

BRIEFING NOTES

NAME OF GROUP: PLANNING COMMISSION

DATE, TIME AND PLACE OF MEETING: Wednesday, May 1, 2013, 11:45 a.m., Room 113, County-City Building, 555 S. 10th Street, Lincoln, Nebraska

MEMBERS IN ATTENDANCE: Michael Cornelius, Tracy Corr, Leirion Gaylor Baird, Chris Hove, Jeanelle Lust, Dennis Scheer, Lynn Sunderman and Ken Weber.

OTHERS IN ATTENDANCE: Randy Hoskins of Public Works; Terry Genrich of Parks & Recreation; Marvin Krout, David Cary, Steve Henrichsen, David Pesnichak, Michael Brienzo, Brandon Garrett, Sara Hartzell, Stacey Hageman and Michele Abendroth of the Planning Department.

STATED PURPOSE OF MEETING: Comprehensive Plan Progress Report, Community Indicators Report and the MPO Transportation Program

The meeting was called to order at 11:48 a.m. The Nebraska Open Meetings Act was acknowledged.

Cary began by noting that staff will review several items including a progress report on the Comprehensive Plan, the Community Indicators Report and the Transportation Improvement Program.

Cary noted that the purpose of the memo from Marvin Krout to the Planning Commission was to provide the Commissioners with recent projects in direct relation to the Comprehensive Plan. There are key projects and activities that have been completed in the last year. The projects are identified by chapters in the Comprehensive Plan. In the Environmental Resources chapter, the prairie corridor project is a public-private partnership. This is a long term project and it will provide a nice natural setting in that area of the county. In the Placemaking chapter, we have been working on wayfinding signs directly related to the arena project. The signs will be installed this summer. They have also been looking at a proposal for design standards. The Planning Commission will have a briefing on that in two weeks. A planner from Omaha will make a presentation after today's meeting on Omaha design standards. In the Business and Economy chapter, a major project has been the arena and West Haymarket including retail, restaurants, housing, hotels and garages. Other projects include the Farmers Mutual building, Landmark Center 3, Innovation Campus and the P Street retail project. In the Mixed Use chapter, there are a lot of projects completed or in construction, which include the new Lincoln Public Schools district headquarters site, the Valentino's site on Holdrege, the Ascentia site at 1st and Cornhusker, the 21st and N Street site, and the UNL parking garage at 18th and Q Street. In the Neighborhoods & Housing chapter, we are looking for new ways for smaller lots in the county to be subdivided and sold. In the Parks, Recreation and Open Space chapter, Union Plaza opened and regional park land was acquired in northeast Lincoln. In the Transportation chapter, design is underway for the N Street protected bikeway

and 11th Street bike lanes. The Bicycle and Pedestrian Capital Plan was completed, the TDM Study is underway, a design competition for 14th / Warlick / Old Cheney was conducted, and NDOR is updating the South Beltway Plans. In the Energy & Utilities Chapter, the Solid Waste Master Plan is ongoing and will be completed in the next year. A Water System Master Plan is ready to begin as well. Cary explained that these projects have been a major effort by many departments.

Weber asked if there is a study on fire stations. Cary stated that the Fire Department does GIS-based studies on where best to locate fire stations. Our CIP has ongoing public safety bond issues to address things like fire stations. There is no current plan to move forward with those bonds, but there is a placeholder in the CIP for this.

Next, staff reviewed the 2013 Community Indicators Report.

Garrett began by providing a snapshot of the report. There are 293,407 people as of July, 2012. There has been a steady net migration of +3,000-4,000 since 2001. There is an ample supply of approved lots for future dwelling units. A reviving economy shows increased personal income, decreased unemployment rate, and increased building activity. 90.51% of Lancaster County residents live in Lincoln as of 2011. This number increased from 89.74% in 2000 and 89.86% in 1990. The Comprehensive Plan assumes a 90-10 city/county split.

