cost of an 8" equivalent water main along the South 27th Street frontage adjacent to the H-4 and O-3, and one-half the cost of a 6" equivalent water main along the R-4
- 3.2.7 To comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.
- 3.2.8 To protect the trees that are indicated to remain during construction and development.
- 3.2.9 To properly and continuously maintain and supervise the private facilities which have common use or benefit, and to recognize that there may be additional maintenance issues or costs associated with providing for the proper functioning of storm water detention/retention facilities as they were designed and constructed within the development, and that these are the responsibility of the land owner.
- 3.2.10 To relinquish the right of direct vehicular access to Tamarin Ridge Road between the 25' wide access easement across Lots 4 and 5, Block 1 east to South 27th Street; and to South 27th Street except as shown on the plat.

Prepared by:

Brian Will, AICP,
Planner

**CHANGE OF ZONE NO. 3381;
SPECIAL PERMIT NO. 1988,
TAMARIN RIDGE COMMUNITY UNIT PLAN;
PRELIMINARY PLAT NO. 02019, TAMARIN RIDGE;
SPECIAL PERMIT NO. 1989 FOR PLANNED/SERVICE COMMERCIAL;
and
USE PERMIT NO. 147 FOR OFFICE/MEDICAL/FINANCIAL**

PUBLIC HEARING BEFORE PLANNING COMMISSION:

December 11, 2002

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

Staff recommendation: Deferral, revised on 12/11/02 to approval of the change of zone and conditional approval of the community unit plan, preliminary plat, Special Permit No. 1989 and Use Permit No. 147.

Proponents

1. Jerry Slusky, attorney with the Omaha law firm of Gross, Welch, testified on behalf of the applicant and owners. This is a gorgeous 80 acre parcel sitting in one of the hottest areas for development in Lincoln. With the engagement of the engineering firm of Brian Carstens and Associates and other professionals, they have been working diligently with the city departments to pull together a mixed use plan that would be beneficial to the city and to attempt to transition the various uses within the plan from fairly intense commercial use of retail/automotive, working toward the residential to the south and to the west. There were a number of users that came forward that the applicant has been able to incorporate into the site.

In the northeast corner, the larger parcel (two outlots do not have identified users) has been identified and is under contract with Sid Dillon Enterprises to move their dealerships out to this site. Nissan is driving that decision to have them open a new dealership. They are putting together the site which fits the automotive uses and the city's master plan, buffering it enough from the adjacent west and south multi-family. Slusky believes this is a very sensible plan which balances the interests of the city, the automotive use and the developer.

Slusky advised that there are several banks interested in the retail use to the south as a drive-thru facility.

Slusky also observed that there is a lot of interest in the multi-family development. They anticipate having some sort of arrangement put together in the next several months.

Slusky further suggested that the LPS site will serve a crying need in this area for an additional public elementary school. By putting the school into the fabric of the mixed use development, the attempt has been to balance the LPS interest into this equation by finding a way to get a major access at 27th and

Tamarin Ridge Road with possibly a stop light. There was some issue with the sight line coming over the hill and that has been adjusted recently.

Slusky advised that the single family area is under contract with Krueger Development with single family transitioning to the multi-family to the north. There is an issue about whether to leave the 22nd Street stub connected to the north. This developer does not care and Mr. Krueger does not care. It might be preferable to not connect it. However, the developer would like to continue to proceed with this project making it ready for grading and infrastructure work immediately in the spring. Within the next couple of years, Lincoln would have the addition of a new school, several new single family homes, several hundred multi-family units, auto dealers and some retail.

2. Brian Carstens also testified on behalf of the applicant/owners, stating that he has been working with Public Works on the street profile for So. 27th Street. Carstens submitted the following motions to amend the conditions of approval:

Special Permit No. 1988:

2. This approval permits ~~394~~ 441 dwelling units. Waivers to maximum height from 35' to 45', and to defer the review and approval of site plans, ground signs and required landscape plans until the time of building permits, are approved for the multiple-family buildings in the R-4.

Preliminary Plat No. 02019:

- 1.3 The applicant submits revised centerline profiles for South 27th Street, Tamarin Ridge Road and Kendra Lane for review and approval by Public Works and Utilities.
- 1.4 The applicant submits a revised Traffic Impact Analysis for Tamarin Ridge for review and approval by Public Works and Utilities.

Special Permit No. 1989:

- 1.1.3 The H-4 General Note #13 modified to state "...DURING NON-BUSINESS HOURS, ~~11 P.M.~~ 8:00 P.M. TO 7 A.M."
- 1.1.4 The H-4 General Note #3 modified to state "...8:00 P.M. to 7:00 A.M."
- 1.1.5 The H-4 General Note #15 modified to state "...ON THE AUTO DEALERSHIP LOT ONLY." MENU BOARD SPEAKERS ON DRIVE THRU'S SHALL BE PERMITTED.

1.1.6 The H-4 General Note #14 modified to state, “OVERHEAD doors that open into mechanic/service bays on the south and west sides of the building SHALL BE 100% SCREENED WITH CONIFEROUS TREES, AT LEAST AS HIGH AND TWICE THE WIDTH OF SAID DOOR AT TIME OF PLANTING. Doors for showroom access, new car prep or delivery area ARE EXEMPT FROM THIS SCREENING REQUIREMENT.

Carstens believes that staff is in agreement, except for Condition #1.1.6 of the planned service commercial Special Permit No. 1989.

Carstens explained that the proposed project has 441 dwelling units, which is the maximum allowable.

The requested amendment to Condition #1.1.3 of Special Permit No. 1989 is to clarify the common access easement through the dealership site. That common access easement will allow some of the internal trips to get up to the north. The dealership was concerned about this situation after business hours. The amendment to Condition #1.1.3 allows them to close some gates after their business hours.

Condition #1.1.5 of Special Permit No. 1989 has to do with the provision that there be no outdoor speakers permitted in the H-4 district. This provision was just for the automobile dealership. This condition clarifies that the provision about outdoor speakers only applies to the dealership lot in this project.

