
Lincoln City - Lancaster County

**PLANNING COMMISSION
AGENDA**

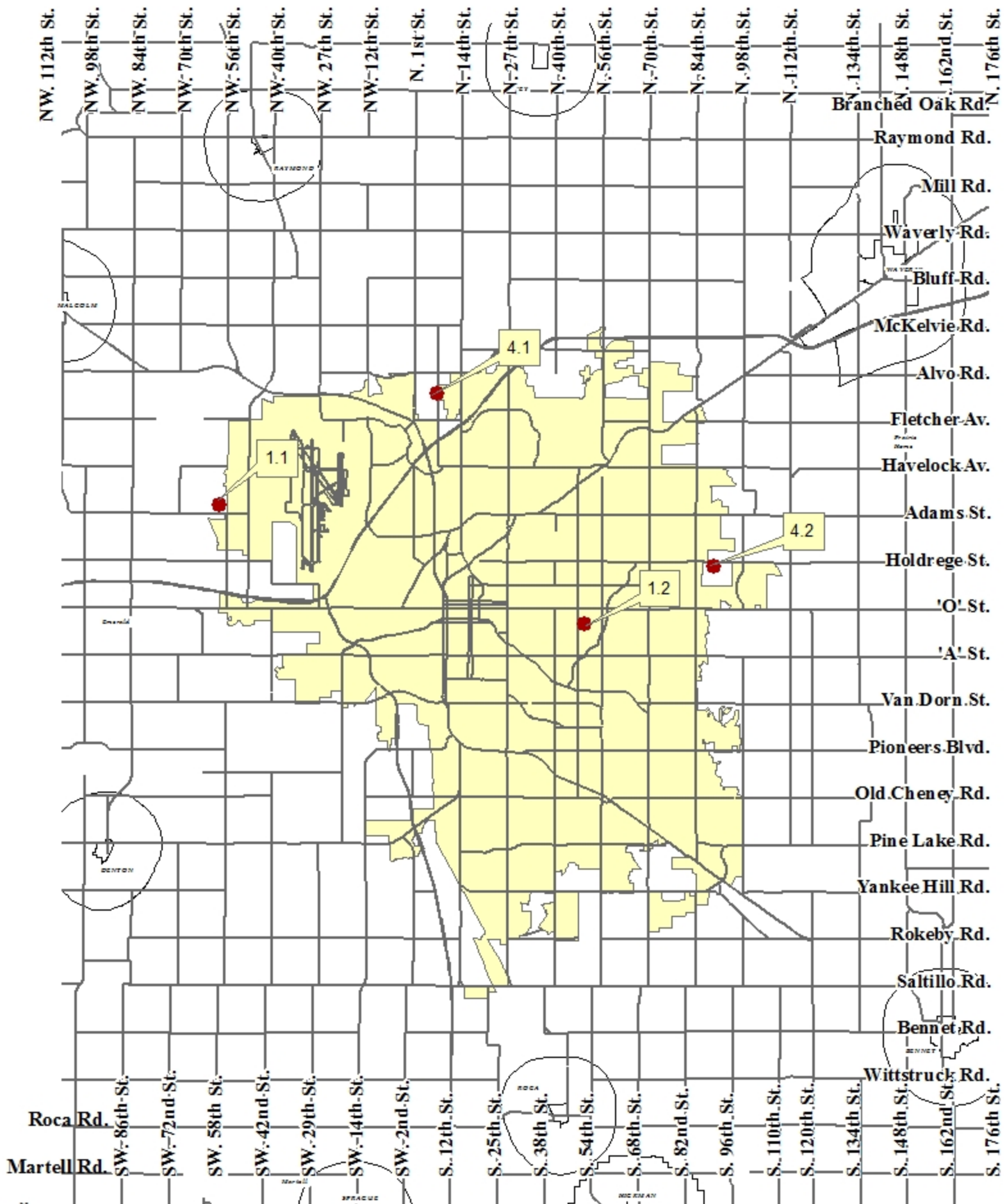
PLANNING COMMISSION

Dennis Scheer: Chair
Tracy Corr: Vice-Chair
Thomas Beckius
Tracy Edgerton
Deane Finnegan
Maja V. Harris
Chris Hove
Christy Joy
Sändra Washington

PLANNING STAFF

David R. Cary: Director
Geri Rorabaugh: Administrative Officer
Amy Huffman: Office Specialist

October 11, 2017



Planning Commission Agenda Item Map

October 11, 2017



NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, October 11, 2017, at 1:00 p.m. in Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. For more information, call the Planning Department, (402) 441-7491.

The Lincoln/Lancaster County Planning Commission will meet on Wednesday, October 11, 2017, at 12:00 p.m., in Studio Room 113, on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska, to discuss Accessory Dwelling Units.

****PLEASE NOTE:** The Planning Commission action is final action on any item with a notation of "FINAL ACTION". Any aggrieved person may appeal Final Action of the Planning Commission to the City Council or County Board by filing a Notice of Appeal with the City Clerk or County Clerk within 14 days following the action of the Planning Commission.

The Planning Commission action on all other items is a recommendation to the City Council or County Board.

AGENDA

WEDNESDAY, OCTOBER 11, 2017

Approval of minutes of the regular meeting held September 27, 2017.

1. **CONSENT AGENDA**
(Public Hearing and Administrative Action):

ANNEXATION:

- Page 01
- 1.1 Annexation No. 17014, to annex approximately 2.72 acres, more or less, for the construction of an approximate 4,000 square foot monastery, on property generally located at 5600 West Adams Street.
Staff recommendation: Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov

SPECIAL PERMIT:

- Page 07
- 1.2 Special Permit No. 17035, for the placement of a storage shed, with waivers to reduce the front yard from 25 feet to 3 feet and the side yard from 5 feet to 3 feet, on property generally located at 4028 J Street. ****FINAL ACTION****
Staff recommendation: Conditional Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov

2. REQUESTS FOR DEFERRAL:

2.1 _____

2.2 _____

**3. ITEMS REMOVED FROM CONSENT AGENDA
(Public Hearing and Administrative Action):**

3.1 _____

3.2 _____

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION:

ANNEXATIONS:

Page 15 4.1 152 Annexation No. 17015, for a City-initiated annexation of approximately acres, more or less, on property generally located between 1st and 14th Streets on both sides of Fletcher Avenue.
Staff recommendation: Approval
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov

Page 25 4.2 Annexation No. 17016, for a City-initiated annexation of approximately 203 acres, more or less, on property generally located at 84th and 95th Streets, south of Holdrege Street.
Staff recommendation: Approval
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov

COMPREHENSIVE PLAN CONFORMANCE:

Page 35 4.3 Comprehensive Plan Conformance No. 17016, to review the proposed Lancaster County Road and Bridge Construction Program, Fiscal Year 2018 and 2019-2023, as to conformance with the 2040 Lancaster County Comprehensive Plan.
Staff recommendation: Conformance with the Comprehensive Plan
Staff Planner: Mike Brienzo, 402-441-6363, mbrienzo@lincoln.ne.gov

**AT THIS TIME, ANYONE WISHING TO SPEAK ON AN ITEM
NOT ON THE AGENDA, MAY DO SO**

Adjournment:

PENDING LIST:

Planning Dept. staff contacts:

David Cary, <i>Director</i>	402-441-6364	dcary@lincoln.ne.gov
Stephen Henrichsen, <i>Development Review Manager</i> . . .	402-441-6374	shenrichsen@lincoln.ne.gov
Paul Barnes, <i>Long Range Planning Manager</i>	402-441-6372	pbarnes@lincoln.ne.gov
Collin Christopher, <i>Planner</i>	402-441-6372	cchristopher@lincoln.ne.gov
Michael Brienzo, <i>Transportation Planner</i>	402-441-6369	mbrienzo@lincoln.ne.gov
Tom Cajka, <i>Planner</i>	402-441-5662	tcajka@lincoln.ne.gov
Stacey Groshong Hageman, <i>Planner</i>	402-441-6361	slhageman@lincoln.ne.gov
Rachel Jones, <i>Planner</i>	402-441-7603	rjones@lincoln.ne.gov
Andrew Thierolf, <i>Planner</i>	402-441-6371	athierolf@lincoln.ne.gov
George Wesselhoft, <i>Planner</i>	402-441-6366	gwesselhoft@lincoln.ne.gov
Brian Will, <i>Planner</i>	402-441-6362	bwill@lincoln.ne.gov
Kellee Van Bruggen, <i>Transportation Planner</i>	402-441-6363	kvanbruggen@lincoln.ne.gov
Ed Zimmer, <i>Historic Preservation Planner</i>	402-441-6360	ezimmer@lincoln.ne.gov

* * * * *

**The Planning Commission meeting
which is broadcast live at 1:00 p.m. every other Wednesday
will be rebroadcast on Wednesdays at 7:00 p.m., Thursdays at 12:00 a.m. and
Sundays at 12:30 p.m. on 5 City TV, Cable Channel 5.**

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**The Planning Commission agenda may be accessed on the Internet at
<http://www.lincoln.ne.gov/city/plan/pcagenda/index.htm>**

ACCOMMODATION NOTICE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participating in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights, at 402 441-7624 as soon as possible before the scheduled meeting date in order to make your request.

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Annexation #17014	FINAL ACTION? No	OWNER Nebraska Theravada Buddhist Association
PLANNING COMMISSION HEARING DATE October 11, 2017	RELATED APPLICATIONS None	LOCATION Generally located at 5600 W Adams Street

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request to annex approximately 2.7 acres of property which is contiguous to the City limits. The annexation will allow for a future planned monastery with religious activities to connect to City water and sanitary sewer services.



JUSTIFICATION FOR RECOMMENDATION

The subject property is adjacent to the City limit, and the full range of municipal services can be provided if annexed. As the property is zoned R-3, no change of zone is needed. Dwellings for members of religious orders are permitted in the R-3 District by special permit. The request is consistent with the Comprehensive Plan.

APPLICATION CONTACT

Kham Noam Nang
6501 Vine Street, Apt 112
Lincoln, NE 68505
402-770-7256
KHAMNOAM@GMAIL.COM

STAFF CONTACT

George Wesselhoft, (402) 441-6366 or
gwesselhoft@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The site is designated for future urban density residential land use on the Future Land Use Map, and the request complies with the requirements of the Comprehensive Plan.

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

P. 12.3 - This site is shown as Urban Residential on the 2040 Lincoln Area Future Land Use Plan.

Pg.12.6 - This site is shown in Tier 1, Priority C on the Growth Tier Map.

The ANNEXATION POLICY- page 12.14-12.15 of the 2040 Comprehensive Plan.

Annexation policy is a potentially powerful means for achieving many of the goals embodied in the Plan's Vision. Annexation is a necessary and vitally important part of the future growth and health of Lincoln. The annexation policies of the City of Lincoln include but are not limited to the following:

The provision of municipal services must coincide with the jurisdictional boundaries of the City - in short, it is not the intent of the City of Lincoln to extend utility services (most notably, but not necessarily limited to, water and sanitary sewer services) beyond the corporate limits of the City.

The extension of water and sanitary sewer services should be predicated upon annexation of the area by the City. City annexation must occur before any property is provided with water, sanitary sewer, or other potential City services.

The areas within Tier I, Priority A that are not annexed serve as the future urban area for purposes of annexation per state statute and are appropriate for immediate annexation upon final plat. These areas have approved preliminary plans.

To demonstrate the City's commitment to the urbanization of land in Tier I, Priority B, the City should annex land that is contiguous to the City and generally urban in character, as well as land that is engulfed by the City. Land that is remote or otherwise removed from the limits of the City of Lincoln will not be annexed. The City should review for potential annexation all property in Priority B for which basic infrastructure is generally available or planned for in the near term.

Annexation generally implies the opportunity to access all City services within a reasonable period of time. Voluntary annexation agreements may limit or otherwise outline the phasing, timing or installation of utility services (e.g., water, sanitary sewer), and may include specific or general plans for the private financing of improvements to the infrastructure supporting or contributing to the land uses in the annexed area. The annexation of large projects may be done in phases as development proceeds.

The character of existing residential areas should be respected as much as possible during the annexation process. When low density "acreage" areas are proposed for annexation due to the City's annexation policy, additional steps should be taken to ease the transition as much as possible, such as public meetings, advance notice and written explanation of changes as a result of annexation. In general, many aspects of acreage life may remain unchanged, such as zoning or covenants. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

Annexation to facilitate the installation of improvements and/or possible assessment districts is appropriate if it is consistent with the annexation policies of the Plan listed above.

Plans for the provision of services within the areas considered for annexation shall be carefully coordinated with the Capital Improvements Program of the City and the County.

UTILITIES & SERVICES

- A. Sanitary Sewer: There is a sanitary sewer main approximately 200 feet to the west. In order to connect to sanitary sewer service, the property will need to either construct an extension from the sewer line or obtain a non-abutting agreement to extend sanitary sewer in West Adams Street to the west.
- B. Water: Water service is generally available as the property is abutting a 16" water main in West Adams

Street which is accessible.

- C. Roads: No new roads are included in this annexation. West Adams Street is already in the City limits.
- D. Fire Protection: This parcel is in the Malcolm Fire District. Upon annexation, the property would be within Lincoln Fire and Rescue (LFR) jurisdiction. The nearest fire station is Fire Station #11 located at 3401 NW Luke Street. Vehicles at this station include an engine company and grass extinguishing unit.

ANALYSIS

1. This request is to annex approximately 2.72 acres. The applicant purchased the property in 2016 and plans to build a monastery where they can organize religious activities and provide a home for Buddhist monks. Tentatively they plan to build a 4,000 square foot building which will house monks’ bedrooms, main prayer room, kitchen and a dining hall. They are requesting the annexation in order to connect to City services, including water and sanitary sewer.
2. This property is contiguous to the City limit and is zoned R-3 Residential. Dwellings for members of religious orders are permitted in the R-3 District by special permit if more than 3 members are living on site. Therefore, the current zoning is appropriate and no change of zone is needed.
3. The area to be annexed is located within Tier I, Priority C of the Comprehensive Plan but near existing City limit and infrastructure. All utilities, including public water and sewer, exist adjacent or are in close proximity to the area of the request. With sanitary sewer extension approximately 200 feet from the west, the development can be served by the full range of city services.
4. The subject property is located within the Malcolm Fire District. Under State law, the District can petition for compensation from the annexing municipality for lost revenue based upon the amount of service area annexed. For voluntary annexations such as this one, any costs due to the district are to be borne by the developer. In this case, staff has conducted the financial analysis and there is no money due the District.
5. The site is designated for future urban density residential land use on the Future Land Use Map, and the request complies with the requirements of the Comprehensive Plan.

EXISTING LAND USE & ZONING: Pasture/grassland; R3 Residential

SURROUNDING LAND USE & ZONING

North: Forest/woodlands	AG Agricultural
South: Vacant	R-3 Residential
East: Residential	R-1 Residential
West: Forest/woodlands	AG Agricultural

APPROXIMATE LAND AREA: 2.72 acres

PROPOSED CITY COUNCIL DISTRICT ASSIGNMENT: City Council District #4

LEGAL DESCRIPTION: Lot 1 Irregular Tract except for the South 33 feet and excluding the East 33 feet of the South 350 feet, located in the SE 1/4 of Section 12-10-5, Lincoln, Lancaster County, Nebraska

Prepared by

George Wesselhoft, Planner
 (402) 441-6366 or gwesselhoft@lincoln.ne.gov

Date: September 28, 2017

Applicant/
Contact: Kham Noam Nang
6501 Vine Street, Apt 112
Lincoln, NE 68505
402-770-7256
KHAMNOAM@GMAIL.COM

Owner: Nebraska Theravada Buddhist Association
6501 Vine Street, Apt 112
Lincoln, NE 68505
402-770-7256

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Lincoln/Lancaster, NE GIS

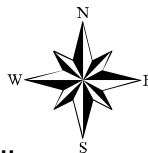
2016 aerial




**Annexation #: AN17014
NW 56th St & W Adams St**

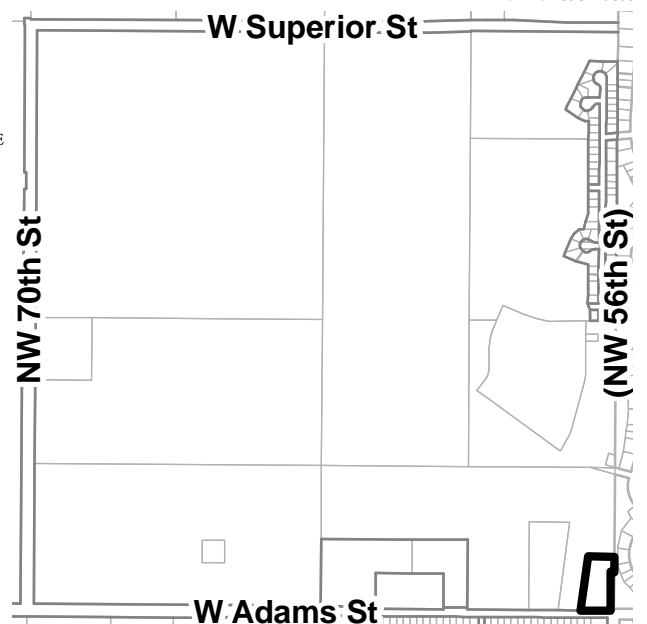
Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential 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.12 T10N R05E



	Area of Application
	Zoning Jurisdiction Lines
	Existing City Limits





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ဝေဝရဝါဒ ဗုဒ္ဓဘာသာ အသင်း

502 D Street, Lincoln, NE-68502 ph: (402) 770-7256

Request: Annexation application

To Whom It May Concern:

Nebraska Theravada Buddhist Association was formed in 2010 to serve Buddhist community in Nebraska and was formed by Burmese community. The association organizes religious activities, festivals, ordinations, novice initiations, and meditation sessions. Through the activities, other citizens of Nebraska can learn our Burmese culture. Additionally, the association can provide instruction for the mindfulness meditation to everyone interested to learn meditation.

The association does not have enough space to serve the growing community in this current location at 502 D Street in Lincoln. There are increasing number of Burmese families living in Lincoln and Omaha, Nebraska. The community also yearns for the permanent establishment of a Theravada Buddhist Monastery in Nebraska to provide home for the Buddhist monks.

We bought a new property located at 5800 W Adam St, Lincoln NE 68524 in 2016. We are planning to build a Monastery, where we can organize religious activities and provide home for Buddhist monks. Tentatively, we are planning to build about 4000 sq-ft building, which will house monk's bed-rooms, main prayer room, kitchen and dining hall. For the property, we would need to connect to the City services, such as water and sewer. Therefore, we would like to request the annexation for the property.

