

## BRIEFING NOTES

<b>NAME OF GROUP:</b>	PLANNING COMMISSION
<b>DATE, TIME AND PLACE OF MEETING:</b>	Wednesday, December 12, 2012, 11:45 a.m., Room 113, County-City Building, 555 S. 10 <sup>th</sup> Street, Lincoln, Nebraska
<b>MEMBERS IN ATTENDANCE:</b>	Greg Butcher, Michael Cornelius, Leirion Gaylor Baird, Chris Hove, Jeanelle Lust and Ken Weber. Wendy Francis and Lynn Sunderman absent.
<b>OTHERS IN ATTENDANCE:</b>	David Cary, Christy Eichorn, Paul Barnes and Michele Abendroth of the Planning Department; Peter Katt.
<b>STATED PURPOSE OF MEETING:</b>	Bicycle and Pedestrian Capital Plan; Update on Use Groups

The meeting was called to order at 11:45 a.m. The Nebraska Open Meetings Act was acknowledged.

### **Bicycle and Pedestrian Capital Plan**

Cary began by explaining that the 2040 Long Range Transportation Plan (LRTP) called for additional pedestrian and bicycle capital projects. We didn't get to this level of detail during the LRTP process, so we have taken that step now. We continued our contract with LSA effectively to get their input. A field inventory of pedestrian and bicycle networks was conducted with 25 volunteers who we assigned to canvas the city. We also used the Pedestrian and Bicycle Advisory Committee (PBAC) for a workshop on a Saturday in December 2011. We took this input and identified the top issues and priorities.

Cary noted that staff has identified 53.7 miles of new bike routes and 81.9 miles of existing bike routes. Not all of the existing routes have adequate signage, so that is a priority. There are 9.5 miles of shared lanes and 0.5 miles of new bike lanes on 11<sup>th</sup> Street. Bike lanes are for the exclusive use of bicycles on that street. We didn't identify a lot of new bike lanes in the plan. Instead, we focused on bike routes.

The bicycle plan includes at-grade trail crossing treatments and protected bikeways on N Street, 14<sup>th</sup> and 11<sup>th</sup> in downtown as well as in Innovation Campus. Another big part of the plan is bike parking and storage. There are 10.1 miles of new trails identified. New trail-related projects identified in the plan are in addition to trail projects identified in the 2040 LRTP. It also includes "rails to trails" opportunities, trail underpass lighting, paving rural shoulders, the Prairie Corridor trail project, the Haymarket grade separation project, and neighborhood trail connections. Trail related projects identified in the Bicycle and Pedestrian Capital Plan are in addition to trail projects identified in the 2040 LRTP.

Gaylor Baird asked about the timeline for these projects. Cary stated that there is no additional money for these projects yet. This plan is a 2040 needs assessment. Not every project has been identified, but we have attempted to identify the most important projects and get a cost for them.

Cary then continued with the pedestrian plan. The pedestrian plan proposes to continue and increase funding for the sidewalk rehab program. The role of the ADA Transition Plan is acknowledged as are the

street rehab programs. We want to continue to require street trees, limit block lengths, require pedestrian easements, implement pedestrian design standards, require transit pedestrian amenities and implement pedestrian wayfinding signage. We also want to install sidewalk gaps in the system. Other projects identified include pedestrian countdown signals and mid-block crossings.

Cary explained the funding for the plan. We have identified that we do not have the money yet, but we want to identify a strategy to get funding to do these projects. In order to get an adequate amount of projects accomplished, we need to continue many existing efforts. A list of projects and costs was identified at a total of \$4.5 million. This amounts to \$155,000 per year for 29 years of the plan. In addition, near term projects (2013-2025) were prioritized.

Cary explained the next steps of the process. There is a public meeting on Saturday, December 15 at the Jayne Snyder Trails Center. Next, the public comments will be considered, and the document will be finalized. Then the plan will be adopted as an addendum to the 2040 LRTP.

Gaylor Baird asked if there is a need for public education. Cary responded that there is a need for enforcement and education. That is not identified for funding as part of this plan.

Hove asked if there is a valuation process for these projects. Cary stated that there are counts of bike lanes, so we know they are being used. There is also a census taken every year at different locations of the trail system. There has been an increased usage of the trails over time.