The condition at issue with staff is proposed Condition #1.1.6 of Special Permit No. 1989. The application originally had a general note that there be no overhead doors on the dealership building to the south or west toward the apartments. The proposed Condition #1.1.6 will provide that the “...overhead doors that open into mechanic/service bays on the south and west sides of the building shall be 100% screened, with coniferous trees, at least as high and twice the width of said door at time of planting. The doors for showroom access, new car prep or delivery area are exempt from this screening requirement.” Carstens advised that this is the only issue that still needs to be worked out with the staff.

3. Scott Weiskamp, Director of Facilities for LPS, testified in support. He also expressed appreciation to the Planning Department in providing some foresight and direction for locating a school site. He also expressed an appreciation for the working relationship with Parks and Recreation. This joint venture has been a good one and the property owner and developer have been very cooperative in terms of some of the concerns and needs of the school regarding traffic flow and buffer zones. LPS does need a site in this area due to the significant growth south of Lincoln. The last elementary school built in this area was Cavett, which now has seven portables and some of the children are being bussed to inner city schools that are less crowded.

Carlson noted the trail along the south side. Carlson was attempting to get a sense of the walking and biking to the service area. Weiskamp stated that the general neighborhood footprint area that the school would serve would be a footprint of 14th Street to 27th Street and Pine Lake Road and probably even south of Yankee Hill Road in Wilderness Ridge. The trail proposed is not part of the formal city trail system, but would be an owner-managed and maintained trail system. LPS and the adjacent multi-

family owners will be promoting this trail. It would provide access to the park across 27th Street. Carlson has some concerns with regard to Cavett Elementary. He believes it is very difficult to walk into Cavett and he is hoping this layout will facilitate pedestrian access to the school site, etc. Weiskamp stated that LPS would recommend and promote trails to the school buildings, if possible. This trail extends to the west into Vavrina Meadows and to the east across 27th to the park area.

Steward inquired as to the design capacity for this school site. Weiskamp indicated that the educational specification has been around 525 students. LPS is beyond those numbers in the four newest ones, but that would be the ideal setting.

4. Tom Huston, 233 So. 13th, Suite 1900, appeared on behalf of **Woodbridge Limited Partnership** and the **Lincoln Housing Authority**. The Woodbridge Limited Partnership and LHA jointly constructed the Woodbridge project in the mid-1990's. That project contains 130 dwelling units of a mixed income. When the plat was approved by the City in the mid-1990's, his clients objected to any connection of So. 22nd Street to the development to the south. It was made known at that time and they continue with that objection today. Woodbridge was constructed to be a self-contained development because of the Helen Wood Drive address located to the east of the development. So. 22nd itself is a private street that meanders through Woodbridge development and the residents would still have full access to Pine Lake Road to the north and Helen Wood Drive to the south. Woodbridge also has many of its common facilities constructed adjacent to So. 22nd Street, including the clubhouse which is heavily used by all residents of the development and the mail kiosk is located thereby. Huston acknowledged that City design standards encourage connection of neighborhoods, but Huston's clients believe this development still complies if that 22nd Street connection is eliminated. The Helen Wood Drive access is more than adequate. Huston has worked with the developer and resolved some miscellaneous drainage issues, but the Housing Authority and Woodbridge Limited Partnership continue to object to the 22nd Street connection, continuing through Woodbridge.

Schwinn noted that the stub coming down to Woodbridge is not constructed. Schwinn wondered about a pedestrian easement instead of a street. Huston stated that his clients would agree with a pedestrian connection. They are concerned about the traffic and would be more than happy to make a pedestrian connection. Huston believes the proposal provides a great benefit to his clients and it helps the drainage situation. The new elementary school will be a great benefit to the neighborhood. Huston is only requesting that the street connection be eliminated and they would be glad to dedicate a pedestrian easement in lieu thereof.

There was no testimony in opposition.

Steward asked staff to respond to the amendments requested by the applicant. Brian Will of Planning staff concurred with the applicant's comments, including the objection by staff to Condition #1.1.6 of Special Permit No. 1989. The staff also recommends denial of the waiver of the rear yard setback from 50' to 30' in the H-4 district. One of the notes on the plan indicated that there would be no service doors to the south. The staff does not believe they can adequately mitigate. The staff recommends that the rear yard setback not be waived from 50' to 30' but rather, that the full setback be maintained as well as the landscaping requirements.

Schwinn confirmed that they have the ability to park cars in that setback.

Carlson inquired about the parking lot lighting on the car dealership. He does not see that addressed in the conditions of approval. He believes the dealerships on North 27th Street and I-80 have significantly brighter lights that light up the neighborhoods. Will clarified that this issue is covered on the notes on the site plan. The same conditions are being required here as in the Duteau permit across the street, that being that the lighting is required to be reduced during off-business hours.

Schwinn inquired whether staff would object to changing the So. 22nd Street connection to a pedestrian easement. Will indicated that the intent is for So. 22nd Street to be connected on down to the south. Staff would oppose removing this connection and would not be in agreement with a pedestrian connection in lieu thereof. The staff would urge that the street connection be made, both for the convenience of the development to the north and to maintain compliance with the Comprehensive Plan, which attempts to implement these street connections to facilitate access and reduce the load on arterial streets.

Schwinn inquired whether the requirement for the So. 22nd Street connection on this project will also be a requirement for any development to the north. Will answered in the affirmative.

Newman inquired as to the distance between Hazel Scott Drive and Helen Wood Drive. Will did not know. Will further explained that there will be a block length issue if the So. 22nd Street connection is not required. It will exceed the minimum block length allowed by subdivision ordinance and would require the advertising of a waiver.

Schwinn pointed out that the Comprehensive Plan also notes alternative modes of transportation.
Response by the Applicant

Carstens confirmed that the bike trail does connect to the bike trail system in Porter Ridge Park and also over to Vavrina Meadows.

The applicant will agree to comply with the 50' setback in and H-4 and will do the screening.

With regard to the So. 22nd Street connection, this applicant and Rick Krueger do not care if So. 22nd Street is put in or not. They would also agree with a pedestrian easement. Carstens disagrees that there would be a block length problem.

Ray Hill of Planning staff advised the Commission regarding the So. 22nd Street connection. If this connection is not required, that will be a waiver and this project will have to be held over until the additional waiver can be advertised because it does not meet the block length requirement. Hill demonstrated the issue at the map. Unless So. 22nd Street goes through, you don't have a street that breaks the block length. This waiver was not advertised.