Thank you very much for your assistance,

Sincerely,

Kham Noam Nang

President

Nebraska Theravada Buddhist Association

khamnoam@gmail.com

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Special Permit #17035	FINAL ACTION? Yes	DEVELOPER/OWNER Robert A & Susan E Howell
PLANNING COMMISSION HEARING DATE October 11, 2017	RELATED APPLICATIONS None	PROPERTY ADDRESS/LOCATION 4028 J Street

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for a special permit per Section 27.63.280 for Expansion of a Nonconforming Use to accommodate a proposed 8' by 10' storage shed that would be located in the required front and side yards.



JUSTIFICATION FOR RECOMMENDATION

The nonconforming condition is caused by the existing house not meeting the required front and side setback requirements of 25' and 5' respectively. The proposal is to construct an 8' by 10' shed that would be located 3 feet from the front property line to the north and 3 feet from the side property line to the west. The proposed construction of this shed should not significantly impact surrounding properties and is consistent with the Comprehensive Plan. The special permit is warranted because while a storage shed is not generally appropriate in the front yard, given the triangular shape with double frontage, the orientation of the houses, this is a unique case where it is appropriate. Also, the side setback of the shed would match that of the existing house side setback.

APPLICATION CONTACT
Robert A & Susan E Howell
4028 J Street
Lincoln, NE 68510
(402) 416-4126
bhowell1954@neb.rr.com

STAFF CONTACT
George Wesselhoft, (402) 441-6366 or
gwesselhoft@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The proposal is consistent with the Comprehensive Plan which encourages preserving and improving housing in existing neighborhoods. In this case, the proposal is for a small accessory building which would be an improvement to an existing residential property.

WAIVERS

1. Waiver from front yard setback requirement from 25 to 3 feet on Witherbee Boulevard (Recommend Approval)
2. Waiver from side yard setback requirement from 5 to 3 feet (Recommend Approval)

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

P. 1.9 - This site is designated for Urban Density Residential on the 2040 Lincoln Area Future Land Use Plan.

P. 7.2 - Promote sustainability and resource conservation by preserving and improving housing in existing neighborhoods.

P. 7.8 - For existing neighborhoods, housing diversity is often already in place, but efforts must focus on maintaining this balance and variety. The diversity of architecture, housing types and sizes are central to what makes existing neighborhoods great places to live. New construction should continue the architectural variety, but in a manner that is sensitive to the existing neighborhoods.

P. 7.9 - Preserve, protect and promote the character and unique features of urban neighborhoods, including their historical and architectural elements.

ANALYSIS

1. This is an application to build an 8' by 10' storage shed associated with a nonstandard dwelling that encroaches into the front and side yards. The proposed storage shed would be located 3 feet from the west property line which is the side yard and 3 feet from the north property line which is a front yard. The storage shed would also be located 3' from the existing house.
2. The property is nonconforming because the existing house does not meet the minimum 25' front setback or the minimum 5' side setback for the R-2 zoning district. The adjacent house to the west has a similar situation as two front yards, one facing J Street and one facing Witherbee Boulevard. Also, the shape of the property is unusual and is located at a street intersection.
3. A nonstandard use is defined by the Zoning Ordinance 27.02.150 as a lot or use that existed prior to the effective date of the Zoning Ordinance or due to a change in the zoning ordinance or district boundaries and no longer complies with the minimum lot requirements for the district in which it is located. This house was built in 1930 and became nonstandard when the City adopted revised zoning regulations. In addition, it is unusual in that three streets meet on the east side of this property.
4. Zoning Ordinance 27.63.280 provides the following criteria shall be given specific consideration:
 - (a) *Effects on adjacent property, traffic, city utility service needs;*
There will be no significant impact. The proposed shed will be 8' by 10' and will be located between the existing house and fence along the north side of the property. Nearby properties also have accessory buildings. The height of the shed will be limited as a condition of approval to 15 feet. Otherwise, since the shed is not more than 6 feet from the house it is considered part of the principal structure and the maximum height limit would be the same as for the house or 35'.
 - (b) *Density of land use zoning for the subject property and adjacent property;*
There will be no significant impact. No additional buildings are proposed with this application. The size of the new shed is consistent with the size of accessory buildings on nearby properties.
 - (c) *The degree of hardship upon the applicant which would be caused by failure to grant.* Given the double frontage lot situation there is hardship, which per the Zoning Ordinance, if this were along an arterial street would allow owners to treat one "front" as a rear yard and place an accessory building on it (27.72.120 (c)(3)). The immediate neighbor also treats the north side as the rear yard and both houses face the south.
5. The special permit is warranted because while a storage shed is not generally appropriate in the front yard, given the triangular shape with double frontage, the orientation of the houses, this is a unique case where it is appropriate. Also, the side setback of the shed would match that of the existing house side setback.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & EXISTING ZONING: Single Family Residential, R-2 Residential

SURROUNDING LAND USE & ZONING:

North:	Single Family Residential	R-2 Residential
South:	Single Family Residential	R-2 Residential
East:	Single Family Residential	R-2 Residential
West:	Single Family Residential	R-2 Residential

APPLICATION HISTORY:

Special Permit #1645 was approved in 1996 to expand a non-standard single family dwelling into the required side yard by constructing an addition over the existing garage.

APPROXIMATE LAND AREA: 0.13 acres

LEGAL DESCRIPTION: The East 120' of Lot 1, Block 5 Witherbee Addition, Lincoln, Lancaster County, Nebraska.

Prepared by

George Wesselhoft, Planner
(402) 441-6366 or gwesselhoft@lincoln.ne.gov

Date: September 28, 2017

Applicant/
Contact: Robert A & Susan E Howell
4028 J Street
Lincoln, NE 68510
(402) 416-4126
bhowell1954@neb.rr.com

Owner: Same

F:\DevReview\SP\17000\SP17035 Storage Shed at 4028 J Street.gjw.docx

CONDITIONS OF APPROVAL - SPECIAL PERMIT #17035

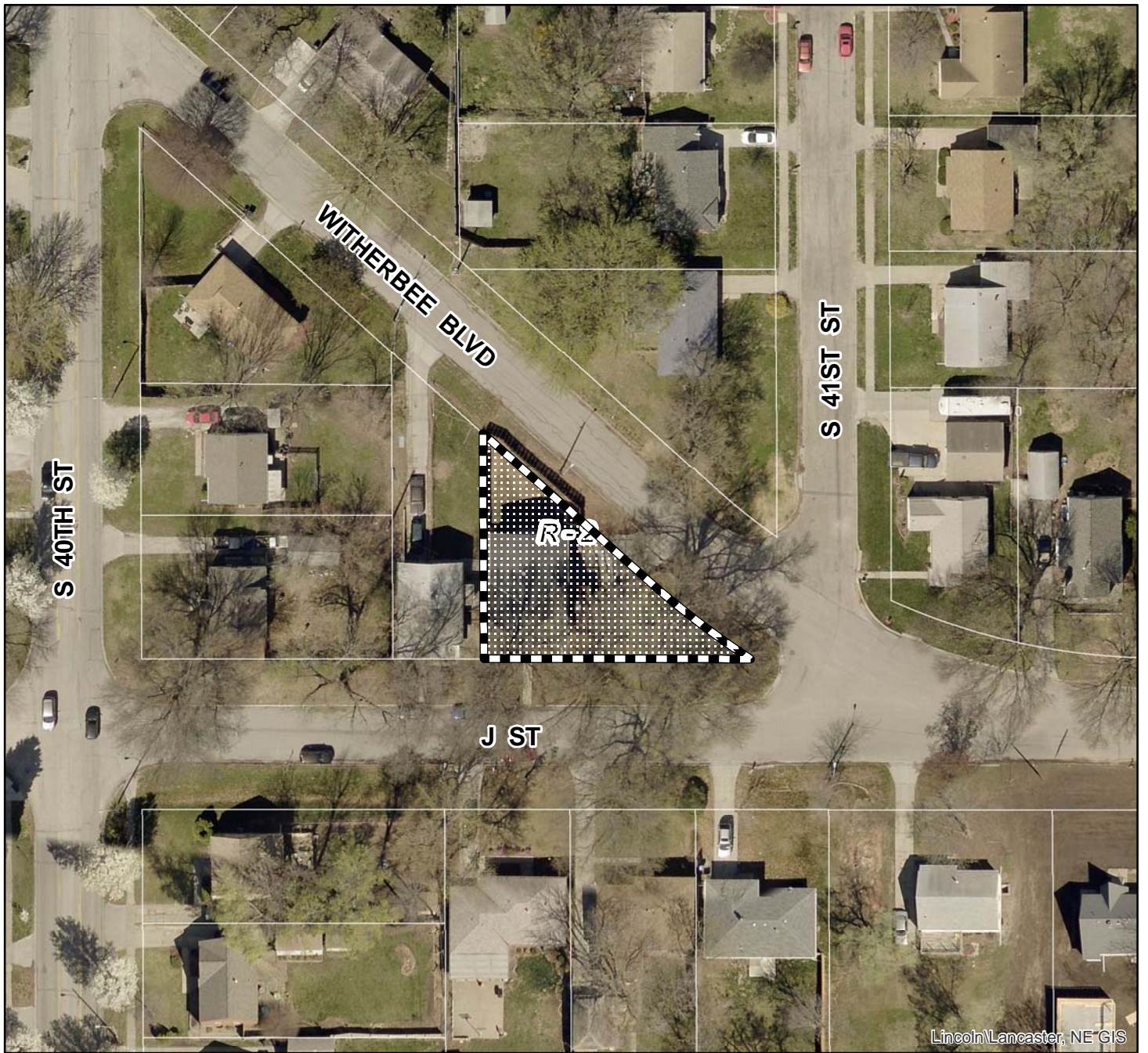
Per Section 27.63.280 this approval permits the construction of an 8' by 10' storage shed with waiver to the front yard setback from 25 feet to 3 feet on Witherbee Boulevard and waiver from the side yard setback from 5 feet to 3 feet with a height limit of 15 feet.

Site Specific Conditions:

1. Before receiving building permits the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 3 copies with all required revisions and documents as listed below:
 - 1.1 Add note that maximum height of accessory building shall be limited to 15 feet.
2. Before receiving building permits provide the following documents to the Planning Department:
 - 2.1 Verification from the Register of Deeds that the letter of acceptance as required by the approval of the special permit has been recorded.

Standard Conditions:

3. The following conditions are applicable to all requests:
 - 3.1 Before occupying the building, all development and construction shall substantially comply with the approved plans.
 - 3.2 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters be in substantial compliance with the location of said items as shown on the approved site plan.
 - 3.3 The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.
 - 3.4 The applicant shall sign and return the letter of acceptance to the City Clerk. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefor to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.



Lincoln/Lancaster, NE GIS

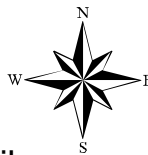
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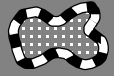


Special Permit #: SP17035
S 40th St & J St

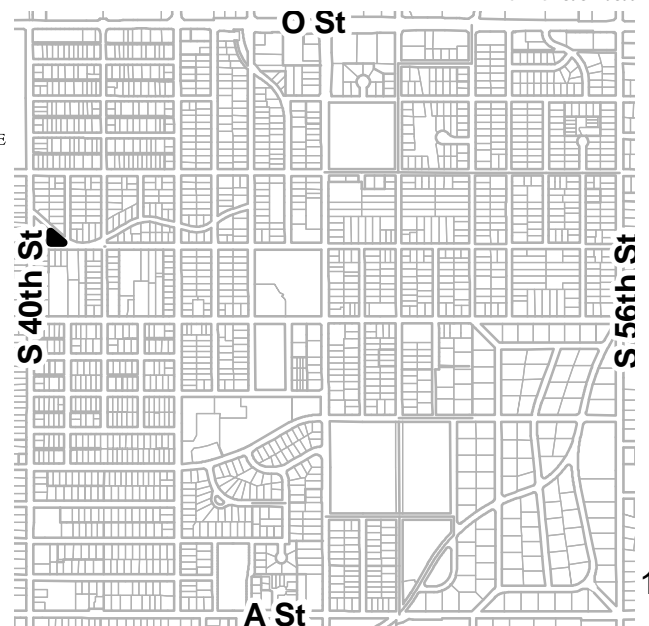
Zoning:

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- AG Agricultural District
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- 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.29 T10N R07E



	Area of Application
	Zoning Jurisdiction Lines
	Lancaster County Jurisdiction



September 5, 2017

City of Lincoln Planning Department
555 South 10th St., Ste #213
Lincoln, NE 68508

RE: Expansion of Nonconforming Exemption

Planning Commission:

We are requesting exemption on setback for the placement of an 8' x 10' storage building North of our house.

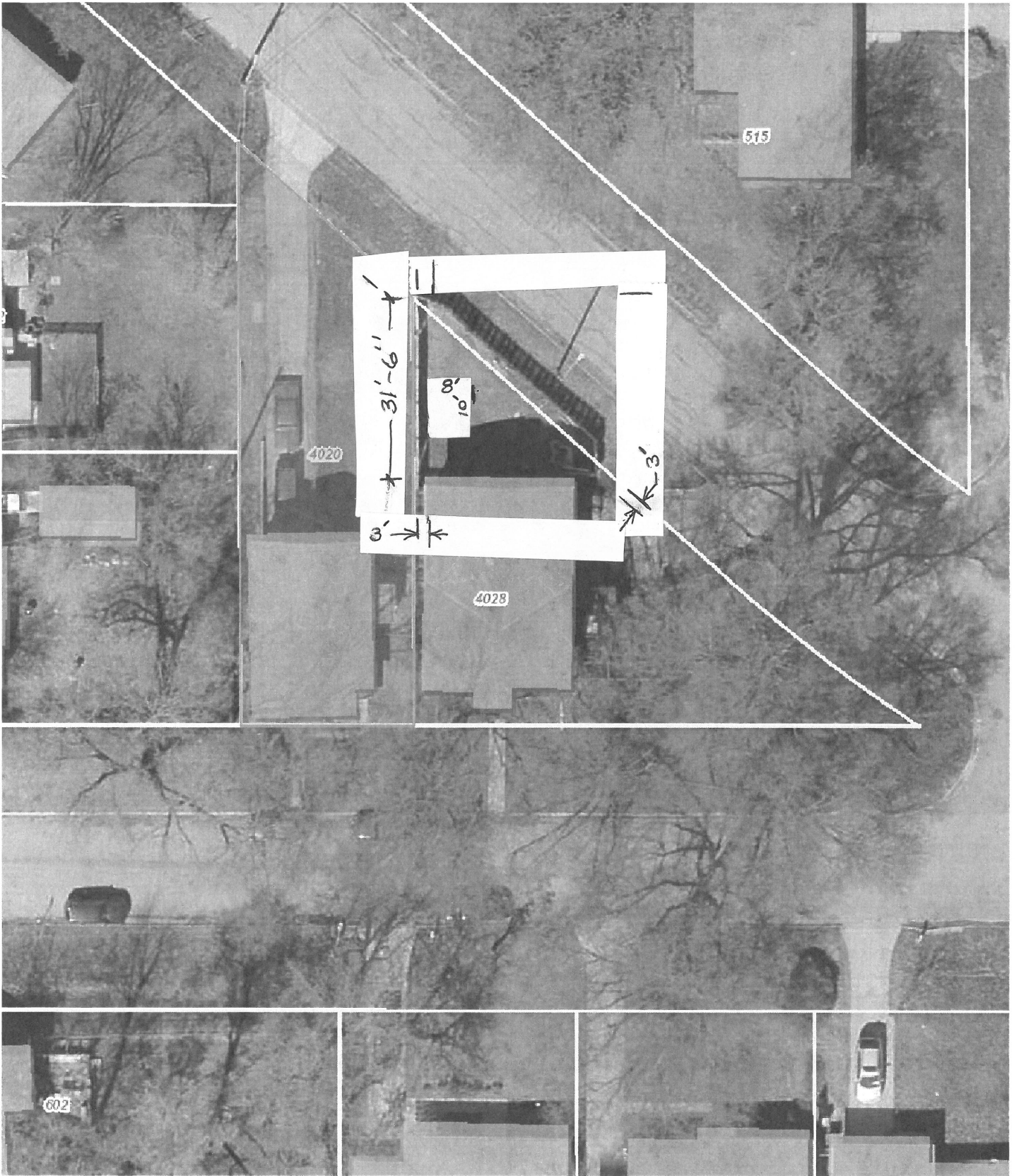
We would like to place it 3' in from the West property line and 3' in from the property line, diagonal line parallel with Witherbee Road. These 3' dimensions would allow us to maintain the lawn between the shed and the fence.

Thank you for this consideration.

Sincerely yours,

A handwritten signature in black ink that reads "Robert A. Howell". The signature is written in a cursive style with a large initial "R".

Robert A. & Susan E. Howell



Lancaster County/City of Lincoln GIS Map

WITHERBEE ADDITION, BLOCK 5, LOT 1, E120'



Printed: Sep 01, 2017

DISCLAIMER: The information is presented on a best-efforts basis, and should not be relied upon for making financial, survey, legal or other commitments. If you have questions or comments regarding the data displayed on this map, please email ags@lincoln.ne.gov and you will be directed to the appropriate department.

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER
Annexation #17015

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
October 11, 2017

RELATED APPLICATIONS
None

PROPERTY LOCATION
N 7th Street and Fletcher Avenue

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a City-initiated request to annex approximately 152 acres that are adjacent to city limits on three sides. The area is mostly developed as acreages, and includes 24 dwelling units, two churches, and a tree farm. This annexation would also include a portion of Interstate 80.



JUSTIFICATION FOR RECOMMENDATION

The area was recommended for annexation in the 2017 Annexation Study completed by the Planning Department. It is in Growth Tier I Priority B, contiguous to the city, urban in character, and basic infrastructure is available. There are nearby properties that meet this criteria as well and are not currently being proposed for annexation, but this proposal is focused on the areas that can most clearly be served by utilities.

APPLICATION/STAFF CONTACT

Andrew Thierolf, Planning Department
(402) 441-6371, athierolf@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Per the Annexation Policy in the Comprehensive Plan, the City should annex areas in Growth Tier 1, Priority B that are engulfed by the city. The City should also annex contiguous land that is urban in character with basic infrastructure available. This area is in Growth Tier 1, Priority B, contiguous to the city, urban in character, and basic infrastructure is available.

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

P. 12.3 - This site is shown as Urban Density Residential on the 2040 Lincoln Area Future Land Use Plan.

Pg. 1.10 - This site is shown in Tier 1, Priority B on the Growth Tier Map.

Pg. 12.7 - Priority B areas are designated for development in the first half of the planning period (to 2026), are generally contiguous to existing development, and should be provided with basic infrastructure as they develop.

The ANNEXATION POLICY- page 12.14-12.15 of the 2040 Comprehensive Plan.