Garrett then reviewed the Growth section of the report. 2/3 population increase is due to natural growth since 2000. 34.83% of the increase is due to migration. There are 6,958 international migrants in the County since 2000. He noted that Lincoln is becoming more diverse. In 2010, there were 84.34% non-Hispanic white people as compared to 88.4% in 2000. Lincoln Public Schools is consistently more diverse than the County as a whole.

Garrett reported on the Housing section. The increasing building activity shows a reviving economy. There were 1,362 units permitted in 2012 as compared to 604 in 2009, which was the lowest since 1982-84. Lincoln building activity accounts for 90.5% of the total permits in the county in 2012. There has been decreased building activity in the 3-mile limit, from 7.6% (82 dwelling units) in 2011 to 2.7% (41 d.u.'s) in 2012. There is a strong apartment market. There were 1,256 multi-family units built 2010-2012 (41% of total units) compared to 1,283 for detached single-family units and 564 attached single-family/duplex. The Comp Plan assumes 60% of new units will be attached and detached single-family and 40% will be multi-family. In terms of availability of approved land for new dwelling units, there are 14,888 already approved or platted dwelling units in Tier I. The 11 year supply is based on the 10 year average of 1,353 d.u.'s per year (17 year supply based on 5 year average). The more infill, the longer the Tier I land supply will last. Lincoln housing is still more affordable than the U.S. average. In 2012, the ratio of income to housing price (existing homes) was 273% for the U.S. and 186% for Lincoln. Greater Downtown shows increased activity. 2010-2012 has shown an increased level of activity. There were 83 new dwelling units completed and many more currently under construction.

Next, Hartzell reviewed the Economy section. The Business and Commerce sectors are increasing by about 1% per year since 2000. 48% of jobs in the County are in this sector, up from 45% in 2001. The Plan projects 1.75% increase per year. The Industrial sectors were particularly hard hit during the recession. Jobs are decreasing by 0.35% annually and comprise 31.7% of jobs in Lancaster County, down

from 34% in 2001. The Plan projects 1% increase per year. 6,438 jobs were added between 2000 and 2010. Employment growth was higher in the 90's. The labor force grew by 5.4% in 2011-2012. The unemployment rate was 3.36, which is lower than both Nebraska and the U.S. Total employment has increased by about 3.65% per year since 2010. This is higher than the 2.75% increase in the 90's. The Comp Plan projects a 1.4% increase. Average wage decreased in 2011 over 2010. Per capita personal income increased in 2011 over 2010. Family income decreased in 2011 over 2010. Sales tax and lodging tax collected in 2011-12 was higher than in 2010-11. Sales tax increased by 6.06% with an average annual increase of 2.73% since 2000. Lodging tax increased 2.79%. In terms of the educated labor force, those with high school degree or less dropped about 5% and those with some college or higher rose almost 6%. Lancaster Co. ranks above the US and Nebraska as a whole. The average annual increase in electrical consumption by non-residential customers rose by 2% per year since 1990.

Hartzell continued with reviewing the Environment section. We continue to preserve floodplain areas. Fill permits are generally decreasing, and the amount of floodplain protected by conservation easements is increasing. Air quality is still very good in the County. Although the economic downturn had a larger effect on reduction in per capita waste, a steady reduction has been seen since 2006. This is likely due to the increased availability of subscription curbside services. Residential water consumption suggests a correlation with annual rainfall data. Community efforts, low-flow fixtures, and the rate structure have contributed to lower water consumption. As of 2012, there are more than 85,000 street trees. In general, more trees are currently removed from public property than are planted; 1,674 trees were removed and 1,359 were replaced in 2012. 2012 saw the most trees planted since 1999, the year after the October 1998 snow storm. 84% homes are within ¼ mile of a neighborhood park.