Irrespective of the requirement, Steward expressed his concern for public safety in the fact that so much of what is north of this property in the area where the street is in question is multi-family. The access to emergency equipment is significantly improved by having the So. 22nd Street connection. Hill believes it is also a benefit to the people to the north because there will be a median in Pine Lake Road. Their only way in and out would be a right-in and right-out without the connection. The So. 22nd Street connection will allow circulation through the neighborhood. Very few people would want to go

through that area if going north because there is not a break in the median, so the staff did not see it as generating traffic from the south.

Carstens suggested that the Law Dept. will do a legal opinion on the block length issue and in the meantime, the applicant will agree to keep the So. 22nd Street connection to move this project along.

Public hearing was closed.

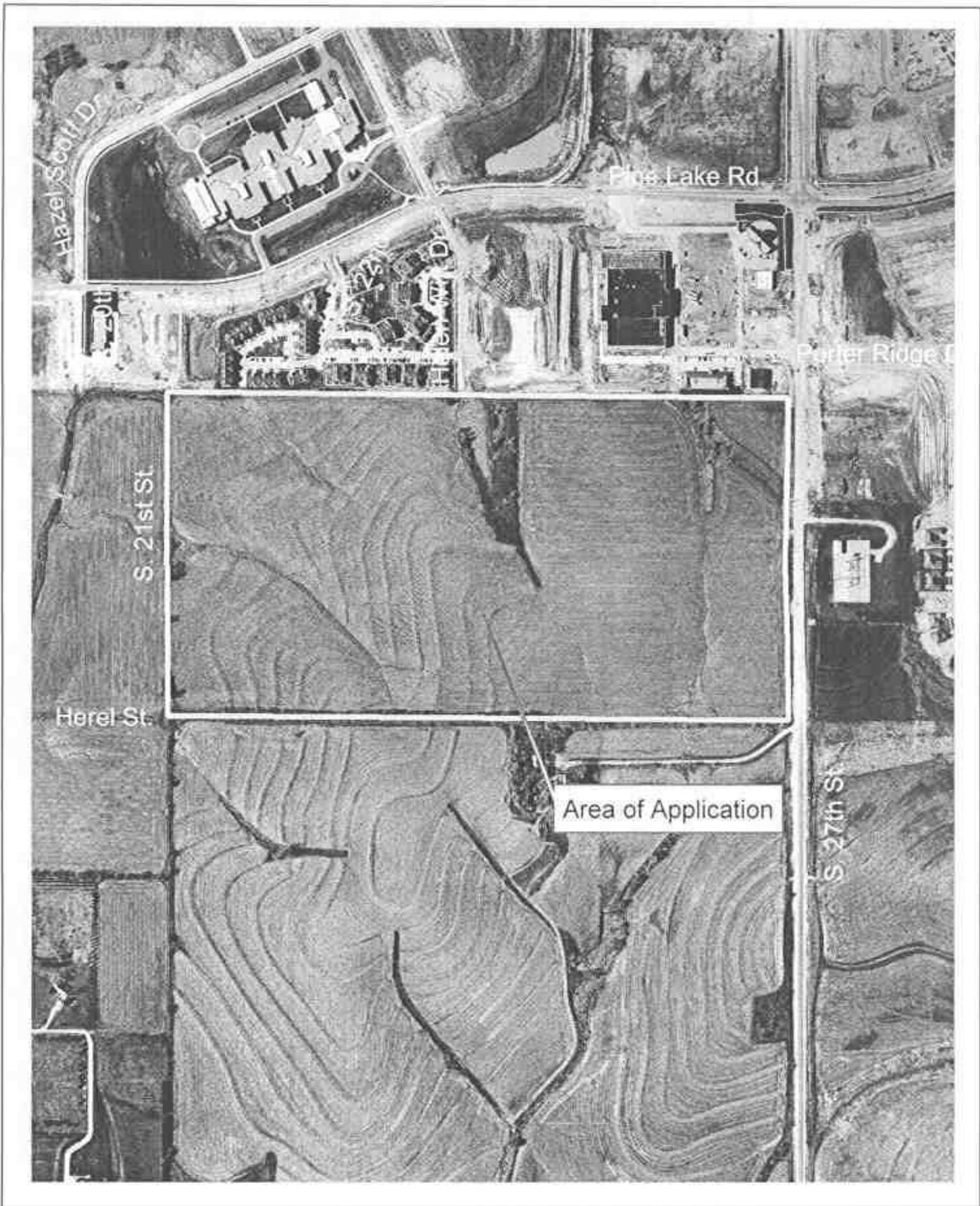
PRELIMINARY PLAT NO. 02019

TAMARIN RIDGE

ADMINISTRATIVE ACTION BY PLANNING COMMISSION:

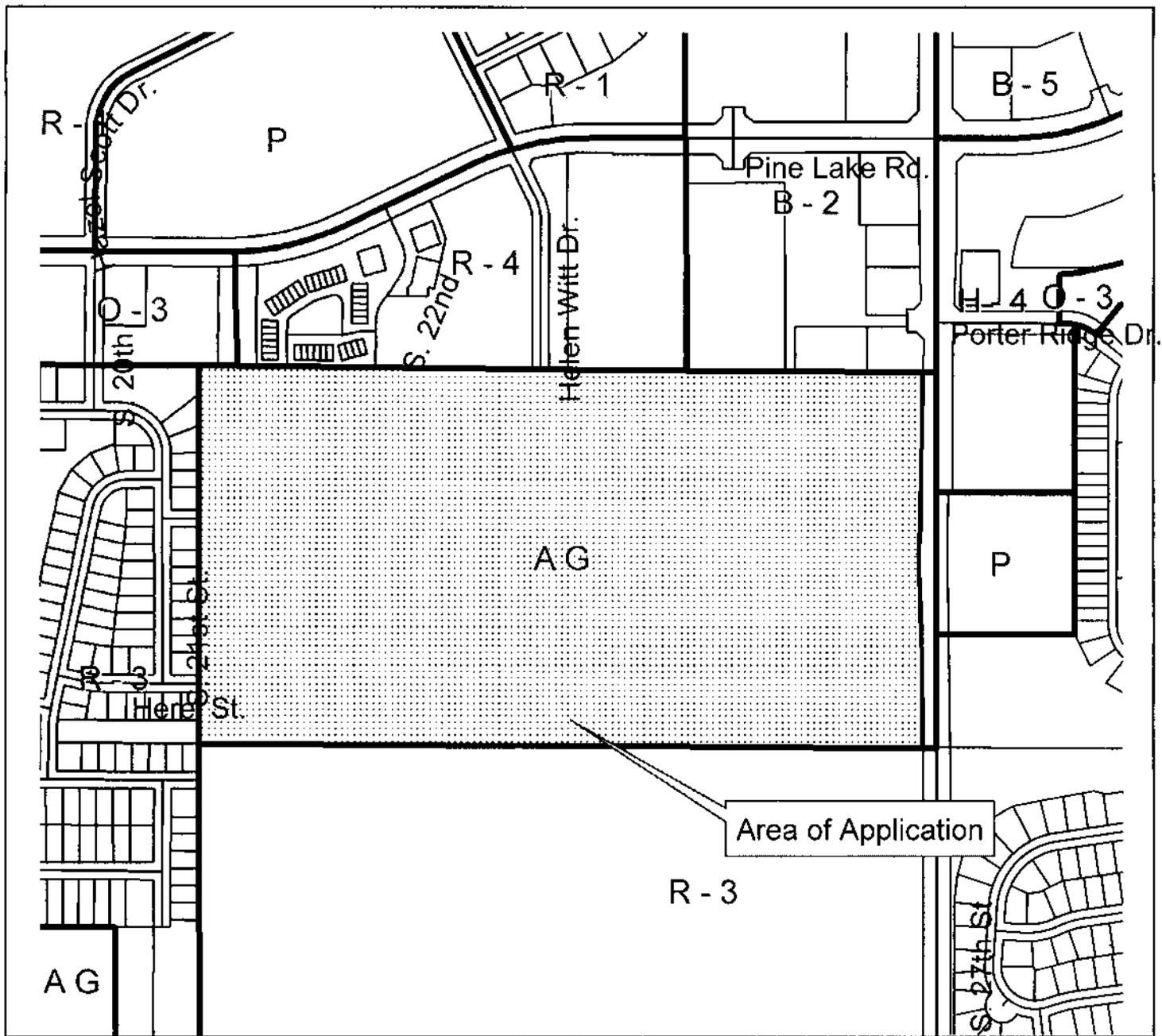
December 11, 2002

Carlson moved to approve the revised staff recommendation of conditional approval, with amendments to add Conditions #1.3 and #1.4, as requested by the applicant, seconded by Newman and carried 8-0: Carlson, Newman, Larson, Duvall, Bills-Strand, Taylor, Steward and Schwinn voting 'yes'; Krieser absent.



**Preliminary Plat #02019
Tamarin Ridge**



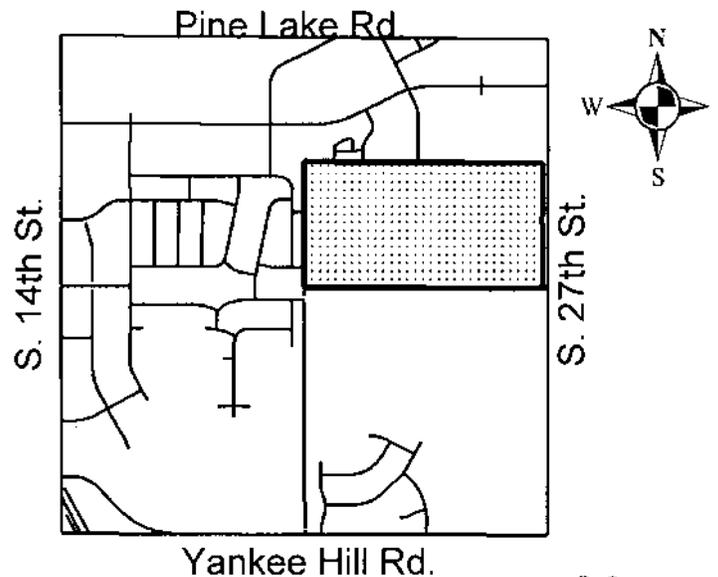
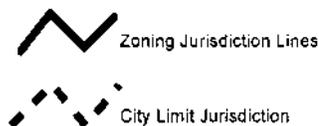


Preliminary Plat #02019 Tamarin Ridge

Zoning:

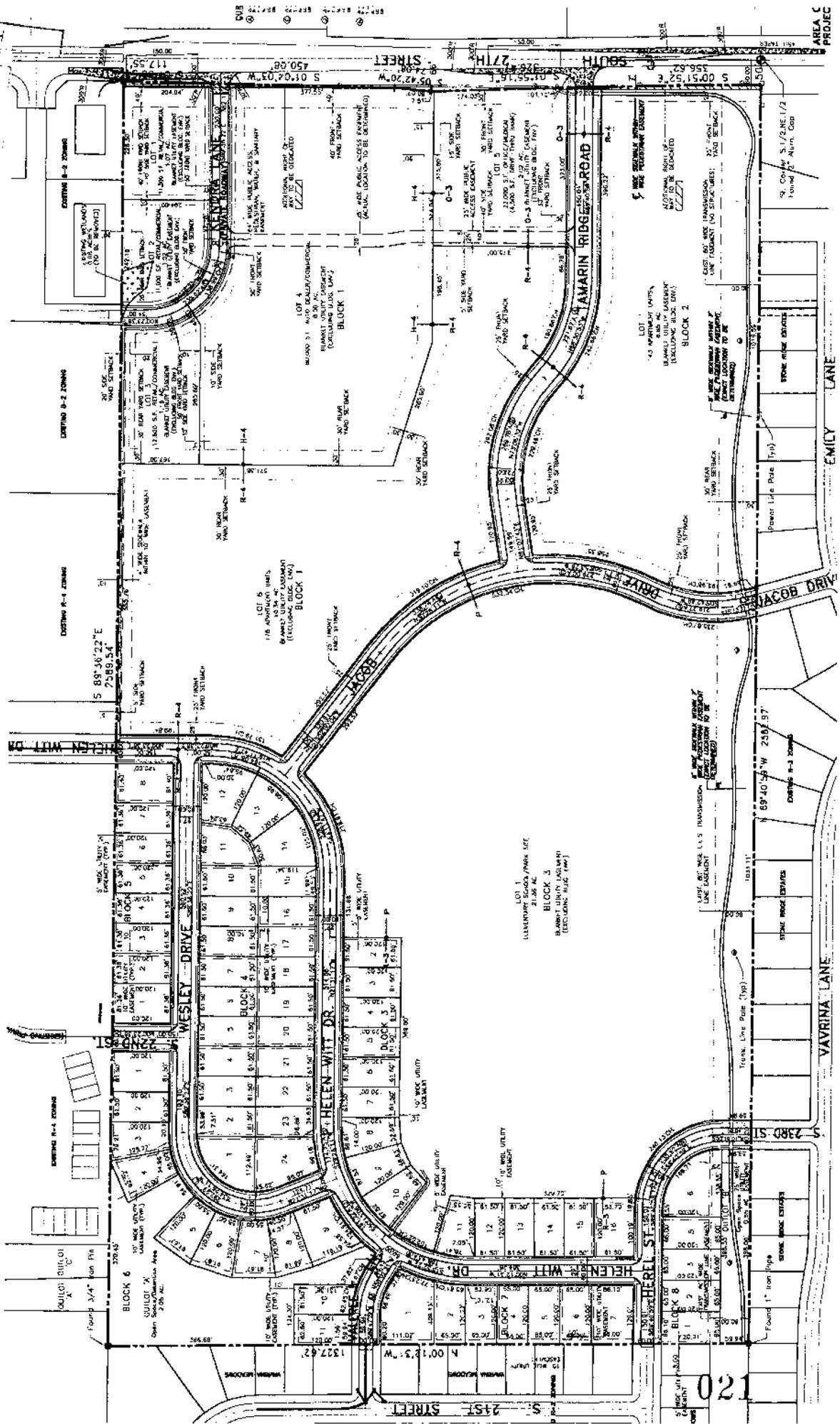
One Square Mile
Sec. 24 T9N R6E

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- R-C Residential Conservation 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



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PLANNING DEPARTMENT



AREA C
PROJEC

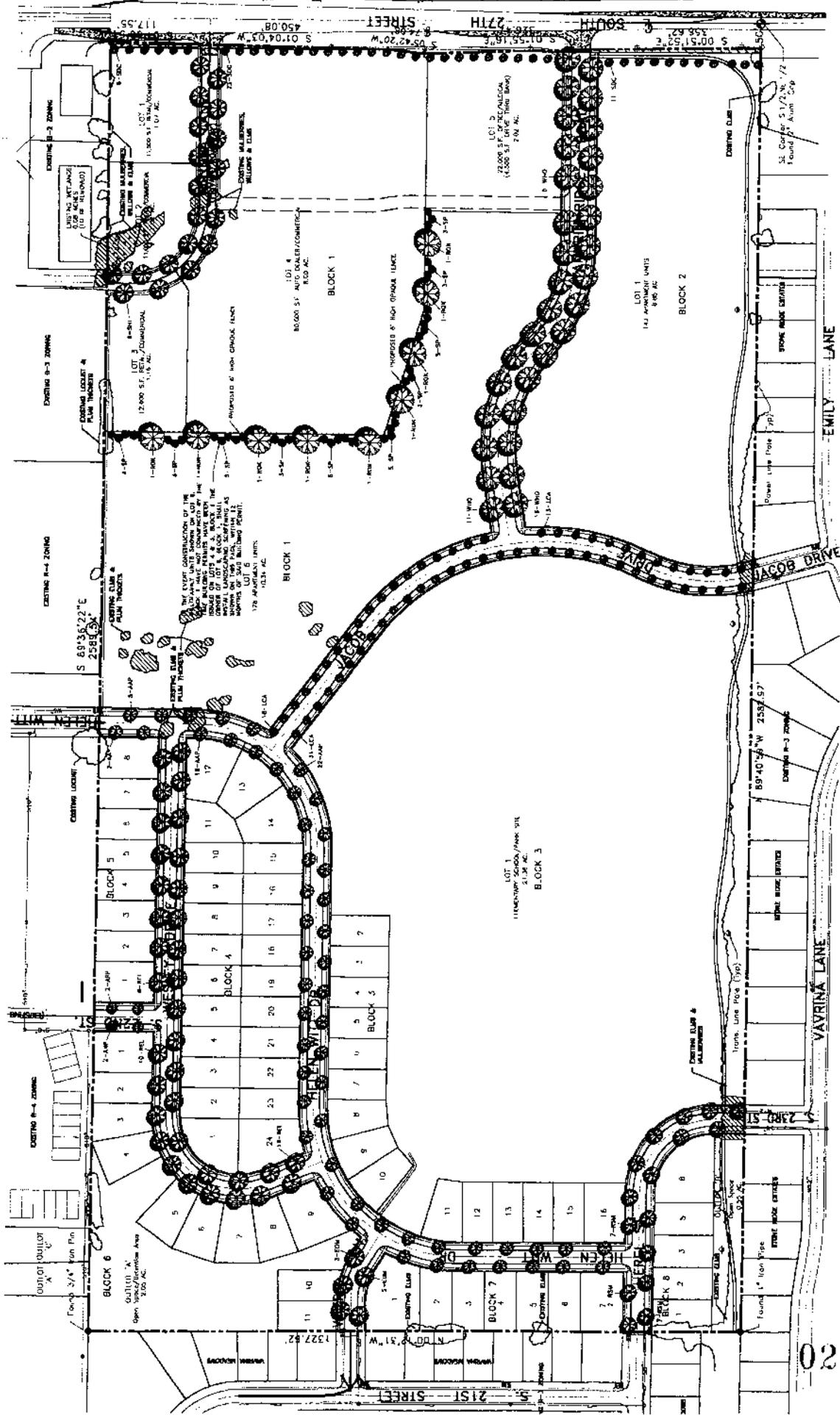
EMILY LANE

VAYRINA LANE

JACOB DRIVE

HELEN WITT DRIVE

120



LEGAL DESCRIPTION

Lot 32 of Irregular Tracts located in the South One-Half of the Northeast Quarter of Section 24, Township 9 North, Range 6 East of the 6th, P.M., Lancaster County, Nebraska and more particularly described as follows:

Referring to the Southeast corner of the South One-Half of the Northeast Quarter of said Section 24; THENCE in a Westerly direction, along the South line of the South One-Half of the Northeast Quarter of said Section 24, for a distance of 50.00 feet to the Southeast corner of said Lot 32 and Point of Beginning.