Annexation policy is a potentially powerful means for achieving many of the goals embodied in the Plan's Vision. Annexation is a necessary and vitally important part of the future growth and health of Lincoln. The annexation policies of the City of Lincoln include but are not limited to the following:

The provision of municipal services must coincide with the jurisdictional boundaries of the City - in short, it is not the intent of the City of Lincoln to extend utility services (most notably, but not necessarily limited to, water and sanitary sewer services) beyond the corporate limits of the City.

The extension of water and sanitary sewer services should be predicated upon annexation of the area by the City. City annexation must occur before any property is provided with water, sanitary sewer, or other potential City services.

The areas within Tier I, Priority A that are not annexed serve as the future urban area for purposes of annexation per state statute and are appropriate for immediate annexation upon final plat. These areas have approved preliminary plans.

To demonstrate the City's commitment to the urbanization of land in Tier I, Priority B, the City should annex land that is contiguous to the City and generally urban in character, as well as land that is engulfed by the City. Land that is remote or otherwise removed from the limits of the City of Lincoln will not be annexed. The City should review for potential annexation all property in Priority B for which basic infrastructure is generally available or planned for in the near term.

Annexation generally implies the opportunity to access all City services within a reasonable period of time. Voluntary annexation agreements may limit or otherwise outline the phasing, timing or installation of utility services (e.g., water, sanitary sewer), and may include specific or general plans for the private financing of improvements to the infrastructure supporting or contributing to the land uses in the annexed area. The annexation of large projects may be done in phases as development proceeds.

The character of existing residential areas should be respected as much as possible during the annexation process. When low density "acreage" areas are proposed for annexation due to the City's annexation policy, additional steps should be taken to ease the transition as much as possible, such as public meetings, advance notice and written explanation of changes as a result of annexation. In general, many aspects of acreage life may remain unchanged, such as zoning or covenants. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

Annexation to facilitate the installation of improvements and/or possible assessment districts is appropriate if it is consistent with the annexation policies of the Plan listed above.

Plans for the provision of services within the areas considered for annexation shall be carefully coordinated with the Capital Improvements Program of the City and the County.

UTILITIES & SERVICES

- A. Sanitary Sewer: The northeast portion of this site drains north, and the south portion drains south. Tappable sewer mains are located both north and south of this site. Extension of local mains to serve individual properties can be requested by property owners and would primarily be paid for through assessment districts.
- B. Water: 30" and 24" mains are located in Fletcher Ave and N 14th Street. These mains cannot be directly tapped for service, but local mains could be connected to the larger mains in order to serve individual properties. Extension of local mains to serve individual properties can be requested by property owners and would primarily be paid for through assessment districts. A 12" water main on the south side of Fletcher Avenue between 1st and 7th would be directly tappable by adjacent properties on the north side of Fletcher.
- C. Roads: This annexation would add approximately 0.3 miles of Fletcher Avenue (paved) and 0.12 miles of N 7th Street (gravel) into City jurisdiction. It would also bring Interstate 80 between N 7th and N 14th into City jurisdiction. The roads to be annexed are in generally good condition.
- D. Fire Protection: The site is currently served by Raymond Volunteer Fire and Rescue. It would be served by Lincoln Fire and Rescue (LFR) upon annexation. The nearest LFR station is at NW 1st Street in the Highlands neighborhood, approximately 0.75 miles from this area. Hydrants are available in N 14th Street and portions of Fletcher Avenue.

ANALYSIS

1. This request is to annex approximately 152 acres that are contiguous with city limits. The property owners did not initiate the annexation; the applicant is the City of Lincoln. The area is mostly developed as residential acreages, and is located between Fallbrook, Hartlands Garden Valley, and the Links, all of which are urbanized/developing areas.
2. This site was identified for annexation in the 2017 Annexation Study completed by the Planning Department (see attached page on this area from the study). The annexation recommendation is based on the Annexation Policy found in the Comprehensive Plan and page 2 of this staff report. The complete study is available at lincoln.ne.gov keyword: annstudy17.
3. The following paragraph from the Annexation Policy describes areas appropriate for annexation.

To demonstrate the City's commitment to the urbanization of land in Tier I, Priority B, the City should annex land that is contiguous to the City and generally urban in character, as well as land that is engulfed by the City. Land that is remote or otherwise removed from the limits of the City of Lincoln will not be annexed. The City should review for potential annexation all property in Priority B for which basic infrastructure is generally available or planned for in the near term.

The 2017 Annexation Study used this policy to identify four specific criteria for annexation. Areas that meet at least one of the following criteria may be appropriate for annexation. This site meets multiple criteria (A and D), so it is appropriate for annexation.

- a. *Land in Tier I Growth Area, Priorities A and B.* This area is within Tier I, Priority B.
- b. *Land which is engulfed by the city limits.* This area is nearly engulfed by city limits, and contiguous to the city on three sides.
- c. *Land which is contiguous to the city limits and in urban zoning.* This site is zoned AG, so it is not in urban zoning.
- d. *Land which is contiguous to the city limits, in agricultural zoning, in which basic infrastructure is in place or planned in the near term, and is in urban character.* The site is contiguous to city limits, urban infrastructure is available, and it is developed into primarily residential uses.

4. Reasons for annexation include:
 - a. Equity for taxpayers. Property owners on three sides of this area pay City taxes. These properties should be subject to the same tax levy as their neighbors. The residential acreages and tree farm benefit from being within an urban setting.
 - b. Clarity for emergency services. This area is within the jurisdiction of Raymond Volunteer Fire and Rescue, while the surrounding areas inside city limits are served by LFR. The area would be served by LFR upon annexation. The annexation also addresses portions of the Fletcher Avenue and Interstate 80 right-of-way that alternate between County and City jurisdiction. Following annexation all of Fletcher Avenue and Interstate 80 in this area will be within City jurisdiction.
 - c. Allow for continued growth of Lincoln in an efficient and orderly fashion. As Lincoln continues to grow, it doesn't make sense to have areas in rural jurisdictions surrounded by the City.
5. Twenty of the properties have frontage and take access onto an existing city street. Six properties along N 14th Street have frontage and take access onto an improved city street with a trail and fire hydrants. Fire hydrants are also located in Fletcher Avenue between N 1st and N 7th Streets.
6. The existing zoning is AG Agriculture. This annexation would not change the zoning on the site.
7. This area is already within the Lincoln Public Schools district.
8. The tree farm at 14th and Fletcher is currently designated as Greenbelt for tax purposes. The Greenbelt program is regulated by the State and provides reduced valuations for properties in agricultural use near cities. Property owners cannot keep their Greenbelt designation once the property is annexed unless a conservation easement is obtained. The site currently does not include a conservation easement; it does not appear to be located within a floodplain or otherwise environmentally sensitive area, so it is unlikely that the City or any agencies would accept an easement in this location.
9. The 2017 assessed value of this land is approximately \$7,100,700. Estimated annual property tax revenue for the City, based on the existing levy, would be approximately \$21,500. The total valuation would likely change upon annexation due to loss of the Greenbelt designation for the tree farm. The valuations of non-Greenbelt properties should not be impacted by annexation.
10. The City of Lincoln's ability to annex property comes from State authorization. Per Nebraska Revised Statute 15-104, the City Council may "at any time" annex "any contiguous or adjacent lands, lots, tracts, streets, or highways". Additional information about state statutes and court cases relating to annexation in Nebraska can be found in the 2017 Annexation Study.
11. This area was proposed for City-initiated annexation in 2008. The application was eventually withdrawn because it was determined that it may be difficult to get utilities to some of the properties. The annexation currently being proposed is smaller than what was proposed in 2008, and it is focused on properties that are clearly able to be served by utilities.
12. Per State Statute, the City would owe approximately \$4,800 to Raymond Volunteer Fire and Rescue upon annexation as compensation for lost district area. The compensation is based on the assessed value of the annexed area as a proportion of net debt of the fire district. The payment would be made by the City some time after annexation.
13. Urban character is defined by a site's relation to the urban area. The Nebraska Supreme Court has consistently determined (*Sullivan v. City of Omaha*, *Holden v. City of Tecumseh*) that areas contiguous to a city or part of the larger urban context, even if being currently used for agriculture, are urban or suburban in character due to their development potential and are subject to annexation per State Statute. Some parcels in this area may be used for agricultural purposes, but they are urban in character due to their relation to the surrounding urban area.

14. The Annexation Policy found in the Comprehensive Plan provides guidance for annexing acreage areas.

The character of existing residential areas should be respected as much as possible during the annexation process. When low density "acreage" areas are proposed for annexation due to the City's annexation policy, additional steps should be taken to ease the transition as much as possible, such as public meetings, advance notice and written explanation of changes as a result of annexation. In general, many aspects of acreage life may remain unchanged, such as zoning or covenants. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

Staff sent out initial notification letters to impacted property owners on August 1st. Four informational meetings were held in late August. One of the informational meetings was in Northern Lighthouse Church, located along N 14th Street and within this annexation area. Staff from Planning, Public Works and Utilities, LFR, and the Health Department answered questions about the annexation process and potential impact on annexed properties. Approximately 30 residents attended the meeting at Northern Lighthouse Church.

15. Annexation would not significantly change the character of the area. Existing roads would remain, and residents can keep their well and septic systems if they choose to do so. Upgrading streets to an urban standard, or installing local water and sewer mains to serve individual properties, can be requested by property owners and would primarily be paid for through assessment districts. Any assessment district would need to be approved by City Council as a separate action from this annexation.

16. There would be several impacts on annexed properties as they switch from rural to City jurisdiction. Property taxes would increase approximately 11 percent based on preliminary estimates from the Assessor's Office. The property tax increase would go into effect for the 2018 tax year, to be paid in 2019. Property owners would be subject to other taxes and fees, such as wheel tax, well permit fees, and pet licensing fees (if applicable). In addition, there are miscellaneous City ordinances that property owners would now be subject to, including restrictions on fireworks, discharging firearms, animals, and open burning.

17. At the neighborhood meeting several property owners indicated that their well no longer provides suitable drinking water. It's possible that an assessment district for water service may be requested in the near future if this annexation is approved. A majority of the cost would be assessed to the property owners, although in some cases the City may provide a partial subsidy.

18. The area to the north near Pennsylvania Avenue will be considered for annexation at a future date. The areas identified for annexation with this proposal have more immediate access to utilities than the area to the north.

EXISTING LAND USE & ZONING: 24 dwelling units, two churches, tree farm
AG Agriculture

SURROUNDING LAND USE & ZONING

North: Residential	AG, R-3 Residential
South: Residential, Interstate 80	R-3
East: Residential	R-3, R-5 Residential
West: Residential, Highway 34	R-3, O-3 Office Park

APPLICATION HISTORY

2008-2010 This area, along with several surrounding properties to the north and south, were included in Annexation No. 08019. The City withdrew the application in 2010.

APPROXIMATE LAND AREA: 152 Acres

PROPOSED CITY COUNCIL DISTRICT ASSIGNMENT: District 4

LEGAL DESCRIPTION: Lots 26-32, Cumberland Heights; Block 3, West ½ of Lots 1 & 4, Lot 3, and Block 4, Lot 1, Lot 4, Garden Valley; Lot 1, Garden Valley 1st Addition, in the south ½ of 35-11-06; Remaining portion of Lot 1, Lot 15, Grove Park Subdivision in the W ½ NE ¼ of 02-10-06; Irregular Tracts Lot 6, Lot 7, Lot 8, Lot 9, Lot 10, Lot 11, Lot 12, Lot 13, Lot 14, Lot 16, Lot 26, Lot 44, Lot 45, Lot 46, Lot 47, Lot 48, Lot 49, Lot 50, and adjacent right-of-way, in the NE ¼ of 02-10-06

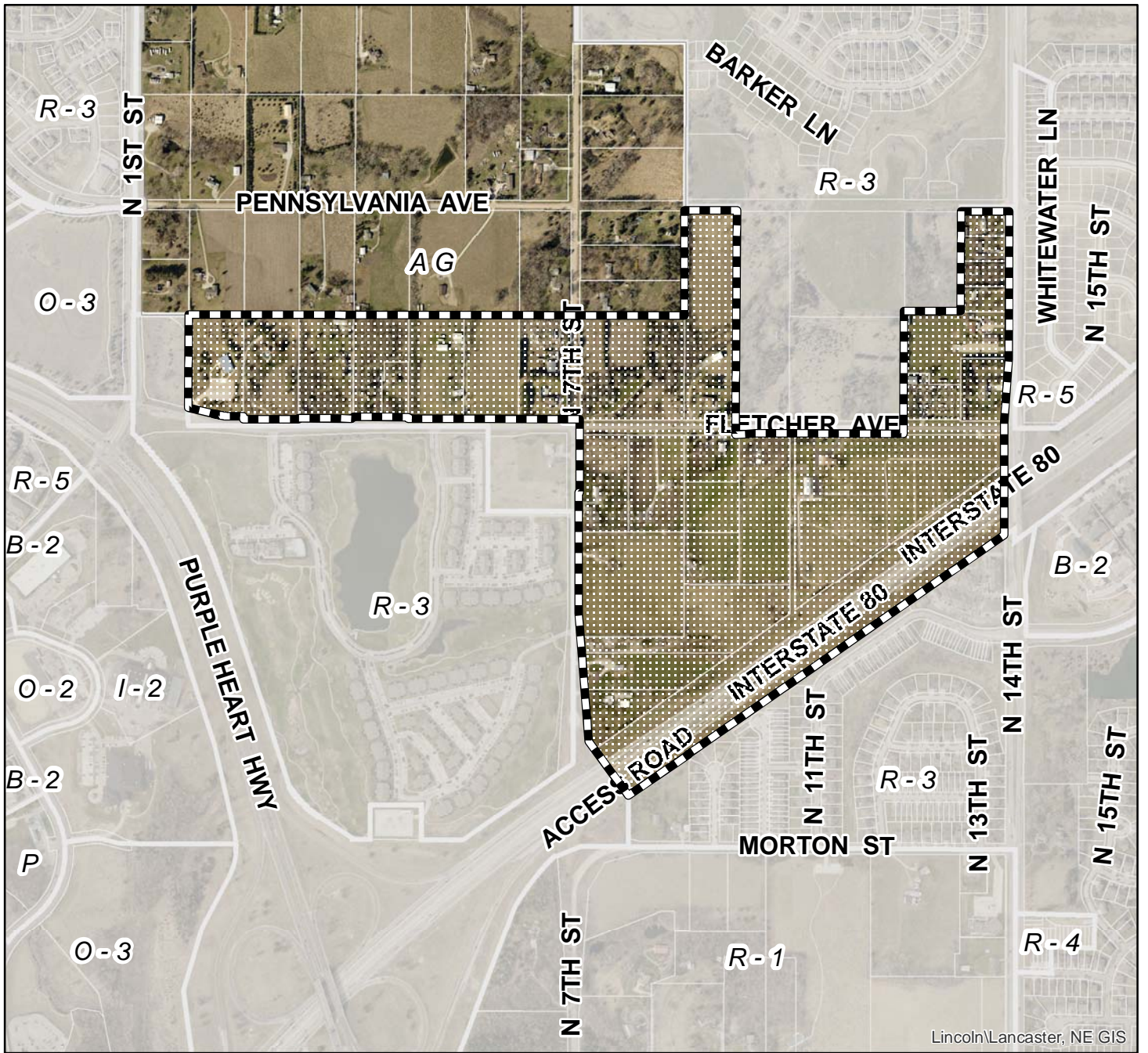
Prepared by

Andrew Thierolf, Planner

October 3, 2017

Applicant/ Andrew Thierolf
Contact: Lincoln-Lancaster County Planning Department
 (402) 441-6371, athierolf@lincoln.ne.gov

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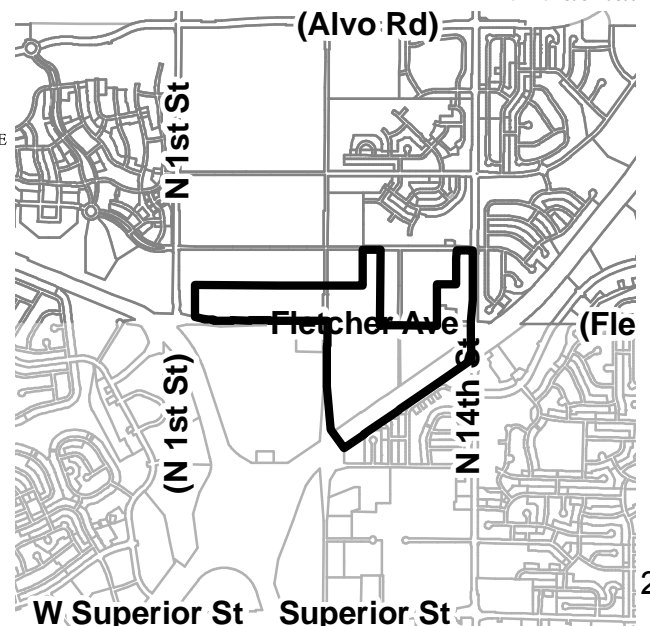
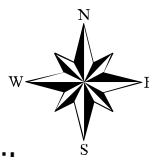
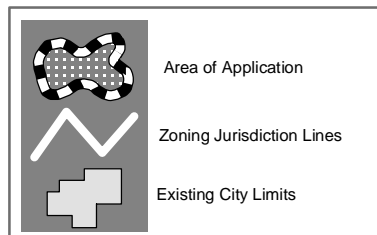
2016 aerial

**Annexation #: AN17015
N 7th St & Fletcher Ave**

Zoning:

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

Two Square Miles:
Sec.35 T11N R06E
Sec.02 T10N R06E



AREA A

N 7TH STREET & FLETCHER AVENUE

Area	152 Acres
Uses	24 dwelling units, Word of Life Lutheran Church, Northern Lighthouse Church, Spilker Tree Farm
Assessed Valuation	\$7,100,700
Zoning	AG (Agriculture)
Comprehensive Plan	Growth Tier I, Priority B
Current Jurisdictions	Lincoln Public Schools Raymond Volunteer Fire and Rescue

The area is surrounded on three sides by existing City and developed mostly with acreages. Twenty of the properties currently have frontage onto a City street. Six properties along N 14th Street have frontage onto an *improved* City street with a trail.

This annexation would bring the entirety of Fletcher Avenue between N 7th and N 14th into City jurisdiction, and close a “gap” along Interstate 80 that is not within City jurisdiction. Annexing Fletcher in this area would clarify jurisdictional responsibilities regarding maintenance, improvements, and emergency services.

Annexing Interstate 80 provides clarity for emergency services. This portion of Interstate 80 is within Raymond Volunteer Fire and Rescue jurisdiction, even though adjacent portions of the interstate are within LFR jurisdiction. Once this portion is annexed the entire stretch of Interstate will be within LFR jurisdiction.

The nearest LFR station is at NW 1st Street in the Highlands neighborhood, approximately 0.75 miles from this area.

UTILITIES

The properties can be served by sanitary sewer and water if lines are extended to individual properties. If the property owners request an assessment district, and if approved by City Council, the cost would be assessed to the properties. The City may provide a partial subsidy in some cases. Separate assessment districts would be required for water and sewer. Property owners would also be required to pay impact fees when connecting to City utilities.