Pesnichak then reviewed the Transportation section. StarTran ridership was above 2 million in 2012; this is the highest level of ridership since 1988. 2012 ridership was up 29.9% since 2000. Bike racks were used an average of 1,924 times per month, up 17.6% from 2011. 94% of all residences are within 1 mile of a trail. Approximately 6%, or 6,723 homes are more than 1 mile from a trail. 151.25 miles of shared-use-trails exist or have been funded. 131.15 miles of additional trails are planned in the Bicycle and Pedestrian Capital Plan. 83 miles of existing on-street bike routes and an additional 53 miles of new bike routes are identified. 19.3% of work trips used alternative modes in 2010; this number was much higher in 1980 (37.7%). The mean travel time to work in 2011 was 17.4 minutes, up from 15.8 minutes in 1980, a 9.2% increase; Lincoln increased in size 51%. Those who said they Bike as their primary mode of commuting to work increased to 1.4% from 1% between 2000 and 2011. Daily Vehicle Miles Traveled (VMT) increased 3.6% per year from 1985 to 2000. Since 2000, growth in VMT slowed to an average increase of 0.91% per year. Growth in population since 2000 averaged 1.29% per year; this slowdown is in part due to the recession and increased gas prices. The vehicle crash rate decreased again in 2011 to 4.88 crashes per million vehicle miles traveled. There has been an average annual decline in crashes of 2.1% per year since 1991. There are about 21 crashes per day in 2011. There were 7,673 total crashes in 2011, which is down from 9,251 in 2000. This decline is due to many factors, including safer vehicles as well as better designed infrastructure to all vehicles to move safer.

In response to a question about calculating vehicle miles traveled, Pesnichak stated that generally it is a compilation of traffic counts taken by the city. They are measured against trends taken statewide and

nationwide. It is only an estimate. Brienzo stated that they are estimates, but traffic counts are done regularly and integrated with an understanding of the network system.

Next, Brienzo reported on the Transportation Improvement Program (TIP). He stated that the TIP is updated annually. The MPO produces the TIP to fulfill federal requirements. It is a coordinated list of projects designed to meet federal requirements for projects receiving federal funds. The projects are subject to a federally required action and are regionally significant. The TIP is coordinated with the State-TIP. It is a four year schedule of projects. It can be amended as needed to add, delete or modify projects.

Brienzo noted that projects must come from the MPO Long Range Transportation Plan. The TIP must be financially constrained with a Priority List of Projects. The TIP indicates the project's funding, its schedule, and its budget by phase. Some projects are grouped as maintenance, safety or operations type projects. The TIP is coordinated with City, County and State capital improvement programs. It is developed by the MPO Technical Committee in coordination with transportation agencies within the Planning Area, including the Nebraska Department of Roads Projects (NDOR), Lancaster County Engineering, Lincoln Public Works & Utilities Street Projects, StarTran Program, Airport Authority, and Lincoln Parks & Recreation, LPSNRD, and Hickman & Others for Pedestrian, Bike & Trail Projects.

The TIP must go through a public review and comment period. The Planning Commission holds public review on the TIP. All comments will be included in the TIP document. The MPO Technical Committee reviews this input and forwards their recommendation to the MPO Officials Committee for their review. The final document is forwarded to the NDOR for inclusion in the State-TIP.

In terms of the schedule, the MPO Technical Committee reviewed the TIP on April 25 and recommended it go forward for public review. The Planning Commission hearing will be held on May 15. The MPO Technical Committee will take action on May 16 and the MPO Officials Committee will take action on May 30. In June, the MPO will submit the TIP to the State for inclusion in the State-TIP. NDOR holds public review of the State-TIP and MPO TIPs and then submits them to the FHWA and FTA. The final TIP goes into effect October 1.

Cary asked if there were any questions on any part of the presentation. There were none.

Krout stated that they try to make the annual review of the Comprehensive Plan meaningful and useful. It looks at the direction of the city. He believes the issue of the fire station needs to be carefully considered as it is a safety concern. The roads are a matter of degree as to what the level of service is. The Comp Plan recognizes that new areas will not be provided with all the levels of service as in established areas. It is the city's responsibility to build the infrastructure for development. It is a difficult issue, and the city struggles with it. We are trying to keep up, and the city does a good job of paying attention to what the Comp Plan says.

There being no further business, the meeting was adjourned at 12:47 p.m.