THENCE continuing on the last described course, of an assumed bearing of North 89 degrees 40 minutes 59 seconds West, for a distance of 2582.97 feet to the Southwest corner of said Lot 32

THENCE North 00 degrees 12 minutes 31 seconds West, along the West line of said Lot 32, for a distance of 1327.62 feet to the Northwest corner of said Lot 32

THENCE South 89 degrees 36 minutes 22 seconds East, along the North line of said Lot 32, for a distance of 2589.54 feet to the Northeast corner of said Lot 32

THENCE South 01 degrees 06 minutes 54 seconds West, along the East line of said Lot 32, for a distance of 117.55 feet

THENCE South 01 degrees 04 minutes 03 seconds West, along the East line of said Lot 32, for a distance of 450.08 feet

THENCE South 05 degrees 42 minutes 20 seconds West, along the East line of said Lot 32, for a distance of 74.08 feet

THENCE South 01 degrees 55 minutes 16 seconds East, along the East line of said Lot 32, for a distance of 326.47 feet

THENCE South 00 degrees 51 minutes 52 seconds East, along the East line of said Lot 32, for a distance of 356.62 feet to the Point of Beginning

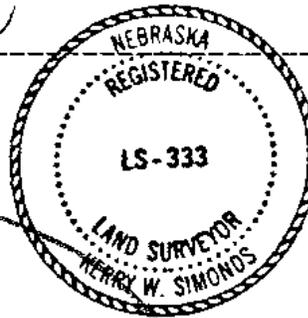
Together with and subject to covenants, easements, and restrictions of record.

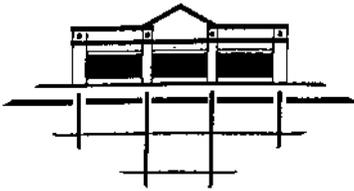
Said property contains 78.52 acres more or less.

SURVEYOR'S CERTIFICATE:

I HEREBY CERTIFY THAT THIS SURVEY WAS MADE UNDER MY DIRECT SUPERVISION AND THAT I AM A LICENSED SURVEYOR UNDER THE LAWS OF THE STATE OF NEBRASKA.

Kerry W. Simonds
KERRY W. SIMONDS, L.S. #333





BRIAN D. CARSTENS AND ASSOCIATES
LAND USE PLANNING RESIDENTIAL & COMMERCIAL DESIGN
601 Old Cheney Road, Suite C Lincoln, NE 68512 Phone: 402.434.2424

November 11, 2002

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

RE: TAMARIN RIDGE - SOUTH 27TH STREET AND PORTER RIDGE ROAD
CHANGE OF ZONE FROM 'AG' TO 'R-3', 'R-4', 'P', 'H-4' AND 'O-3' - #3381
PRELIMINARY PLAT - #02019
SPECIAL PERMIT FOR A 'COMMUNITY UNIT PLAN' - #1988
SPECIAL PERMIT FOR A 'PLANNED SERVICE/ COMMERCIAL DISTRICT' - #1989
USE PERMIT FOR AN 'OFFICE DISTRICT' - #147

Dear Marvin,

We are re-submitting the above mentioned project as per the letter from Planning Staff dated October 15, 2002. The following items have been revised:

1. The 6" water main in Herel Street has been revised to be shown as a 12" water main, as requested.
2. The water main in front of the commercial lots has been shown as a 8" water main, as requested.
3. The grading has been revised along the north boundary to allow for less fill over the proposed sanitary sewer, thus meeting design standards, as requested.
4. Lyle Loth has revised the grading and drainage plans as requested.
5. The traffic is attached with this submittal. The traffic study was prepared by the Schemmer & Associates.
6. Kendra Lane, the private roadway, has been widened to 33' wide, as requested.
7. We have shown a proposed centerline profile for the future 27th Street pavement improvements, as requested.
8. The traffic study identifies the acceptable distances. Our site plans show a larger distance for stacking between South 27th Street and the north/ south driveway.

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9. We acknowledge that the developer will be responsible for 1/2 the cost of a 3-lane suburban cross-section roadway adjacent to this project, along South 27th Street. Additional required improvements may be identified in the Traffic Study.
10. The possibility of prohibiting left turn movements from Tamarin Ridge onto South 27th Street is not acceptable to the developer. This needs to be a 3 way intersection, possibly signalized in the future, to accommodate the residents, businesses, and the elementary school.
11. We are still awaiting comments from Fire Prevention Division. Additional hydrants will be shown as required to meet design standards if necessary.
12. The Special Permit in the H-4 area, identifies the intended uses. Any changes to the land uses would require an administrative amendment or a full amendment to the Special Permit. The Health Department would have the opportunity to comment accordingly at that time.
13. Note # 17 has been added to the General notes stating "As much tree mass as possible shall be retained. Those trees that must be removed will be disposed of in an appropriate manner in accordance with Lincoln- Lancaster County Air Pollution Regulations and Standards."
14. The easements requested by Lincoln Electric System has been added and note # 6 has been revised to add the following "Blanket utility easements are hereby granted on all lots except building envelopes. Any construction or grade changes in LES transmission line easement corridors are subject to LES approval and must be in accordance with LES design and safety standards. Landscaping material selections within easement corridors shall follow established guidelines minimum clearance from utility facilities."
15. The statement "on future amendments" has been added to general note #4.
16. Note 9 of Use Permit General Notes and Note # 7 of Special Permit General Notes has been revised to state "The square footage in the land use tables shown on this page may be adjusted by administrative amendment."
17. The symbols/ abbreviations in the landscape table has been revised to match the correct symbol/ tree.
18. Note #5 has been added to the Community Unit Plan General Notes, to coordinate recreational facilities, as requested .
19. Valree Lane has been revised to Valeree Lane throughout the plat, as requested.