ROADS

The area includes approximately 0.12 miles of gravel roads and 0.3 miles of paved roads. The City would likely not pursue any significant maintenance projects for Fletcher in the near future if the road were annexed.

SUMMARY OF ESTIMATED CITY COSTS AND REVENUES

Annual City Costs and Revenues				One-Time Payments by City	
Property Tax ¹	Wheel Tax ²	Motor Vehicle Tax ³	Streets O&M ⁴	Rural Fire Costs ⁵	Rural Water Costs ⁶
\$21,500	\$4,300	\$1,400	(\$5,100)	(\$4,800)	\$0

1. Taxes are based on 2016/2017 rates and 2017 proposed valuations.
2. Wheel tax is \$74 per automobile, with an assumption of 2.4 automobiles per dwelling unit.
3. Motor vehicle tax based on the following assumptions for the typical vehicle: cost when new of \$32,000-\$34,000, average vehicle age 9-11 years, 2.4 vehicles per household. The value shown represents the 18 percent allocation of the tax that Lincoln receives.
4. Water and wastewater O&M costs are offset by user fees.
5. This amount would be due upon annexation.
6. This area is not within the RWD boundary.

Current Project - Agency Review Report

Agency Name	User Name	Review Cycle	Review Status	Comments	Assignment
County Health	chris schroeder	1	Recommend Approval	<p>Water wells existing when annexation occurs may continue to exist and be used for domestic (household) or non-domestic (irrigation) use if the use is consistent with the use prior to annexation. An annual well permit is required for all wells within the city limits. Unused wells must be properly decommissioned by a licensed well driller.</p> <p>If the city sewer system is more than 300 feet away from the building or premise, the building or premise may maintain its current on-site wastewater system provided the system is not failing. When the city sewer is within 300 feet and available the building or premise must connect to the city sewer. The existing system must then be properly abandoned a licensed wastewater treatment system installer.</p>	Individual
County Sheriff	Todd Duncan	1	Pending		Individual
Department of Roads - Corridors	Department of Roads - Corridors	1	Pending		First In Group
Development Review Manager	steve henrichsen	1	Recommend Approval		Individual
Emergency Communications	Kelly Davila	1	Pending		Individual
Fire Department	patrick borer	1	Recommend Approval	Lincoln Fire and Rescue recommends approval of this application.	Individual
Lincoln Police Department	sgt randy clark	1	Recommend Approval		First In Group
Long Range Manager	paul barnes	1	Recommend Approval		Individual
Public Works - Engineering Services	brion perry	1	Recommend Approval	9-14-17	First In Group
Public Works - Watershed Management	ben higgins	1	No Review Required		First In Group

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER
Annexation #17016

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
October 11, 2017

RELATED APPLICATIONS
None

PROPERTY LOCATION
N 84th and Holdrege Streets

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a City-initiated request to annex approximately 203 acres that are adjacent to city limits on three sides. The area is mostly developed as acreages, and includes 29 dwelling units and one church. This annexation would also include a portion of Holdrege Street.



JUSTIFICATION FOR RECOMMENDATION

The area was recommended for annexation in the 2017 Annexation Study completed by the Planning Department. It is in Growth Tier I Priority B, engulfed by the city, urban in character, and basic infrastructure is available. There are nearby properties that meet this criteria as well and are not currently being proposed for annexation, but this proposal is focused on the areas that can most clearly be served by utilities.

APPLICATION/STAFF CONTACT

Andrew Thierolf, Planning Department
(402) 441-6371, athierolf@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Per the Annexation Policy in the Comprehensive Plan, the City should annex areas in Growth Tier 1, Priority B that are engulfed by the city. The City should also annex contiguous land that is urban in character with basic infrastructure available. This area is in Growth Tier 1, Priority B, contiguous to the city, urban in character, and basic infrastructure is available.

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Pg. 12.7 - Priority B areas are designated for development in the first half of the planning period (to 2026), are generally contiguous to existing development, and should be provided with basic infrastructure as they develop.

The ANNEXATION POLICY- page 12.14-12.15 of the 2040 Comprehensive Plan.

Annexation policy is a potentially powerful means for achieving many of the goals embodied in the Plan's Vision. Annexation is a necessary and vitally important part of the future growth and health of Lincoln. The annexation policies of the City of Lincoln include but are not limited to the following:

The provision of municipal services must coincide with the jurisdictional boundaries of the City - in short, it is not the intent of the City of Lincoln to extend utility services (most notably, but not necessarily limited to, water and sanitary sewer services) beyond the corporate limits of the City.

The extension of water and sanitary sewer services should be predicated upon annexation of the area by the City. City annexation must occur before any property is provided with water, sanitary sewer, or other potential City services.

The areas within Tier I, Priority A that are not annexed serve as the future urban area for purposes of annexation per state statute and are appropriate for immediate annexation upon final plat. These areas have approved preliminary plans.

To demonstrate the City's commitment to the urbanization of land in Tier I, Priority B, the City should annex land that is contiguous to the City and generally urban in character, as well as land that is engulfed by the City. Land that is remote or otherwise removed from the limits of the City of Lincoln will not be annexed. The City should review for potential annexation all property in Priority B for which basic infrastructure is generally available or planned for in the near term.

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The character of existing residential areas should be respected as much as possible during the annexation process. When low density "acreage" areas are proposed for annexation due to the City's annexation policy, additional steps should be taken to ease the transition as much as possible, such as public meetings, advance notice and written explanation of changes as a result of annexation. In general, many aspects of acreage life may remain unchanged, such as zoning or covenants. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

Annexation to facilitate the installation of improvements and/or possible assessment districts is appropriate if it is consistent with the annexation policies of the Plan listed above.

Plans for the provision of services within the areas considered for annexation shall be carefully coordinated with the Capital Improvements Program of the City and the County.

UTILITIES & SERVICES

- A. Sanitary Sewer: Sewer is directly adjacent to the west, east, and south. Extension of local mains to serve individual properties can be requested by property owners and would primarily be paid for through assessment districts.
- B. Water: Water is directly adjacent on all sides. Extension of local mains to serve individual properties can be requested by property owners and would primarily be paid for through assessment districts.
- C. Roads: This annexation would add approximately 1.5 miles of paved local roads and 0.5 miles of Holdrege Street into City jurisdiction. The roads to be annexed are in generally good condition. N 93rd Street, located on the southern end of the subdivision, is in poor condition. No properties use it for access and it is currently blocked with temporary barricades. The road is intended as a future connection if the area ever redevelops at a greater urban density. Significant repairs would be needed if N 93rd Street is reopened in the future.
- D. Fire Protection: The site is currently served by Southeast Rural Fire and Rescue. It would be served by Lincoln Fire and Rescue (LFR) upon annexation. The nearest LFR station is at Cotner Boulevard near 64th Street, approximately two miles from this area. LFR will be constructing a new station near 84th Street and Leighton Avenue, approximately one mile from this site. Hydrants are available along Holdrege Street and at the ends of the neighboring local City streets.

ANALYSIS

1. This request is to annex approximately 203 acres that are engulfed by city limits. The property owners did not initiate the annexation; the applicant is the City of Lincoln. The area is mostly developed as residential acreages, and is located between Waterford Estates, Eagle Crest, Eagle View, and Sunrise Hills, all of which are urban residential subdivisions. Southeast Community College is adjacent to the south.
2. This site was identified for annexation in the 2017 Annexation Study completed by the Planning Department (see attached page on this area from the study). The annexation recommendation is based on the Annexation Policy found in the Comprehensive Plan and page 2 of this staff report. The complete study is available at lincoln.ne.gov keyword: annstudy17.
3. The following paragraph from the Annexation Policy describes areas appropriate for annexation.

To demonstrate the City's commitment to the urbanization of land in Tier I, Priority B, the City should annex land that is contiguous to the City and generally urban in character, as well as land that is engulfed by the City. Land that is remote or otherwise removed from the limits of the City of Lincoln will not be annexed. The City should review for potential annexation all property in Priority B for which basic infrastructure is generally available or planned for in the near term.

The 2017 Annexation Study used this policy to identify four specific criteria for annexation. Areas that meet at least one of the following criteria may be appropriate for annexation. This site meets multiple criteria (A and D), so it is appropriate for annexation.

- a. *Land in Tier I Growth Area, Priorities A and B.* This area is within Tier I, Priority B.
- b. *Land which is engulfed by the city limits.* This area is nearly engulfed by city limits, and directly adjacent to the city on three sides.
- c. *Land which is contiguous to the city limits and in urban zoning.* This site is zoned AG and AGR, so it is not in urban zoning.
- d. *Land which is contiguous to the city limits, in agricultural zoning, in which basic infrastructure is in place or planned in the near term, and is in urban character.* The site is contiguous to city limits, urban infrastructure is available, and it is developed into primarily residential uses.

4. Reasons for annexation include:
 - a. Equity for taxpayers. Property owners on three sides of this area pay City taxes. These properties should be subject to the same tax levy as their neighbors. These properties benefit from being within an urban setting.
 - b. Clarity for emergency services. This area is within the jurisdiction of Southeast Rural Fire and Rescue, while the surrounding areas inside city limits are served by LFR. The area would be served by LFR upon annexation. The annexation also addresses a portion of Holdrege Street that alternates between County and City jurisdiction. Following annexation all of Holdrege Street in this area will be within City jurisdiction.
 - c. Allow for continued growth of Lincoln in an efficient and orderly fashion. As Lincoln continues to grow, it doesn't make sense to have areas in rural jurisdictions surrounded by the City.
5. The residential acreages are part of the Sunrise Estates Community Unit Plan (CUP). The CUP was approved in 1989 as an early form of a "build-through" acreage development. The CUP shows the lots as they are platted today, but it also includes a potential layout for when the site redevelops at a greater urban density. From the beginning this development was designed with the knowledge that it would eventually be annexed into the City. This annexation allows for the potential of future subdivision of the acreage lots per the approved CUP; however, subdivision would only occur if initiated by the property owners.
6. The existing zoning is AG Agriculture and AGR Agriculture Residential. This annexation would not change the zoning on the site.
7. This area is within the Waverly Public Schools district. Upon annexation it would change to Lincoln Public Schools (LPS). Annexed property owners are required to continue paying the levy on outstanding bonds that were approved while they were within the Waverly school district. Property owners paying for bonds in other districts do not have to pay for past LPS bonds; however, they will have to pay for any LPS bonds approved after annexation. Residents with children attending Waverly Public Schools can request to have their children remain in that school.
8. The large acreage property south of Holdrege is currently designated as Greenbelt for tax purposes. The Greenbelt program is regulated by the State and provides reduced valuations for properties in agricultural use near cities. Property owners cannot keep their Greenbelt designation once the property is annexed unless a conservation easement is obtained. The site currently does not include a conservation easement; it does not appear to be located within a floodplain or otherwise environmentally sensitive area, so it is unlikely that the City or any agencies would accept an easement in this location.
9. The 2017 assessed value of this land is approximately \$15,001,300. Estimated annual property tax revenue for the City, based on the existing levy, would be approximately \$42,600. The total valuation would likely change upon annexation due to loss of the Greenbelt designation for the larger acreage property. The valuations of non-Greenbelt properties should not be impacted by annexation.
10. The City of Lincoln's ability to annex property comes from State authorization. Per Nebraska Revised Statute 15-104, the City Council may "at any time" annex "any contiguous or adjacent lands, lots, tracts, streets, or highways". Additional information about state statutes and court cases relating to annexation in Nebraska can be found in the 2017 Annexation Study.
11. Urban character is defined by a site's relation to the urban area. The Nebraska Supreme Court has consistently determined (*Sullivan v. City of Omaha*, *Holden v. City of Tecumseh*) that areas contiguous to a city or part of the larger urban context, even if being currently used for agriculture, are urban or suburban in character due to their development potential and are subject to annexation per State Statute. The larger Greenbelt parcel in this area may be used for agricultural purposes, but they are urban in character due to their relation to the surrounding urban area.
12. The Annexation Policy found in the Comprehensive Plan provides guidance for annexing acreage areas.

The character of existing residential areas should be respected as much as possible during the annexation process. When low density "acreage" areas are proposed for annexation due to the City's annexation policy, additional steps should be taken to ease the transition as much as possible, such as public meetings, advance notice and written explanation of changes as a result of annexation. In general, many aspects of acreage life may remain unchanged, such as zoning or covenants. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

Staff sent out initial notification letters to impacted property owners on August 1st. Four informational meetings were held in late August. One of the informational meetings was at Southeast Community College and focused on this annexation area. Staff from Planning, Public Works and Utilities, LFR, and the Health Department answered questions about the annexation process and potential impact on annexed properties. Approximately 40 residents attended the meeting at Southeast Community College.

13. Annexation would not significantly change the character of the area. Existing roads would remain, and residents can keep their well and septic systems if they choose to do so. Upgrading streets to an urban standard, or installing local water and sewer mains to serve individual properties, can be requested by property owners and would primarily be paid for through assessment districts. Any assessment district would need to be approved by City Council as a separate action from this annexation.
14. There would be several impacts on annexed properties as they switch from rural to City jurisdiction. Property taxes would increase approximately 21 percent based on preliminary estimates from the Assessor's Office. The property tax increase would go into effect for the 2018 tax year, to be paid in 2019. Property owners would be subject to other taxes and fees, such as wheel tax, well permit fees, and pet licensing fees (if applicable). In addition, there are miscellaneous City ordinances that property owners would now be subject to, including restrictions on fireworks, discharging firearms, animals, and open burning.
15. The area north of Holdrege Street is also in Tier I Priority B will be considered for annexation at a future date. The area is urban in character but may not have immediate access to utilities. The area identified for annexation with this proposal has more immediate access to utilities than the area north of Holdrege Street.

EXISTING LAND USE & ZONING: Residential, Church, Agriculture
 AG Agriculture, AGR Agriculture Residential

SURROUNDING LAND USE & ZONING

North: Residential	AG Agriculture
South: Residential, Southeast Community College	R-3 Residential, P Public
East: Residential	R-3
West: Residential	R-3, R-2 Residential

APPLICATION HISTORY

August 1989 Special Permit No. 1311 approved for the Sunrise Estates Community Unit Plan (CUP). The CUP was approved as a "build-through" acreage development in order to accommodate future urban subdivision.

APPROXIMATE LAND AREA: 203 acres

PROPOSED CITY COUNCIL DISTRICT ASSIGNMENT: District 1

LEGAL DESCRIPTION: Lot 13, Eagle View Addition; Block 1, Lot 1, Block 4, Lot 1, Sunrise Estates; Block 1, Lots 1-3, Block 2, Lot 1, Sunrise Estates 1st Addition, Block 1, Lots 1-5, Block 2, Lots 1-7, Block 3, Lots 1-3, Block 4, Lot 1, Block 6, Lots 1-3, Block 5, Lots 1-2, Outlot A, Outlot B, Sunrise Estates 2nd Addition; Lot 23 NW, Lot 24 NW, and adjacent rights-of-way, in the north half of 23-10-07

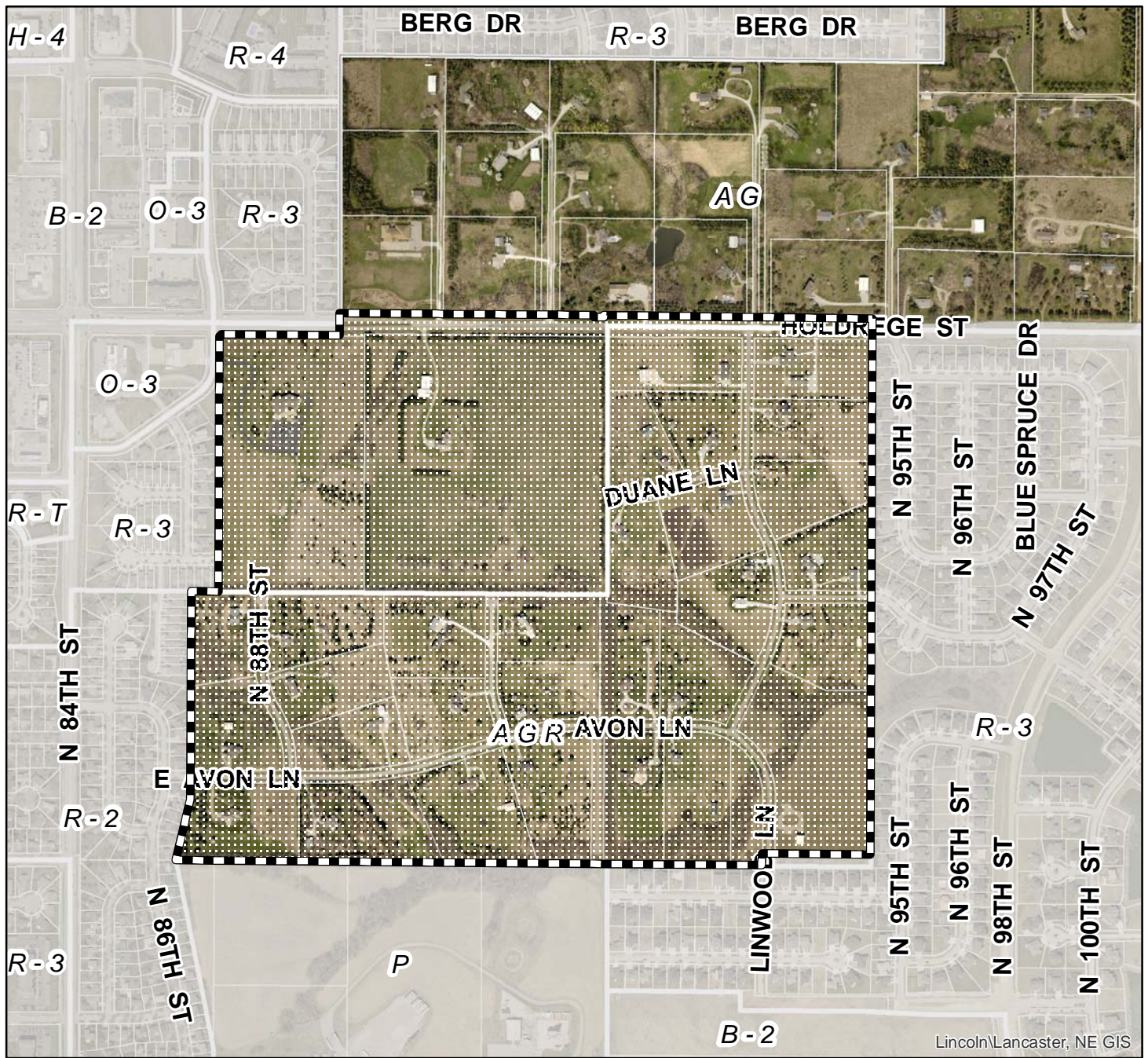
Prepared by

Andrew Thierolf, Planner

October 3, 2017

Applicant/ Andrew Thierolf
Contact: Lincoln-Lancaster County Planning Department
 (402) 441-6371, athierolf@lincoln.ne.gov

\\FILSRV01\Planning\DevReview\AN\17000\AN17016 84th & Holdrege.adt.docx



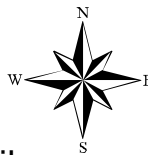
2016 aerial




Annexation #: AN17016
N 84th St & Holdrege St

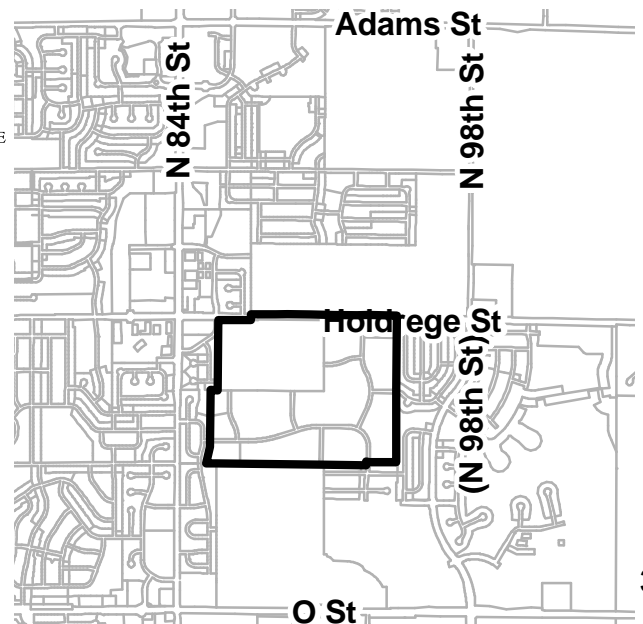
Zoning:

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

Two Square Miles:
 Sec.23 T10N R07E
 Sec.14 T10N R07E



	Area of Application
	Zoning Jurisdiction Lines
	Existing City Limits



AREA C

N 84TH STREET & HOLDREGE STREET

Area	203 Acres
Uses	29 dwelling units, Fellowship Community Church
Assessed Valuation	\$15,001,300
Zoning	AG, AGR (Agricultural Residential)
Comprehensive Plan	Growth Tier I, Priority B
Current Jurisdictions	Waverly Public Schools Southeast Rural Fire and Rescue

The area is surrounded on three sides by existing City and developed mostly with acreages. This annexation would bring the entirety of Holdrege Street between N 84th and N 95th into City jurisdiction.