Butcher then asked about the enforcement. Cary explained that the Police Department is responsible for enforcing the rules of the road. Education is important so people understand how to appropriately use the bike lanes and trails.

### **Update on Use Groups**

Eichorn began with the discussion on Use Groups. She feels that Use Groups are working because there have been few complaints and the proposed revisions come from staff not outside parties.

Eichorn explained that most of the proposed revisions include information that was in the Height and Area Regulations (Chapter 27.71) prior to the Use Group adoption that had been inadvertently left out of the new Height and Lot Requirements Chapter(Chapter 27.72). The Height and Lot Requirements Chapter has also been reformatted to make it easier to find information. Staff has created tables because they found that they work better for staff and the public. She wants to emphasize that it was not the intent of staff to make changes to the content of this chapter. They found that the new chapter was very confusing and some information was left out, so staff reorganized this chapter into sections.

She explained that in addition to these changes, there were parts of Use Groups that needed further clarification that are not part of the Height and Lot Requirements Chapter. These changes include:

1. Allow private schools as a conditional use in the R-T like it is in all the other residential zoning districts. The correction will add a 'C' to the table in 27.06.110 the Education Use Group.
2. Stables and Riding Academies have been added as an example of a use in the characteristics section of the Agricultural Use Group 27.06.060.
3. Health Care, Residential and Elderly or Retirement Housing were permitted uses, not special permitted uses, in the O-3 zoning district prior to the adoption of Use Groups. The correction

includes revising Table 27.06.080 to change the 'S' to a 'P' and remove O-3 from the list of districts in the special permit in Chapter 27.63.

4. Table 27.06.180 is missing the use "Paper or Pulp" from refining list. This was added to the table.
5. In Chapter 27.39.040 of the H-1 zoning district the term "Service Station" is still being used. Use Groups classifies Service Stations as Motorized Fuel Sales Facilities. The term is being revised accordingly.
6. In 27.06.180 "outdoor vehicle storage" was missing from the table. It has been added.
7. Private Schools having a curriculum equal to K thru 12 are shown in the table as a permitted use in the I-3 zoning district. These types of Private schools were a special permitted use prior to the adoption of Use Groups. This text amendment correctly shows this use as a special permitted use.
8. Language was added to clarify that Health Care Facility Non Residential allows patients to stay on the premises for recovery or observation for more than 24 hours. Medical Office already states that stays must be for less than 24 hours.
9. With the adoption of Use Groups Craft Breweries were allowed in the B and H zoning districts where they had previously been allowed in only the B-4 and I zoning districts. Language was added to Chapter 27.06 characteristics of the Food and Drink Use Group to make this clear. Craft Breweries have been removed from the Manufacturing Use Group Table. Breweries are still listed in the Manufacturing Use Group Table.
10. Use Groups separated out the term "Private School" and defined the uses previously categorized under Private School as Academies, Private Schools, Community Colleges and Other Post Secondary Education Facilities. The intent was that the special permit that covered all these types of uses would remain the same. The approved text showed the special permit for Private Schools being converted to a special permit for Academies only. It should reflect that it is a special permit for Academies, Community Colleges, Colleges, or other Post-Secondary Education Facilities.
11. Academies and Community Colleges were a permitted use in the O-1 prior to Use Groups and it was intended that they remain a permitted use. The table in the Use Group Chapter under the Education Use Group needs to reflect that Academies and Community Colleges are permitted uses in the O-1 and not a special permitted use.
12. In The Use Groups Chapter Section 27.06.100 Civic Services Use Group refers to Nonprofit Religious, Educational, and Philanthropic Institutions as uses. This language should be removed since these are examples of use types and were removed in other chapters with the adoption of Use Groups.
13. In the Design standards it is not clear that Motorized Vehicle Repair/Service Facilities are to be included in the list of uses that should be screened because the language only talks about Repair and Service Facilities. The term Motorized Vehicle Repair/Service facilities should be added to the list for clarification.

Eichorn explained that they will send these changes to the development community for their review.

Lust asked if the reaction is generally positive. Eichorn stated that there have not been any complaints from the public. She also noted that there have not been any phone calls from people not understanding the changes.

There being no further business, the meeting was adjourned at 12:39 p.m.

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