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20. The note on Lot 4, Block 1 (Auto-Dealer/Commercial) has been revised to add the following "Actual location to be determined with the approval of the site plan for the Special Permit." However, the future automobile dealership will construct gates across this access easement so that their site can be secured after business hours.
21. Density calculations have been provided for your review.
22. A table showing lots, outlots and blocks has been added to the plans.
23. General note #1 has been revised as noted, as requested.
24. Existing volunteer tree masses have been identified and shown on the landscape plan. Tree masses to be removed have been shaded and noted accordingly.
25. A land use table has been added to the plans, as requested.
26. A legend has been added to the plans, as requested.
27. The text identifying pedestrian sidewalks has been revised, as requested.
28. We have not added the general note as requested. We have been contacted by a banking institution that will require a building that exceeds the 5,000 square foot maximum footprint required with the 'R'-T' requirements. Also, the building may be taller than 21 feet. It is important to note that the adjacent apartment buildings to the south and west are much larger and have the potential to be 45 feet in height. There is an existing L.E.S. Substation immediately east of this site. Therefore, this request seems unnecessary with the existing and proposed land uses adjacent to the site.
29. The rear yard setback along the rear property line for Lot 5, Block 1 has been revised as requested.
30. The location of the proposed driveway on Lot 4, Block 1 has been revised to allow for a proper slope. Lincoln Public Schools has entered into a purchase agreement. Attachments were included in the agreement, including the grading plan. The grading plan with this re-submittal and their agreement are the same.
31. A dimension has been added to the east property line of Lot 5, Block 1 as requested.
32. The front yard setback on the residential lots have been removed as requested.
33. We have located some potential, 3 story, 24 unit apartment buildings, to show that there is room for them along the north side of Tamarin Ridge Road, immediately south of the proposed auto dealership.

34. A 6 foot high solid opaque fence will be installed along the property line between the auto dealership and the apartment site. The requested waiver only affects our development. Potential purchasers of Lot 6, Block 1 will know the auto dealership is planned. Additional landscaping is shown on the apartment site to enhance the screening. Planting of the landscape screening on the auto dealership side of the fence is not really an enhancement to the adjacent apartment site.
35. A. This requirement is not acceptable to the owner/ developer. As per my meeting with Brian Will and Steve Henrichsen, we have shown additional landscape screening on the apartment site. We will agree to plant that landscape screen within 2 years of occupancy of the auto dealership.
- B. Note #3 has been revised as requested.
- C. Note # 3 has been revised as requested.
- D. Note #3 has been revised as requested.
- E. Note #14 has been added to address the overhead doors as requested.
- F. Note #15 has been added to address the outdoor speakers as requested.
- G. Note #16 has been added to address lighted bands and signage as requested.

Standard items 1, 2.1-2.7, 2.9-2.11 are agreeable to the owner/ developer, as those items are required by adopted subdivision regulations. However, the construction of the sidewalk in the pedestrian easement in Lot 6, Block 1 may not be appropriate at the time of construction of Helen Witt Drive, as a more desirable location may be found when the final apartment and H-4 retail site plans are prepared.

We look forward to scheduling this project onto the Planning Commission's agenda as soon as possible. Please feel free to contact me if you have any further questions.

Sincerely,



Brian D. Carstens

cc. Tom Folsom, Sue Brouse, Mark A. Kisker- Wells Fargo Trust, Jerry Slusky- Gross & Welch

Enclosures:

- 5 Sets of Sheets 1 through 6
- 8-1/2 x 11 Reductions of the Plans
- 5 Copies of the Traffic Impact Analysis

M e m o r a n d u m

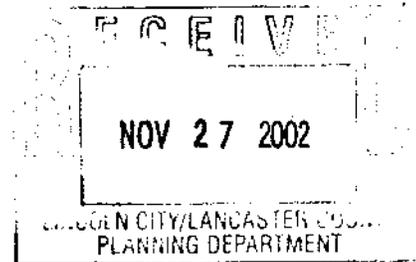
To: Brian Will, Planning Department

From: *MB* Dennis Bartels, Public Works and Utilities
CB Chad Blahak, Public Works and Utilities

Subject: Tamarin Ridge Preliminary Plat

Date: November 27, 2002

cc: Randy Hoskins
 Dennis Bartels
 Nicole Fleck-Tooze
 Devin Biesceker



Engineering Services has reviewed the re-submitted preliminary plat and use permit for Tamarin Ridge, located west of South 27th Street south of Porter Ridge Road and has the following comments:

1. Grading and Drainage - Details for outlet structures need to be shown and stage-discharge information needs to be provided as per the Drainage Criteria Manual.

The grading contours for detention area B shows the 100 year flood elevation higher than the top of the pond and should be adjusted accordingly, maintaining required storage capacity.

Detention area C does not meet design standards for embankment width (14' minimum), embankment side slope (4:1 maximum), or bottom slope for unpaved areas (2.00% minimum) and should be adjusted accordingly maintaining required storage capacity.

Detention area A does not meet design standards for embankment width (14' minimum) or bottom slope for unpaved areas (2.00% minimum) and should be adjusted accordingly maintaining required storage capacity.

Detention area B does not meet design standards for embankment width (14' minimum), embankment side slope (4:1 maximum), or bottom slope for unpaved areas (2.00% minimum) and should be adjusted accordingly maintaining required storage capacity.

Show cross section with 100 year elevation for drainage swale between Lots 10 and 8/9 in Block 6, Lots 4 and 5 in Block 6, and show cross section for swale between Lots 10 and 11 in Block 3.

2. Water - The developer must agree to contribute ½ the cost of an 8" equivalent water main for its 27th Street commercial frontage and ½ the cost of a 6" equivalent water main for its residential frontage on the existing and proposed 16" water main in South 27th.
3. Sanitary Sewer - As noted in the first review, the sewer between Kendra Lane Helen Witt Drive runs through a ridge line. The information concerning depths previously requested was not provided. The letter indicates the grading through this area has been revised but the grading plan is incomplete and does not show enough information to determine the sewer design.