Sunrise Estates was approved in 1988 as a build-through acreage subdivision, so it has a conceptual urban layout if the property owners decide to further divide their lots in the future. A change of zone, which is not included in this annexation, would need to be approved prior to urban density subdivision.

The nearest LFR station is at Cotner Boulevard near 64th Street, approximately two road miles from this area. LFR is considering building a new station near 84th Street and Leighton Avenue, less than a mile from this site.

UTILITIES

The properties could be served by sanitary sewer and water if lines are extended to individual properties. If the property owners request an assessment district, and if approved by City Council, the cost would be assessed to the properties. The City may provide a partial subsidy in some cases. Separate assessment districts would be required for water and sewer. Property owners would also be required to pay impact fees when connecting to City utilities.

ROADS

The area includes approximately 1.5 miles of paved local roads and 0.5 miles of paved arterial roads. Holdrege was patched and resurfaced in 2015. The local roads are in generally good condition, although Linwood needs to be patched and resurfaced. Otherwise, typical maintenance such as crack and asphalt sealing is needed in the near future.

N 93rd is public right-of-way but appears to have been blocked and abandoned. The road currently serves no purpose but was likely platted and built for a future connection to the south. Significant repairs would be needed if N 93rd is re-opened in the future.

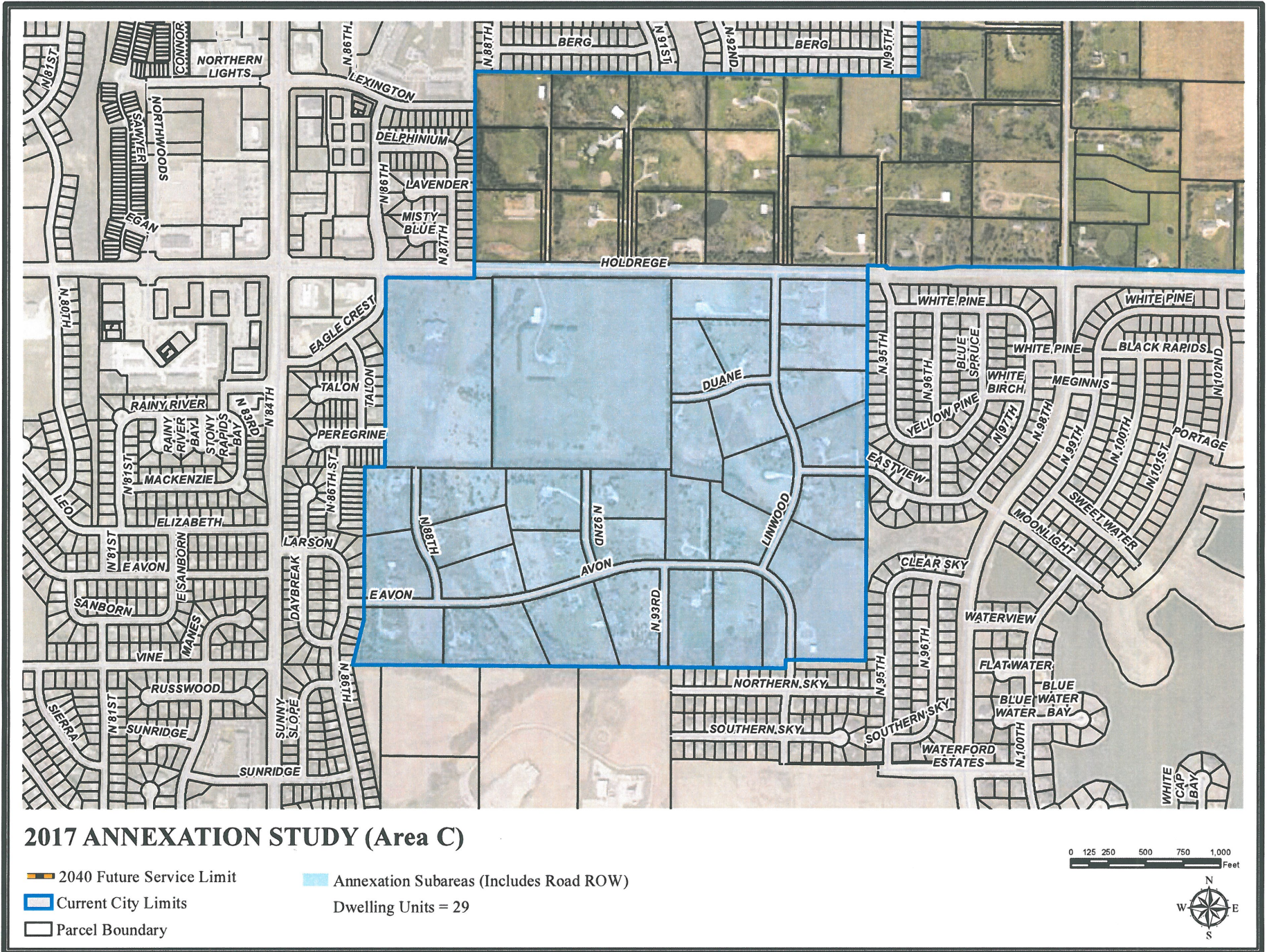
SUMMARY OF ESTIMATED CITY COSTS AND REVENUES

Annual City Costs and Revenues				One-Time Payments by City	
Property Tax ¹	Wheel Tax ²	Motor Vehicle Tax ³	Streets O&M ⁴	Rural Fire Costs ⁵	Rural Water Costs ⁶
\$42,600	\$5,200	\$1,600	(\$14,500)	\$0	\$0

1. Taxes are based on 2016/2017 rates and 2017 proposed valuations.
2. Wheel tax is \$74 per automobile, with an assumption of 2.4 automobiles per dwelling unit.
3. Motor vehicle tax based on the following assumptions for the typical vehicle: cost when new of \$32,000-\$34,000, average vehicle age 9-11 years, 2.4 vehicles per household. The value shown represents the 18 percent allocation of the tax that Lincoln receives.
4. Water and wastewater O&M costs are offset by user fees.
5. The fire department has no net debt per the formula used to calculate reimbursement.
6. This area is not within the RWD boundary.

FUTURE ANNEXATIONS

If this annexation is approved, the acreages directly north of Holdrege will be surrounded on three sides by existing City and will take access from a City street. They were not recommended for immediate annexation since some of the lots may be difficult to serve with utilities at this time, but as the surrounding area continues to develop it may be appropriate to annex these properties in the next 2-4 years.



Current Project - Agency Review Report

Agency Name	User Name	Review Cycle	Review Status	Comments	Assignment
County Health	chris schroeder	1	Recommend Approval	<p>Water wells existing when annexation occurs may continue to exist and be used for domestic (household) or non-domestic (irrigation) use if the use is consistent with the use prior to annexation. An annual well permit is required for all wells within the city limits. Unused wells must be properly decommissioned by a licensed well driller.</p> <p>If the city sewer system is more than 300 feet away from the building or premise, the building or premise may maintain its current on-site wastewater system provided the system is not failing. When the city sewer is within 300 feet and available the building or premise must connect to the city sewer. The existing system must then be properly abandoned a licensed wastewater treatment system installer.</p>	Individual
County Sheriff	Todd Duncan	1	Pending		Individual
Development Review Manager	steve henrichsen	1	Recommend Approval		Individual
Emergency Communications	Kelly Davila	1	Pending		Individual
Fire Department	patrick borer	1	Recommend Approval	Lincoln Fire and Rescue recommends approval of this application.	Individual
LES	les reviews	1	Recommend Approval	9/26/17 No comments.	First In Group
Lincoln Police Department	sgt randy clark	1	Recommend Approval		First In Group
Long Range Manager	paul barnes	1	Recommend Approval		Individual
Public Works - Engineering Services	brion perry	1	Recommend Approval	9-14-17	First In Group
Public Works - Watershed Management	ben higgins	1	No Review Required		First In Group
School District 145 - Waverly	School District 145 - Waverly	1	In Review		First In Group

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER
Comprehensive Plan Conformance #17016

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
October 11, 2017

RELATED APPLICATIONS
None

RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

PROPOSAL:

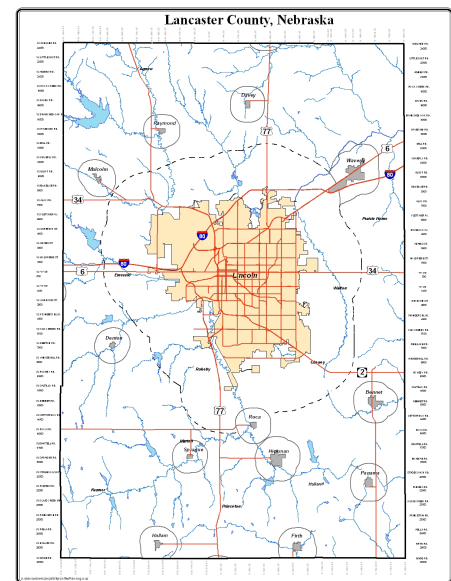
Pursuant to Resolution 1521, passed by the Board of County Commissioners on December 30, 1958, the Planning Commission is to review the proposed *Lancaster County Road and Bridge Construction Program, Fiscal Years 2018 and 2019-2023* with regard to its conformity with the Comprehensive Plan.

CONCLUSION:

Pavement and grading projects within the proposed *Lancaster County Road and Bridge Construction Program, FY 2018 and 2019-2023* have been reviewed with regard to their compatibility with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*.

The proposed *Program* is found to emphasize roads functioning as arterials and it is recommended that this emphasis be continued. The County Engineer and City of Lincoln are also encouraged to continue to cooperate in administering all phases of the road and street programs. Coordination of project operations and construction improves efficiencies and economics and results in a better transition from county roads to city streets.

The overall finding and recommendation is that the Planning Commission find the proposed *Lancaster County Road and Bridge Construction Program for FY 2018 and 2019-2023*, to be generally in conformance with the current *2040 Lincoln City-Lancaster County Comprehensive Plan*.



APPLICATION CONTACT
Pam Dingman, County Engineer
(402) 441-7681 or
PDingman@lancaster.ne.gov

STAFF CONTACT
Michael D. Brienzo,
Transportation Planner
Lincoln-Lancaster Planning Department
(402) 441-6369 or
mbrienzo@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Staff Analysis:

The Lancaster County Rural Road Projects on map 10.18 (page 10.63) and table 10.10 (page 10.64) in the transportation element of the *current 2040 Lincoln City-Lancaster County Comprehensive Plan* shows categories of roads which include: existing paved county roads, County Projects, future road openings programmed for paving, and potential road closures. County road improvements beyond the current Lincoln Urban Area are considered candidates for paving on the Future Rural Road Project Needs analysis, map 10.11 (page 10.38). The emphasis of the *Lancaster County Road and Bridge Construction Program* is placed on the projects identified as funded/committed paving improvements over the life of the plan.

The Lincoln-Lancaster County Comprehensive Plan anticipates many changes over the planning period. Changing demographics and employment patterns will create challenges for provision of transportation services and facilities. At the same time, the Lancaster County Engineer faces significant financial challenges in the care and maintenance of an aging system as well as the changing demand for alternative transportation options.

“There are 1,486 miles of rural roadways in Lancaster County that are managed by either the State of Nebraska or Lancaster County. The state manages all Interstate, U.S. and State Highways which make up more than 170 miles of rural highways. The County Engineer manages approximately 1,304 miles of roads in the rural road system of which approximately 1,022 miles are gravel surfaced, 237 miles are paved or asphalt, and about 43 miles remain unimproved dirt roads.” (2040 Comprehensive Plan, page 10.15)

The 2040 Comprehensive Plan recognizes that the needs of Lancaster County outweigh the capital resources that are available during the planning horizon. Improvements to the rural road system will occur throughout the County but the amount of new pavement installed will depend upon the growth in traffic and population, and the fiscal resources available in the future to make the improvements.

“Road improvement decisions in the County are triggered by daily traffic volumes with the amount of traffic dictating the type and degree of improvement necessary. When a road experiences traffic levels of 300 trips per day or more, a minimum of 100 feet of ROW may be acquired by the County and grading and drainage improvements may be made in anticipation of future improvement needs. At 400 trips per day, a roadway qualifies for paving, which should remain as an effective facility, with proper maintenance, until a level of 6,000 trips per day is reached. At that point a four-lane divided facility may be needed. The Future County Road Improvements Plan shows County roads which are likely candidates for two-lane paving in the future.” (2040 Comprehensive Plan, page 10.37)

County roads identified in the Plan are identified as priority projects based upon a systemwide priority setting analysis for the planning period. These roads function as arterials, collectors, or local roads. The program schedule for improvements depend largely upon the availability of funding and the determination of current system needs. Paving is based on daily vehicle counts, planning considerations, functions of roads, and identified deficiencies of roads. Through this evaluation, it is determined which roads should be paved with arterials receiving the first priority, followed by collectors, and then by local roads.

Review of Proposed Road Projects

The road projects contained in the proposed *Lancaster County Road and Bridge Construction Program* include engineering, right-of-way, grading and structures, pavement, 2nd-stage pavement, road maintenance and safety improvements. Outside the City of Lincoln, the Comprehensive Plan specifically identifies existing paved, future paved roads, programmed paving, potential two lane widening and road closures.

The first level of review of the *Road and Bridge Construction Program* included reviewing all road projects proposed for safety improvements, pavement, 2nd-stage pavement, and pavement widening. These projects were reviewed with

regard to conformity with the Comprehensive Plan. The Road and Bridge Construction Program notes that according to the policy of the County Board, projects will not be approved for pavement unless they are included as “programmed paved roads” in the Comprehensive Plan or the Plan is amended.

2nd-stage pavement

Pavement on existing paved roads deteriorates due to use and weathering and requires regular maintenance to extend its life span. A technique County Engineering uses to add new life to older pavement or asphalt is called *2nd-stage pavement*. This process repairs any flaws in the existing surface and adds a new layer of an asphalt overlay to the top. This gives it a brand-new appearance and adds new life to older asphalt for less cost. With an asphalt overlay, the County Engineer is able to get more service out of the existing pavement or asphalt and avoid costly road rebuilding projects.

The following 2040 Comprehensive Plan maps/tables were used for this review:

- Rural Road Project Needs map 10.11 (page 10.38) to review “Existing Paved Roads” and “Funded/Committed Paving” projects;
- Rural Road Projects map 10.18 (page 10.63) and table 10.10 (page 10.64) to review Roadway Project Programming Priorities;
- Urban Area Fiscally Constrained Roadway Plan map 10.17 (page 10.61) and table 10.9 (page 10.60) to coordinate with urban area project programming priorities;
- Existing Functional Classification, map 10.3 (page 10.14)

The second level of review involved reviewing all projects that are scheduled for engineering, right-of-way, or grading and structures. This review was done to assure that county projects and city projects are coordinated and to assure that any improvements being proposed are in conformance with the long-range transportation plan as reflected in the *Lincoln City-Lancaster County Comprehensive Plan*.

Attached is a summary *Improvement Projects Listing on New and Existing Paved Roads*, which briefly describes the improvements proposed for existing paved roads and new paving projects on existing gravel roads.

Program Funding Summary

Funding Source	Completed in FY 2017		FY 2018	
	Roads	Bridges	Roads	Bridges
County	\$6,738,024	\$1,982,499	\$5,421,507	\$3,011,063
City of Lincoln	\$ 0	\$ 0	\$ 561,723	\$ 0
Other Sources	\$ 0	\$ 0	\$ 0	\$ 0
State	\$ 16, 074	\$ 0	\$1,144,084	\$ 60,187
Federal	\$ 0	\$ 0	\$ 0	\$ 0
TOTAL	\$6,754,098	\$1,982,499	\$7,127,314	\$3,071,250

Program Funding is primarily with Lancaster County funds through the County budgeting process. Other funds are obtained through the Nebraska Department of Transportation federal funds purchase program. In this program, the State purchases federal aid transportation funds from the county which allows the county to tailor projects to better meet their highway and bridge needs. Bridge replacement projects are extremely costly and the County Engineer is seeking additional federal-aid funding along with local funds to rehabilitate and replace deficient county bridges. Standby projects listed for FY 2018 are on the condition of receiving additional funds. The City of Lincoln contributes

funds for projects being coordinated with the City and extending into the City jurisdiction. The State provides partial funding for road safety projects, State Recreation Roads and NEMA Hazard Mitigation for county bridges.

RUTS Project Coordination

An interlocal cooperation agreement between the City of Lincoln and Lancaster County was originally adopted in 2006 that establishes the *Rural-to-Urban Transition for Streets* (RUTS) program. The current interlocal RUTS agreement (currently under review) is to provide for the transition of county roads located within the three-mile zoning jurisdiction to city streets at the time of annexation into the City of Lincoln and encourages the City and County to cooperate in administering all phases of the road and street programs. The expected result is to improve efficiencies and economics resulting from unified operations and construction and a better transition from county roads to city streets.

The City of Lincoln Public Works and Utilities Department and the Lancaster County Engineer work together to identify right-of-way acquisitions and county road improvements within the three-mile zoning jurisdiction of the City of Lincoln. Review of the Lancaster County Road and Bridge Construction Program is taken as an opportunity to review the county right-of-way priorities for better coordination and to identify potential RUTS projects. This planning provision promotes consistency between transportation improvements and planned urban development. South 98th Street between Old Cheney Road and 'A' Street (3.1 miles) is a new RUTS project identified for paving in 2018 (page 7 of the One and Six Year Program).

Lancaster County Bridge Program

One of the major functions of the Lancaster County Engineer is to build and maintain bridges in the county outside of the City of Lincoln incorporated area. The bridge program is responsible for monitoring the functional and structural integrity of all County bridges through regular inspection and reporting. The County Engineer continually seeks local, state and federal-aid funding to rehabilitate and replace deficient county public bridges. The three main goals of the bridge program are:

- Keep the bridges open and safe for public use.
- Preserve bridge infrastructure by having a formal bridge report file containing the history of inspections and an evaluation of the condition of the structure.
- Replace bridges with reliable new structures when rehabilitation is not feasible.

Ten bridge projects are identified for improvement in 2018 (page 9 of the One and Six Year Program).

Environmental Compatibility

Environmental reviews need to be considered on all road and bridge projects in the *Lancaster County Road and Bridge Construction Program* to support and promote environmental stewardship. Project development needs to include consultation with local, state and federal environmental regulatory and coordinating agencies to identify potential environmental impacts and consider mitigation measures in the evaluation of alternative system improvements. Federal regulations state that the MPO must document in the transportation plan how environmental protection, wildlife management, land management and historic preservation agencies are consulted within the transportation planning process. Agency Consultation needs to include, but not be limited to, the Lancaster County Ecological Advisory Committee, Nebraska Department of Environmental Quality, Nebraska Game and Parks Commission, the Lincoln Watershed Management Division and the Army Corp of Engineers.

Internet Access to Lancaster County Road and Bridge Construction Program

The Plan is available on the web at <http://www.lincoln.ne.gov/cnty/engin/index.htm> or through the City-County InterLinc web-page site with the key word "Engineer."

Prepared by:

Michael D. Brienzo, Transportation Planner
Lincoln MPO / Lincoln-Lancaster Planning Department
(402) 441-6369 or mbrienzo@lincoln.ne.gov

Date: September 26, 2017

Applicant:

Pam Dingman, County Engineer
County Engineering
444 Cherrycreek Road, Bldg. C
Lincoln, NE 68528
402) 441-7681 or PDingman@lancaster.ne.gov

Improvement Projects Listing on New and Existing Paved Roads

Road Projects Completed in FY 2017

Improvement Projects as 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

- N 14th Street (Raymond Road to Agnew Road), 4.0 miles
- S 68th Street (Roca Road to City of Hickman), 1.3 miles
- N 70th Street (Arbor Road to Waverly Road), 2.9 miles
- NW 112th Street (Hwy 34 to Malcolm), 1.7 miles
- Alvo Road (N 1st Street to N 7th Street), 0.5 miles
- W Denton Road (Denton to SW 60th Street) 2.0 miles
- Folsom Street (Old Cheney Rd to Pioneers Blvd), 1.0 miles
- Hallam Road (east and west of SW 72nd Street), 0.6 miles
- Kensington Estates (1st Addition), 0.9 miles
- Roca Road (S 54th Street to S 68th Street), 1.0 miles
- Van Dorn Street (S 98th Street to S 112th Street), 1.0 miles
- Waverly Road (Hwy 77 to N 141st Street), 5.9 miles
- Yankee Hill Road (S 98th Street to S 120th Street), 1.5 miles

Grading and structures for improvements on an existing gravel road. In the Comprehensive Plan as potential paving and generally in conformance with the Comprehensive Plan.

- N 27th Street (Waverly Road to McKelvie Road), 1.8 miles

Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and generally is in conformance with the Plan.

- E Adams Street (Stevens Creek to N. 148th Street), 3.3 miles

Advanced Railroad Pavement Markings that are partially supported with State funding (90% State & 10% local) and generally is in conformance with the Comprehensive Plan.

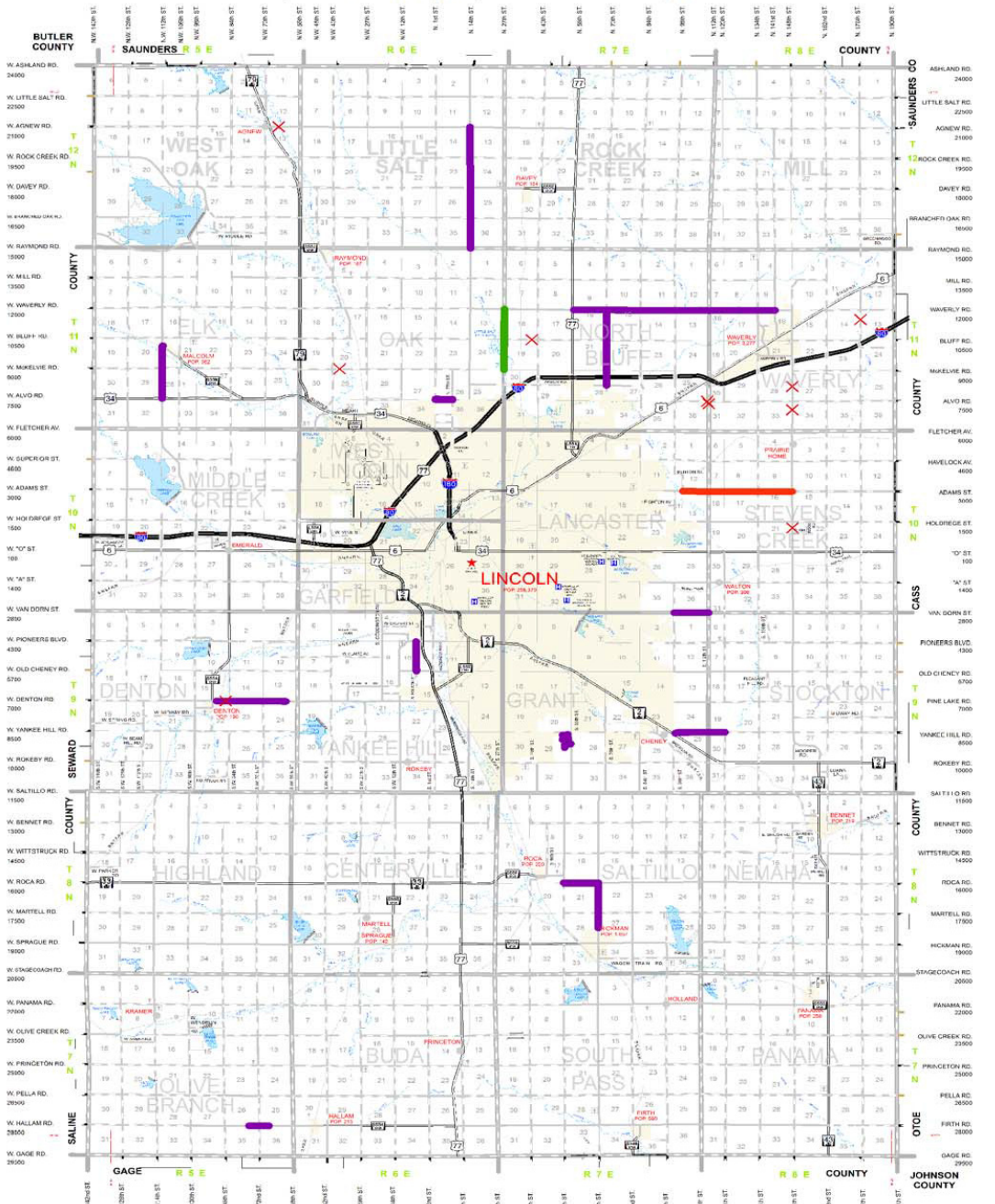
- Miscellaneous Railroad Locations.

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

Completed Roadway Improvements - through 2017

KENNETH D. SCHROEDER
COUNTY SURVEYOR



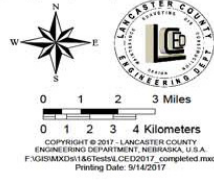
- LEGEND**
- ATHERSTONE HIGHWAY
 - U.S. HIGHWAY
 - STATE HIGHWAY
 - PAVED ROAD
 - GRAVEL ROAD
 - DIRT ROAD
 - DAM WITH ROAD ON TOP
 - ROAD MARKED BY ADJOINING COUNTY
 - ROADWAY
 - MORISC TRAIL
 - COUNTY BOUNDARY
 - TOWNSHIP LINE
 - SECTION LINE
 - UNINCORPORATED VILLAGE
 - INCORPORATED VILLAGE OR CITY
 - SUBDIVISION
 - MAJOR PARKS
 - RESERVOIR OR CREEK
 - LAKE OR POND
 - RESERVOIR WITH DAM
 - WETLANDS

SOURCE:
Lancaster County Records, Lancaster County Engineering Department
City Limits for Lincoln, City of Lincoln, Lancaster County Planning Department
Census Bureau TIGER/Line Data, U.S. Department of Commerce
Digital Aerial Orthophotography, NHDIC - Nebraska Intra Regional Orthophoto Consortium
U.S.G.S. Topographic Quadrangles, U.S. Department of the Interior

LANCASTER COUNTY ENGINEERING DEPARTMENT
444 Cherry Creek Road Bldg. C
Lincoln, Nebraska 68528
Tel: 402-441-7681 Fax: 402-441-8692
<http://lanaster.ne.gov/engineering/index.htm>

COMPLETED IMPROVEMENTS

- BRIDGES
- PAVING
- RESURFACING
- GRADING



Bridge Projects Completed in FY 2017

Timber Back Wall Scour Repair. Bridge structures were maintained with minor and major repairs.

- N 112th Street (H-66) Waverly W-31

Concrete Box Culvert replaced and upgraded.

- N 148th Street (H-128) Waverly W-27
- N 148th Street (H-130) Waverly W-34
- N 148th Street (J-143) Stevens Creek W-22
- Alvo Road (G-111) North Bluff S-25
- Bluff Road (G-144) North Bluff S-18
- W McKelvie Road (F-225) Oak S-20

Scour Repair. Bridge structures were maintained with minor and major repairs.

- N 176th Street (H-120) Waverly W-13
- W Agnew Road (D-88) West Oak S-12

Bridge Re-Decking. Bridge structures were maintained with minor and major repairs.

- W Denton Road (N-138) Denton S-15

Road Project Carried over from FY 2013

Engineering and Right of way for future system improvements on an existing paved road. This remains a 2-lane facility and are in conformance with the Comprehensive Plan.

- 68th Street, Roca Road to City of Hickman, 1.3 miles.

Road Project Carried over from FY 2017

This is 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

- Raymond Road, N14th St. to Village of Raymond, 4.5 miles.

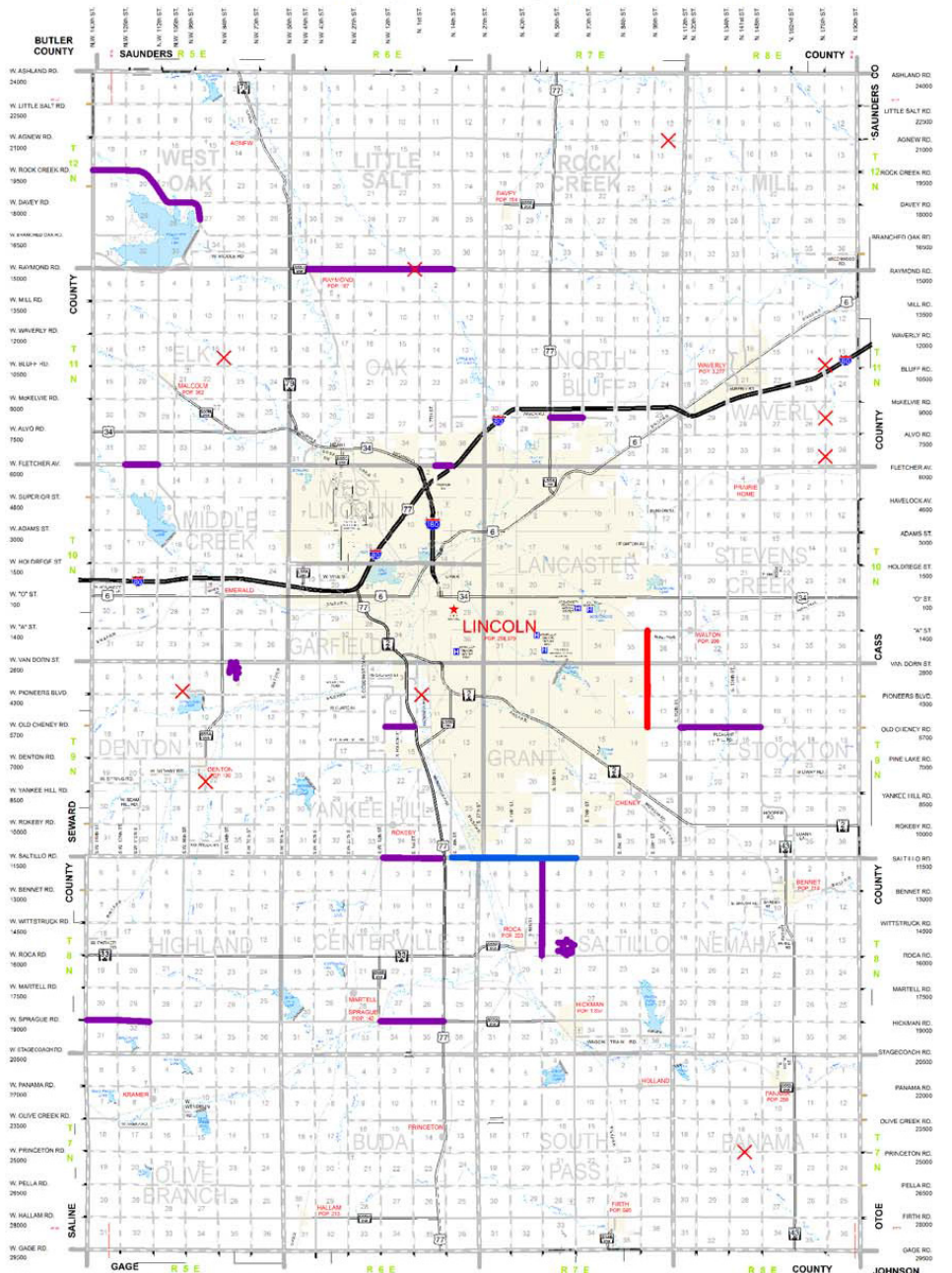
Bridge Project Carried over from FY 2017

Replacement with a 140' CCS (concrete slab) bridge structures, in general conformance with the Comprehensive Plan.

- Raymond Road Bridge (C-91) at Little Salt Creek. Little Salt S-34

LANCASTER COUNTY, NEBRASKA

Proposed Roadway Improvement Program - Fiscal Year 2018



LEGEND

- INTERSTATE HIGHWAY
- U.S. HIGHWAY
- STATE HIGHWAY
- PAVED ROAD
- GRAVEL ROAD
- DIRT ROAD
- DAM WITH ROAD ON TOP
- ROAD MAINTAINED BY ADJACENT COUNTY
- RAILROAD
- MOBILE TRAIL
- COUNTY BOUNDARY
- TOWNSHIP LINE
- SECTION LINE
- UNINCORPORATED VILLAGE
- INCORPORATED VILLAGE OR CITY
- SUPERVISOR
- MAJOR POND
- RIVER OR CREEK
- LAKE OR POND
- RESERVOIR WITH DAM
- WETLANDS

SOURCE:
Lancaster County Records, Lancaster County Engineering Department
City Limits for Lincoln, City of Lincoln Lancaster County Planning Department
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<http://lanaster.ne.gov/engineers/index.htm>

PROPOSED IMPROVEMENTS

- BRIDGE
- PAVING
- RESURFACING
- ENGINEERING

N

0 1 2 3 Miles
0 1 2 3 4 Kilometers

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Printing Date: 5/14/2017

Road Projects Programmed for FY 2018

Improvement Projects as 2nd-stage pavement on an existing paved road and is in general conformance with the Comprehensive Plan.

- S 54th Street (Saltillo Road to Roca Road), 3.0 miles
- Arbor Road (N 56th Street to N 70th Street), 1.0 mile
- Branched Oak Lake Rec Road, 4.2 miles
- Fletcher Avenue (N 7th Street to N 14th Street), 0.5 miles
- W. Fletcher Avenue (NW 126th St. to NW 112th St.), 1.0 mile
- Meadow View Subdivision, 0.5 miles
- Old Cheney Road (S 148th St. to S 112th Street), 2.5 miles
- W Old Cheney Road (Hwy 77 to SW 12th Street), 1.0 mile
- The Preserve at Cross Creek Subdivision (1st, 2nd and 4th Addition), 1.4 miles
- Raymond Road (N 14th St. to Village of Raymond), 4.5 miles
- Saltillo Road (SW 12th Street to Hwy 77), 2.0 miles
- W Sprague Road (SW 14th Street to Hwy 77), 2.0 miles
- W Sprague Road (SW 114th St to SW 142nd Street), 2.0 miles

Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and generally is in conformance with the Comprehensive Plan.

- S 98th Street (Old Cheney to A Street), 3.1 miles [Gravel-Pavement RUTS]

Engineering and Environmental review for improvements on an existing paved road, is in general conformance with the Comprehensive Plan.

- Saltillo Road (S 14th Street to S 68th Street), 3.2 miles

Road Projects Programmed as FY 2017 Standby Projects

Right of way for future system improvements on an existing paved road. This is in conformance with the Comprehensive Plan.

- N 98th Street (Holdrege Street to Adams Street), 1.0 miles [Gravel-ROW-RUTS]

Engineering and right of way for a future freeway. This is in conformance with the Comprehensive Plan. Funding is being coordinated with the City of Lincoln.

- East Beltway, Nebraska Highway 2/ South Beltway to I-80, 13.0 miles.

Bridge Projects Programmed for FY 2018

Concrete Box Culvert replaced and upgraded.