Brian Will, Planning Department

Page 2

November 27, 2002

4. **Street System** - The traffic study submitted with this second plat submittal identifies several issues that must be addressed before this plat continues in the review and approval process. The study identifies a sight distance problem at the intersection of South 27th and Tamarin Ridge Road. Platting a street at a location where this problem is created is unacceptable. Since the proposed zoning is based upon the street location, the issue needs to be resolved. South 27th will be widened to a 4-lane divided cross-section. The permanent street improvements and the developer's obligations need to be based upon the ultimate cross-section, not the existing rural section. Any turn lanes needed in the interim are the developer's obligation. The plan does not address the access to the school and potential need for wider paving and right-of-way to serve the school.

The street grade submitted for 27th Street does not show the existing ground line. It cannot be determined if the grade shown and corresponding sight distance problem is caused by existing grades or if grade adjustments are feasible. The grades show a 5.37% grade that the application and impact study indicate should be signalized. This grade at the intersection is unacceptable for a signalized intersection.

The traffic impact study has not been fully reviewed, but one major deficiency has been identified. The study does not assume any traffic from this plat will utilize the 27th and Porter Ridge signal. The commercial area of this plat along Kendra Lane will use the private road system to access the private road system to access the private road connection to this signal. This assumption will change traffic distribution at other intersections.

Public Works maintains the option to eliminate left turns from Tamarin Ridge Road to 27th Street rather than installing a signal. If the traffic impact study shows unacceptable turning movements and access from this development to satisfy the developer's concerns, the plat should be revised to provide better access to existing or proposed signalized intersections.

The plan shows a gated access easement across Lot 4, Block 1. The gate prevents full time access to the 27th and Porter Ridge signal. Access should be relinquished along Tamarin Ridge Road from this access easement east to 27th Street.

A formal agreement is needed concerning the developer's obligation for traffic improvements to the surrounding arterial street system.

5. **General** - The information shown on the preliminary plat relating to the public water main system, public sanitary sewer system and public storm sewer system has been reviewed to determine if the sizing and general method of providing service is satisfactory. Design consideration including, but not limited to, location of water main bends around curved and cul-de-sacs, connection of fire hydrants to the public main, temporary fire hydrant locations, location and number of sanitary sewer manholes, location and number of storm sewer inlets, location of storm sewer manholes and junction boxes, and the method of connecting storm sewer inlets to the main system are not approved with this review. These and all other design considerations can only be approved at the time construction drawings are prepared and approved.

Memo



To: Brian Will, Planning Department

From: Mark Canney, Parks & Recreation

Date: September 19, 2002

Re: Tamarin Ridge Sp 1988, 1989 PP 02019 CZ 3381, UP 147

Staff members of the Lincoln Parks and Recreation Department have conducted a plan review of the above-referenced application/proposal and have compiled the following comments:

1. Snowdrift Crabapple is subject to scab and fireblight. Please substitute with Professor Springer Crabapple.
2. Red Oaks have difficulty getting established. Please give consideration to substituting with Swamp White Oak.

If you have any additional questions, comments or concerns, please feel free to contact me at 441-8248. Thank you.



INTER-DEPARTMENT COMMUNICATION

DATE December 2, 2002
TO Brian Will, City Planning
FROM Sharon Theobald
(Ext. 7640)
SUBJECT DEDICATED EASEMENTS
DN #73S-24E

Attached is the Preliminary Plat for Tamarin Ridge.

In reviewing the dedicated transmission line or other electrical easements shown on this plat, LES does not warrant, nor accept responsibility for the accuracy of any such dedicated easements.

ALLTEL, Time Warner Cable, and the Lincoln Electric System will require the additional easements marked in red on the map, along with blanket utility easements as noted. Also, please include "Distribution" in the Transmission line easements.

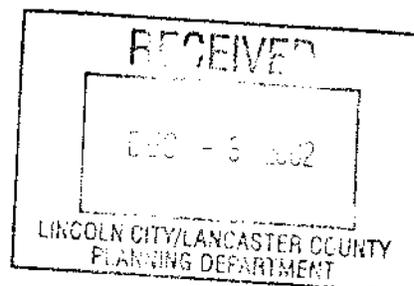
It should be noted, any relocation of existing facilities will be at the owner/developer's expense.

The following statements have been included in Item 6 of the General Notes except "to maintain" was omitted, please make this correction.

Any construction or grade changes in LES transmission line easement corridors are subject to LES approval and must be in accordance with LES design and safety standards.

Landscaping material selections within easement corridors shall follow established guidelines to maintain minimum clearance from utility facilities.

ST/nh
Attachment
c: Terry Wiebke
Easement File



SUBMITTED AT PUBLIC HEARING
BEFORE PLANNING COMMISSION
BY THE APPLICANT: 12/11/02

TAMARIN RIDGE MOTIONS TO AMEND

SPECIAL PERMIT #1988 FOR C.U.P.

2. This approval permits ~~391~~ 441 dwelling units. Waivers to maximum height from 35' to 45', and to defer the review and approval of site plans, ground signs and required landscape plans until the time of building permits, are approved for the multiple family buildings in the R-4.

PRELIMINARY PLAT #02019

1.3 The applicant submits revised centerline profiles for South 27th Street, Tamarin Ridge Road, and Kendra Lane for review and approval by Public Works and Utilities.

1.4 The applicant submits a revised Traffic Impact Analysis for Tamarin Ridge for review and approval by Public Works and Utilities.

SPECIAL PERMIT #1989- H-4 PLANNED SERVICE COMMERCIAL

1.1.3 The H-4 General Note #13 modified to state "...DURING NON-BUSINESS HOURS, ~~11~~ 8 P.M. TO 7 A.M."

1.1.4 The H-4 General Note #3 modified to state "...~~11~~ 8 P.M. AND TO 7 A.M."

1.1.5 The H-4 General Note #15 modified to state "...ON THE AUTO DEALERSHIP LOT ONLY." MENU BOARD SPEAKERS ON DRIVE THRU'S SHALL BE PERMITTED.

1.1.6 The H-4 General Note #14 modified to state "There shall be no OVERHEAD doors that open into mechanic/ service bays on the South and West sides of the building SHALL BE 100% SCREENED WITH CONIFEROUS TREES, AT LEAST AS HIGH AND TWICE THE WIDTH OF SAID DOOR AT TIME OF PLANTING. ~~Only~~ Doors for showroom access, new car prep or delivery area ARE EXEMPT FROM THIS SCREENING REQUIREMENT.

USE PERMIT #147

NONE