- NW 84th Street (E-117) Elk W-14
- SW 91st Street (N-114) Denton IN-22
- N 176th Street (H-211) Waverly W-36
- N 176th Street (H-115) Waverly W-25
- Agnew Road (B-147) Rock Creek S-12
- W Pioneers Boulevard (N-19) Denton IN-4
- Princeton Road (Y-181) Panama S-16

Scour Repair. Bridge structures were maintained with minor and major repairs.

- N 176th Street (H-119) Waverly W-13
- W Pioneers Boulevard (O-175) Yankee Hill S-2

Replacement with a 140' CCS (concrete slab) bridge structures, in general conformance with the Comprehensive Plan.

- W Raymond Road Bridge (C-91) at Little Salt Creek. Little Salt S-3

Road Projects Programmed for FY 2019-2023

Engineering for future road improvements. These are in conformance with the Comprehensive Plan.

- S 68th Street (Roca Road to City of Hickman), 1.3 [Pavement-Engineering]
- N 98th Street (Adams Street to Holdrege Street), 1.0 [Gravel-Engineering-RUTS]
- S 98th Street (A Street to O Street), 1.0 [NA-Engineering RUTS]

Grading, structures, paving to rebuild existing 2-lane paved road. This is in conformance with the Comprehensive Plan.

- S 68th Street (Roca Road to City of Hickman), 1.3 miles [Pavement-Grading Structures Pavement]

Pavement of an existing gravel road. This is programmed in the Comprehensive Plan for paving and in conformance with the Comprehensive Plan.

- SW 14th Street (Hwy 33 to Bennet Road), 2.0 [Gravel-Pavement]
- S 54th Street (Roca Road to City of Hickman), 2.2 [Pavement]
- N 162nd Street (Hwy 6 to Ashland Road), 8.0 miles [Gravel-Pavement]

Roadway safety improvements to adding shoulders and turn lanes on an existing paved road. This is in conformance with the Comprehensive Plan.

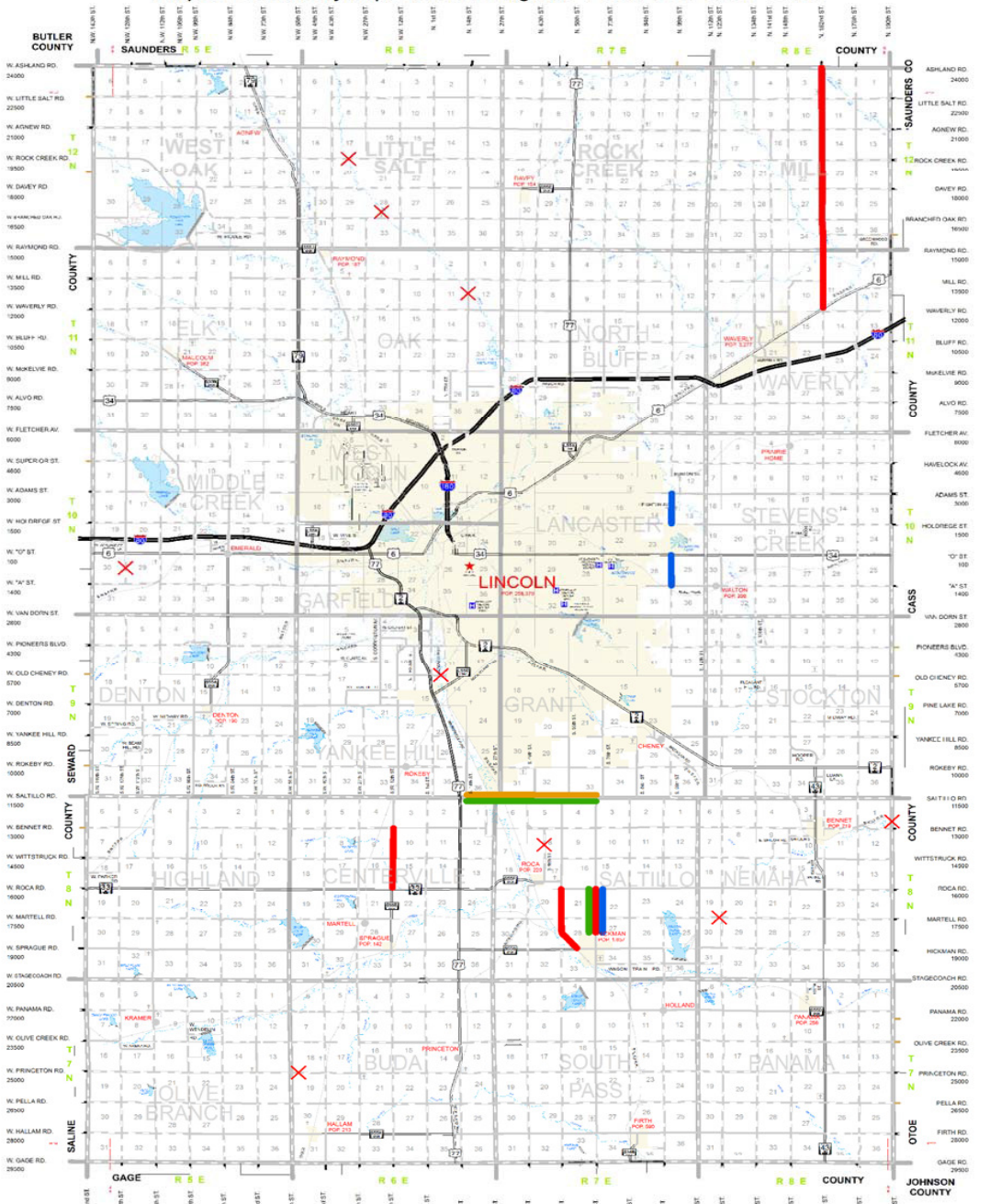
- Saltillo Road (S 14th Street to S 68th Street), 3.8 miles [ROW-Grading-Pavement-Shoulders-Turn Lanes]

PAMELA L. DINGMAN
COUNTY ENGINEER

LANCASTER COUNTY, NEBRASKA

KENNETH D. SCHROEDER
COUNTY SURVEYOR

Proposed Roadway Improvement Program - Fiscal Year 2019 - 2023



LEGEND

- INTERSTATE HIGHWAY
- STATE HIGHWAY
- GRAVEL ROAD
- PAVED ROAD
- DIRT ROAD
- DAM WITH ROAD ON TOP
- ROAD MAINTAINED BY ADJOINING COUNTY
- RAILROAD
- MOPAC TRAIL
- COUNTY BOUNDARY
- TOWNSHIP LINE
- SECTION LINE
- UNINCORPORATED VILLAGE
- INCORPORATED VILLAGE OR CITY
- SUBDIVISION
- BALCONY MARSH
- RIVER OR CREEK
- LAKE OR POND
- RESERVOIR WITH DAM
- WETLANDS

SOURCE:
Lancaster County Records, Lancaster County Engineering Department
City Limits for Lincoln, City of Lincoln, Lancaster County Planning Department
Census Bureau TIGER/line Data, U.S. Department of Commerce
Digital Aerial Orthophotography, NROD - Nebraska-Iowa Regional Orthophoto Consortium
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LANCASTER COUNTY ENGINEERING DEPARTMENT
444 Chermycreek Road Bldg. C
Lincoln, Nebraska 68528
Tel: 402-441-7681 Fax: 402-441-8692
<http://lancaster.ne.gov/engineering/index.htm>

PROPOSED IMPROVEMENTS

- BRIDGE
- BRIDGE
- BRIDGE
- BRIDGE
- BRIDGE
- BRIDGE



Bridge Projects Programmed for FY 2019-2023

Scour Repair. Bridge structures were maintained with minor and major repairs.

- W Old Cheney Road (O-37) Yankee Hill S-11 [Scour Repair]

Concrete Box Culvert replaced and upgraded.

- S 46th Street (S-59) Saltillo IN-8 [Concrete Box Culvert]
- Martell Road (R-210) Nemaha S-19 [Concrete Box Culvert]
- W Princeton Road (W-164) Buda S-18 [Concrete Box Culvert]

Replacement with a 100' to 125' 3-Span Concrete Slab Bridge structures, all are in general conformance with the Comprehensive Plan.

- N 14th Street (F-88) Oak W-12, 125' 3-Span Concrete Slab Bridge
- NW 19th Street (C-262) Little Salt IN-28, 100' 3-Span Concrete Slab Bridge
- NW 126th Street (M-178) Middle Creek W-29, 125' 3-Span Concrete Slab Bridge
- S 190th Street (R-15) Nemaha E-1, 125' 3-Span Concrete Slab Bridge
- W Rock Creek Road (C-220) Little Salt S-17, 100' 3-Span Concrete Slab Bridge

- # # # -

ONE AND SIX-YEAR ROAD AND BRIDGE CONSTRUCTION PROGRAM

FISCAL YEAR 2018



LANCASTER COUNTY, NEBRASKA

LANCASTER COUNTY ENGINEERING DEPARTMENT

444 CHERRY CREEK ROAD, BLDG. C • LINCOLN, NE 68528

(402) 441-7681

<http://lancaster.ne.gov/engineer>

ROAD PROJECT CARRIED OVER FROM 2013

Location	State Functional Classification	Existing Surface	ADT Latest Count	Township	Location from Sections	Length (Miles)	Type of Improvement	Design Standard	Estimated Cost
S 68 th Street (Roca Road to City of Hickman)	Other Arterial	Pavement	4982-5251	Saltillo	W-22,27	1.3	Engineering & ROW	ROA-1	\$200,000

ROAD PROJECT CARRIED OVER FROM 2017

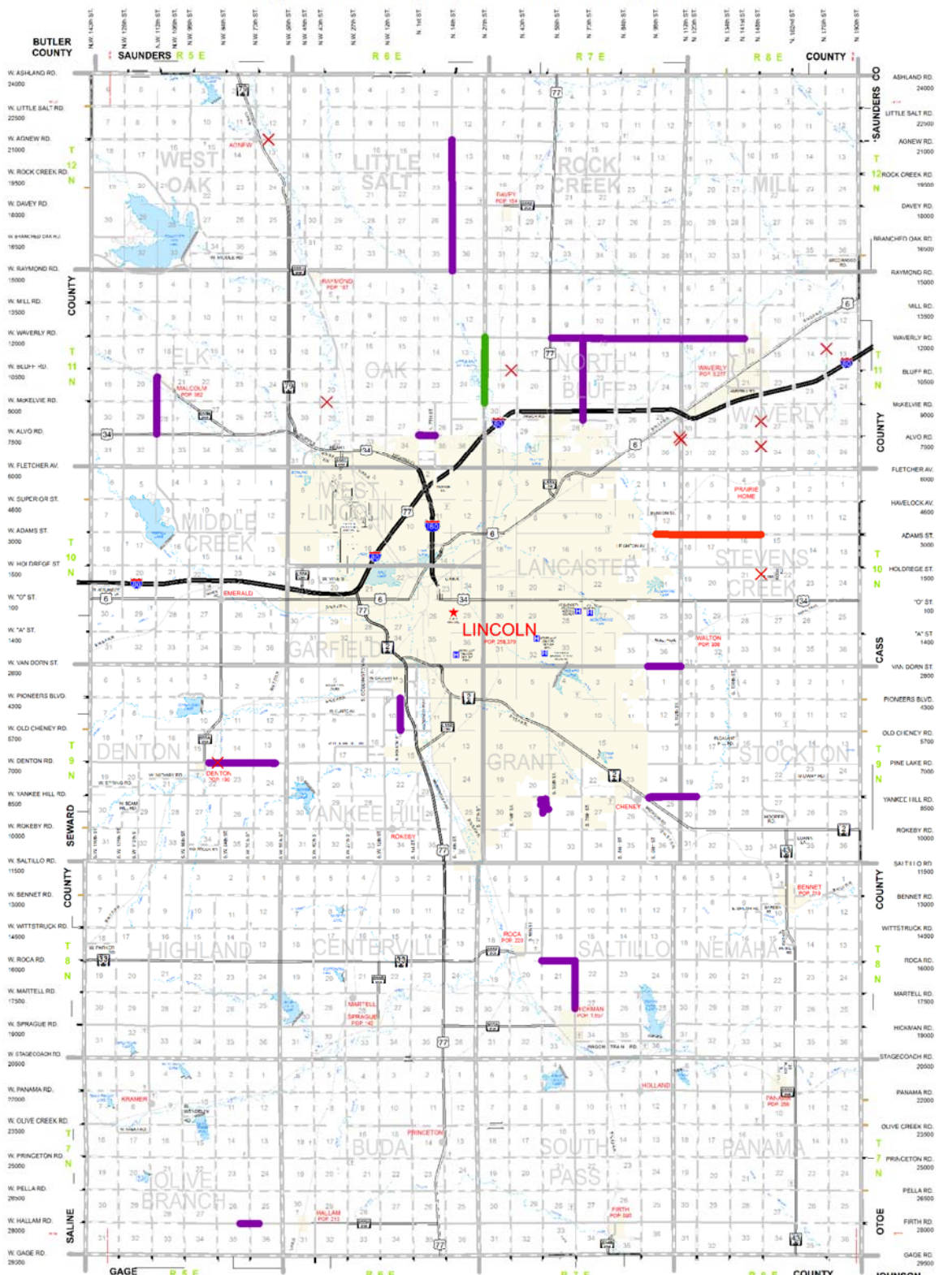
Location	State Functional Classification	Existing Surface	ADT Latest Count	Township	Location from Sections	Length (Miles)	Type of Improvement	Design Standard	Estimated Cost
Raymond Road (N 14 th Street to Village of Raymond)	Other Arterial	Pavement	2448-2841	Little Salt	S-32,33,34,35	4.5	2 nd Stage Pavement	NA	\$916,514

BRIDGE PROJECT CARRIED OVER FROM 2017

Location	State Functional Classification	ADT Latest Count	Township	Location From Sections	Type of Improvement	Estimated Cost
W Raymond Road (C-91)	Other Arterial	2729	Little Salt	S-34	140' Concrete Slab Bridge	\$1,500,000

LANCASTER COUNTY, NEBRASKA

Completed Roadway Improvements - through 2017



- LEGEND**
- INTERSTATE HIGHWAY
 - U.S. HIGHWAY
 - STATE HIGHWAY
 - PRIVATE ROAD
 - GRAVEL ROAD
 - DIRT ROAD
 - DAM WITH ROAD ON TOP
 - ROAD MAINTAINED BY ADJACENT COUNTY
 - RAILROAD
 - MOPAC TRAIL
 - COUNTY BOUNDARY
 - TOWNSHIP LINE
 - SECTION LINE
 - UNINCORPORATED VILLAGE
 - INCORPORATED VILLAGE OR CITY
 - SUBDIVISION
 - MAJOR PARKS
 - RIVER OR CREEK
 - LAKE OR POND
 - RESERVOIR WITH DAM
 - WETLANDS

SOURCE:
Lancaster County Records, Lancaster County Engineering Department
City Limits for Lincoln, City of Lincoln-Lancaster County Planning Department
Census Bureau TIGER/Line Data, U.S. Department of Commerce
Digital Aerial Orthophotography, NIROC - Nebraska-Iowa Regional Orthophoto Consortium
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444 Cherrycreek Road Bldg. C
Lincoln, Nebraska 68528
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COMPLETED IMPROVEMENTS

- BRIDGES
- PAVING
- RESURFACING
- GRADING

LANCASTER COUNTY ENGINEERING DEPARTMENT

0 1 2 3 Miles
0 1 2 3 4 Kilometers

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2017 ROAD PROJECTS COMPLETED OR UNDER CONSTRUCTION

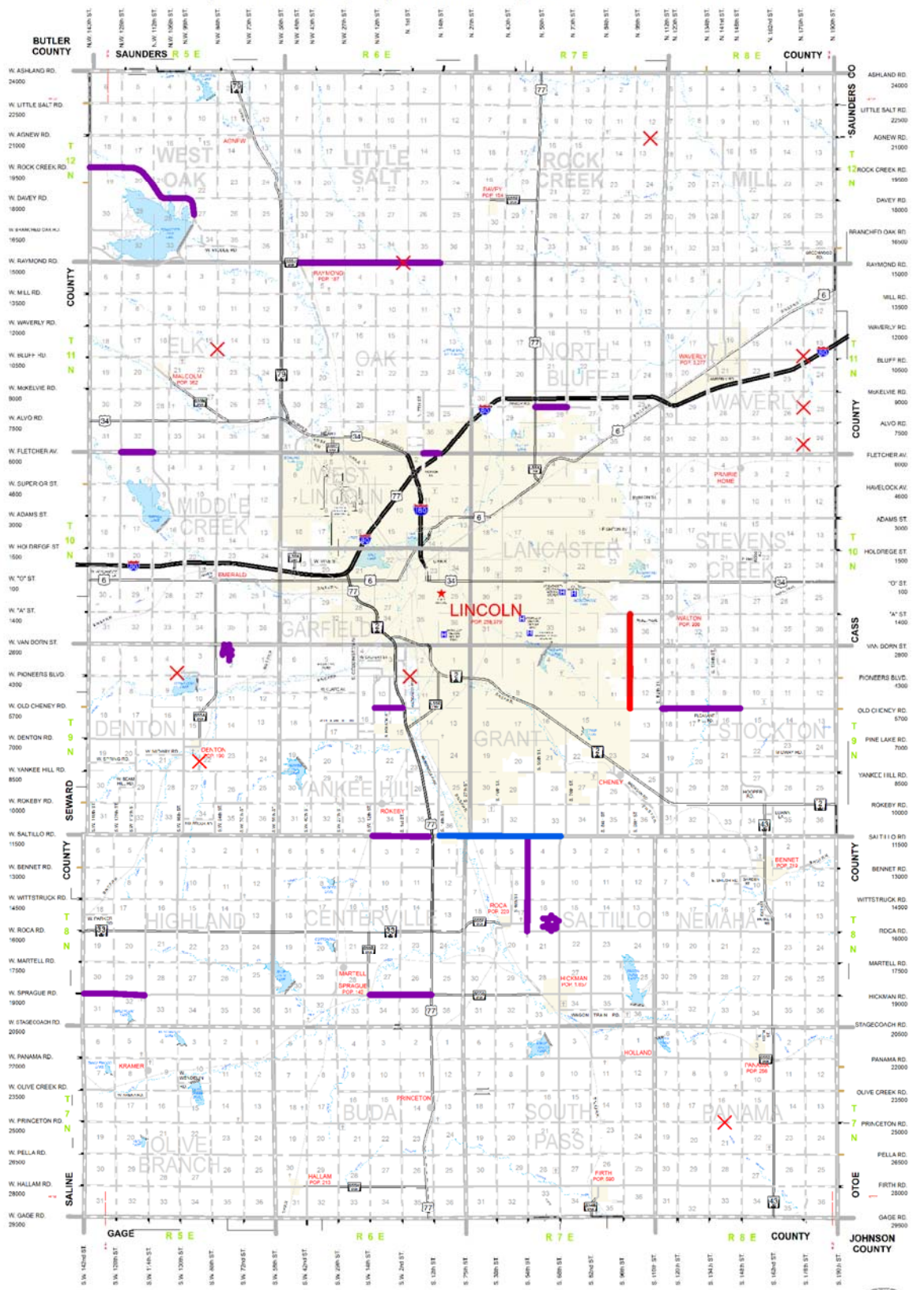
Location	State Functional Classification	Existing Surface	Township	Location from Sections	Length (Miles)	Type of Improvement	Actual Cost
N 14 th Street (Raymond Road to Agnew Road)	Other Arterial	Pavement	Little Salt	W-13,24,25,36	4.0	2 nd Stage Pavement	\$779,043
N 27 th Street (Waverly Road to McKelvie Road)	Local	Gravel	North Bluff	W-18,19	1.8	Grading & Structures	\$545,629
S 68 th Street (Roca Road to City of Hickman)	Other Arterial	Pavement	Saltillo	W-22,27	1.3	2 nd Stage Pavement	\$302,775
N 70 th Street (Arbor Road to Waverly Road)	Collector	Pavement	North Bluff	W-15,22,27	2.9	2 nd Stage Pavement	\$462,898
NW 112 th Street (Hwy 34 to Malcolm)	Other Arterial	Pavement	Elk	W-21,28	1.7	2 nd Stage Pavement	\$363,501
E Adams Street (Stevens Creek to N. 148 th Street)	Other Arterial	Gravel	Lancaster Stevens Creek	S-12 S-7,8,9	3.3	Pavement	\$1,262,404
Alvo Road (N 1 st Street to N 7 th Street)	Local	Pavement	Oak	S-26	0.5	2 nd Stage Pavement	\$185,037
W Denton Road (Village of Denton to SW 60 th Street)	Other Arterial	Pavement	Denton	S-13,14,15	2.0	2 nd Stage Pavement	\$422,158
Folsom Street (Old Cheney Road to Pioneers Boulevard)	Local	Pavement	Yankee Hill	IN-10	1.0	2 nd Stage Pavement	\$229,391
Hallam Road (east and west of SW 72 nd Street)	Other Arterial	Pavement	Olive Branch	S-25,26	0.6	2 nd Stage Pavement	\$139,968
Kensington Estates (1 st Addition)	Local	Pavement	Grant	IN-29	0.9	2 nd Stage Pavement	\$210,903
Roca Road (S 54 th Street to S 68 th Street)	Other Arterial	Pavement	Saltillo	S-16	1.0	2 nd Stage Pavement	\$241,596
Van Dorn Street (S 98 th Street to S 112 th Street)	Other Arterial	Pavement	Lancaster	S-36	1.0	2 nd Stage Pavement	\$229,555
Waverly Road (Hwy 77 to N 141 st Street)	Other Arterial	Pavement	North Bluff Waverly	S-9,10,11,12 S-7,8,9	5.9	2 nd Stage Pavement	\$1,038,302
Yankee Hill Road (S 98 th Street to S 120 th Street)	Collector	Pavement	Stockton Grant	S-19 S-24	1.5	2 nd Stage Pavement	\$339,152
Miscellaneous Railroad Locations	-	Pavement	Varies	Varies	-	Advanced Railroad Pavement Markings	\$1,786
State portion of railroad pavement markings is \$16,074 (90%)						TOTAL	\$6,754,098

2017 BRIDGE PROJECTS COMPLETED OR UNDER CONSTRUCTION

Location	State Functional Classification	Township	Location from Sections	Type of Improvement	Actual Cost
N 112th Street (H-66)	Other Arterial	Waverly	W-31	Timber Back Wall Repair Scour Repair	\$119,202
N 148th Street (H-128)	Other Arterial	Waverly	W-27	Concrete Box Culvert	\$185,994
N 148th Street (H-130)	Other Arterial	Waverly	W-34	Concrete Box Culvert	\$214,979
N 148th Street (J-143)	Other Arterial	Stevens Creek	W-22	Concrete Box Culvert	\$314,964
N 176th Street (H-120)	Local	Waverly	W-13	Scour Repair	\$71,508
W Agnew Road (D-88)	Other Arterial	West Oak	S-12	Scour Repair	\$150,496
Alvo Road (G-111)	Local	North Bluff	S-25	Concrete Box Culvert	\$180,992
Bluff Road (G-144)	Local	North Bluff	S-18	Concrete Box Culvert	\$171,975
W Denton Road (N-138)	Other Arterial	Denton	S-15	Bridge Re-Decking	\$424,089
W McKelvie Road (F-225)	Local	Oak	S-20	Concrete Box Culvert	\$148,300
				TOTAL	\$1,982,499

LANCASTER COUNTY, NEBRASKA

Proposed Roadway Improvement Program - Fiscal Year 2018

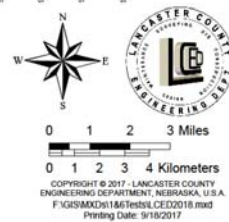


- LEGEND**
- INTERSTATE HIGHWAY
 - U.S. HIGHWAY
 - STATE HIGHWAY
 - PAVED ROAD
 - GRAVEL ROAD
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SOURCE:
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- PROPOSED IMPROVEMENTS**
- BRIDGE
 - PAVING
 - RESURFACING
 - ENGINEERING



2018 ROAD PROJECTS

Location	State Functional Classification	Existing Surface	ADT Latest Count	Township	Location from Sections	Length (Miles)	Type of Improvement	Design Standard	Estimated Cost
S 54th Street (Saltillo Road to Roca Road)	Local	Pavement	940-1671	Saltillo	W-4,9,10	3.0	2nd Stage Pavement	NA	\$683,000
S 98 th Street (Old Cheney to A Street)	Local	Gravel	188-400	Lancaster Grant	W-36 W-1,12	3.1	Pavement	RUTS	\$1,540,024
Arbor Road (N 56 th Street to N 70 th Street)	Local	Pavement	1297	North Bluff	IN-28	1.0	2 nd Stage Pavement	NA	\$583,524
Branched Oak Lake Rec Road	Collector	Pavement	179-671	West Oak	S-18 IN-20-21,27	4.2	2 nd Stage Pavement	NA	\$280,600
Fletcher Avenue (N 7 th Street to N 14 th Street)	Local	Pavement	6247	Oak	S-35	0.5	2 nd Stage Pavement	NA	\$193,129
W. Fletcher Avenue (NW 126 th Street to NW 112 th Street)	Local	Pavement	320	Elk	S-32	1.0	2 nd Stage Pavement	NA	\$225,000
Meadow View Subdivision	-	Pavement	NA	Denton	IN-2	0.5	2nd Stage Pavement	NA	\$112,500
Old Cheney Road (S 148 th Street to S 112 th Street)	Other Arterial	Pavement	2139-2593	Stockton	S-7,8,9	2.5	2 nd Stage Pavement	NA	\$562,500
W Old Cheney Road (Hwy 77 to SW 12 th Street)	Local	Pavement	214-324	Yankee Hill	S-10	1.0	2 nd Stage Pavement	NA	\$233,000
The Preserve at Cross Creek Subdivision (1st, 2nd and 4th Addition)	-	Pavement	NA	Saltillo	IN-16	1.4	2nd Stage Pavement	NA	\$315,000
Raymond Road (N 14 th Street to Village of Raymond)	Other Arterial	Pavement	2448-2841	Little Salt	S-32,33,34,35	4.5	2 nd Stage Pavement	NA	\$916,514
Saltillo Road (SW 12 th Street to Hwy 77)	Other Arterial	Pavement	754	Yankee Hill	S-34,35	2.0	2 nd Stage Pavement	NA	\$450,000
Saltillo Road (S 14 th Street to S 68 th Street)	Other Arterial	Pavement	6299-7937	Yankee Hill Grant	S-36 S-31,32,33	3.8	Engineering Environmental	ROA-1	\$132,523
W Sprague Road (SW 14 th Street to Hwy 77)	Other Arterial	Pavement	715-793	Centerville	S-26,27	2.0	2 nd Stage Pavement	NA	\$450,000
W Sprague Road (SW 114 th Street to SW 142 nd Street)	Other Arterial	Pavement	1247-1390	Highland	S-29,30	2.0	2 nd Stage Pavement	NA	\$450,000
City portion of Arbor Road is \$448,000 (62%) State portion of Branched Oak Lake Rec Road is \$420,900 (60%). City portion of Fletcher Avenue is \$65,000 (38%) State portion of Saltillo Road is \$723,184 (80%). City portion of Saltillo Road is \$48,723.								TOTAL	\$7,127,314

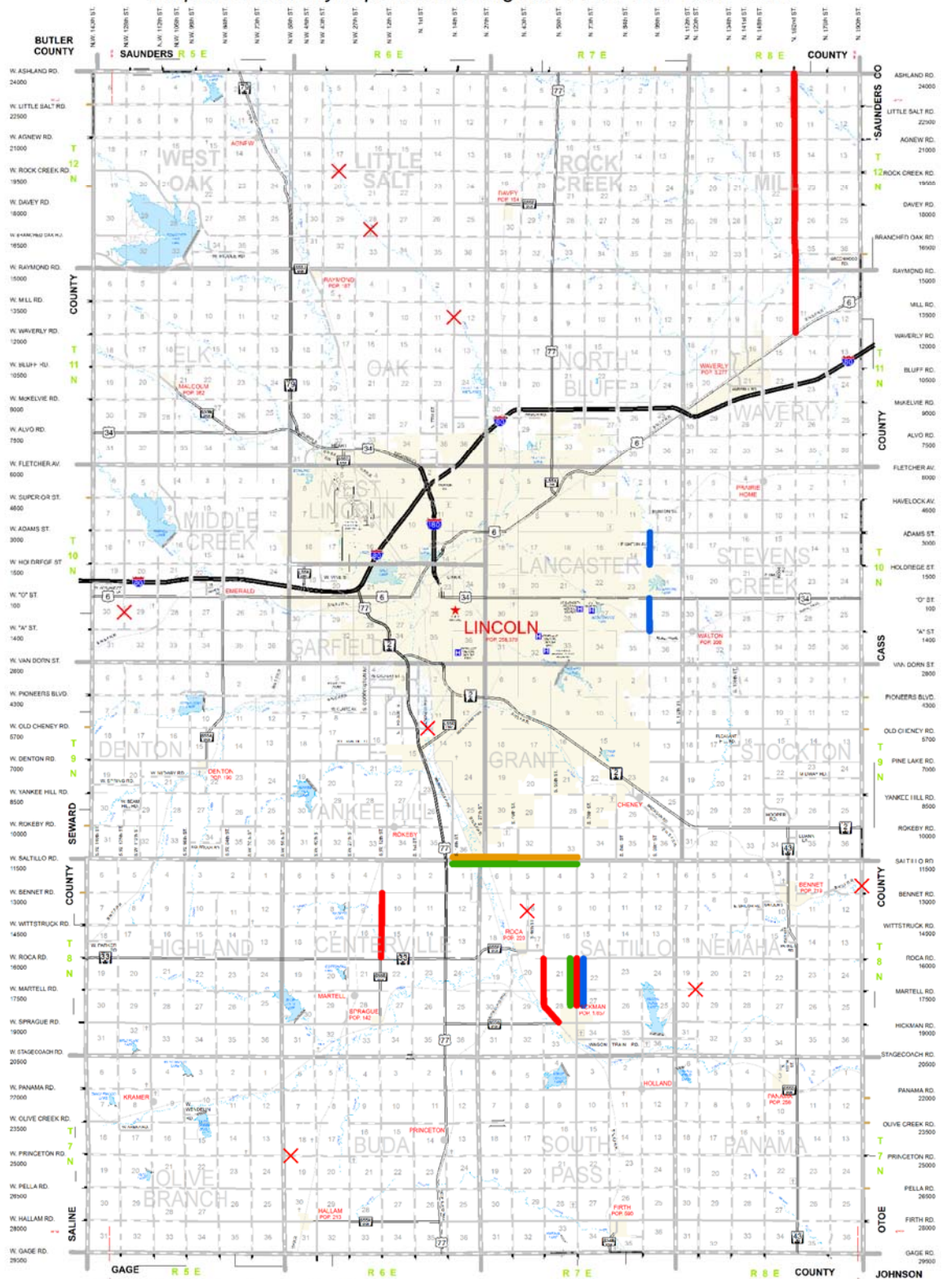
2018 STANDBY ROAD PROJECTS

Location	State Functional Classification	Existing Surface	ADT Latest Count	Township	Location from Sections	Length (Miles)	Type of Improvement	Design Standard	Estimated Cost
N 98th Street (Holdrege Street to Adams Street)	Local	Gravel	376-449	Lancaster	W-13	1.0	ROW	RUTS	\$270,000
East Beltway	Expressway	-	-	Stockton Stevens Creek Waverly	IN-29,20,17,8,5 IN-32,29,20,17,8,5 IN-32,29	13.0	Engineering ROW	DR-2	\$1,650,000
City portion of East Beltway ROW is 50%. City portion of Saltillo Road is \$314,837. State portion of Saltillo Road is \$4,716,673.								TOTAL	\$1,920,000

2018 BRIDGE PROJECTS

Location	State Functional Classification	ADT Latest Count	Township	Location From Sections	Type of Improvement	Estimated Cost
NW 84 th Street (E-117)	Local	72	Elk	W-14	Concrete Box Culvert	\$175,000
SW 91 st Street (N-114)	Local	15	Denton	IN-22	Concrete Box Culvert	\$125,000
N 176 th Street (H-211)	Local	42	Waverly	W-36	Concrete Box Culvert	\$150,000
N 176 th Street (H-119)	Local	64	Waverly	W-13	Scour Repair	\$200,000
N 176 th Street (H-115)	Local	41	Waverly	W-25	Concrete Box Culvert	\$37,500
Agnew Road (B-147)	Other Arterial	72	Rock Creek	S-12	Concrete Box Culvert	\$175,000
W Pioneers Boulevard (N-19)	Local	167	Denton	IN-4	Concrete Box Culvert	\$375,000
W Pioneers Boulevard (O-175)	Other Arterial	2885	Yankee Hill	S-2	Scour Repair	\$290,000
Princeton Road (Y-181)	Local	22	Panama	S-16	Concrete Box Culvert	\$43,750
W Raymond Road (C-91)	Other Arterial	2729	Little Salt	S-34	140' Concrete Slab Bridge	\$1,500,000
NEMA Hazard Mitigation Grant will cover 75% of H-115 and Y-181 cost.					Total	\$3,071,250

Proposed Roadway Improvement Program - Fiscal Year 2019 - 2023

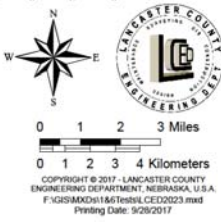


SOURCE:
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- LEGEND**
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- PROPOSED IMPROVEMENTS**
- BRIDGE
 - PAVING
 - DRAINAGE
 - RIGHT OF WAY
 - ENGINEERING



2019-2023 ROAD PROJECTS

Location	State Functional Classification	Existing Surface	ADT Latest Count	Township	Location from Sections	Length (Miles)	Type of Improvement	Design Standard	Estimated Cost
SW 14 th Street (Hwy 33 to Bennet Road)	Local	Gravel	341-344	Centerville	W-10,15	2.0	Pavement	ROA-1	\$980,000
S 54 th Street (Roca Road to City of Hickman)	Local	Pavement	174-223	Saltillo	W-21,28	2.2	Pavement	ROA-1	\$1,000,000
S 68 th Street (Roca Road to City of Hickman)	Other Arterial	Pavement	4982-5251	Saltillo	W-22,27	1.3	Engineering	ROA-1	\$75,000
S 68 th Street (Roca Road to City of Hickman)	Other Arterial	Pavement	4982-5251	Saltillo	W-22,27	1.3	Grading Structures Pavement	ROA-1	\$1,500,000
N 98 th Street (Adams Street to Holdrege Street)	Local	Gravel	376-449	Lancaster	W-13	1.0	Engineering	RUTS	\$75,000
S 98 th Street (A Street to O Street)	-	-	-	Lancaster	W-25	1.0	Engineering	RUTS	\$75,000
N 162 nd Street (Hwy 6 to Ashland Road)	Local	Gravel	419	Waverly Mill	W-11,2 W-35,26	8.0	Pavement	ROA-1	\$4,000,000
Saltillo Road (S 14 th Street to S 68 th Street)	Other Arterial	Pavement	6299-7937	Yankee Hill Grant	S-36 S-31,32,33	3.8	ROW Grading Shoulders Turn Lanes	ROA-1	\$1,000,000
Various Locations	Other Arterial	Pavement	Varies	Varies	Varies	Varies	2 nd Stage Pavement	NA	\$11,920,000
City portion of Saltillo Road is \$187,541. State portion of Saltillo Road is \$6,000,000.								TOTAL	\$20,625,000

2019-2023 BRIDGE PROJECTS

Location	State Functional Classification	ADT Latest Count	Township	Location from Sections	Type of Improvement	Estimated Cost
N 14th Street (F-88)	Other Arterial	3703	Oak	W-12	125' 3-Span Concrete Slab Bridge	\$1,250,000
NW 19th Street (C-262)	Local	4	Little Salt	IN-28	100' 3-Span Concrete Slab Bridge	\$1,000,000
S 46 th Street (S-59)	Local	225	Saltillo	IN-8	Concrete Box Culvert	\$175,000
NW 126th Street (M-178)	Local	38	Middle Creek	W-29	125' 3-Span Concrete Slab Bridge	\$1,250,000
S 190 th Street (R-15)	Local	51	Nemaha	E-1	125' 3-Span Concrete Slab Bridge	\$1,250,000
Martell Road (R-210)	Local	36	Nemaha	S-19	Concrete Box Culvert	\$175,000
W Old Cheney Road (O-37)	Local	9938	Yankee Hill	S-11	Scour Repair	\$290,000
W Princeton Road (W-164)	Local	48	Buda	S-18	Concrete Box Culvert	\$175,000
W Rock Creek Road (C-220)	Local	28	Little Salt	S-17	100' 3-Span Concrete Slab Bridge	\$1,000,000
					Total	\$6,565,000

LANCASTER
COUNTY

Pamela L. Dingman, P.E.
County Engineer

ENGINEERING

Kenneth D. Schroeder, R.L.S.
Deputy County Surveyor

DEPARTMENT

September 14, 2017

Mike Brienzo
Lincoln-Lancaster Planning Department
555 S 10th Street, Suite 213
Lincoln NE 68508

Dear Mr. Brienzo:

Please place the 2018 One and Six-Year Road and Bridge Construction Program on the Planning Commission's agenda of October 11, 2017.

If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,



Pamela L. Dingman, P.E.
Lancaster County Engineer

cc: Todd Wiltgen, Lancaster County Board Chair