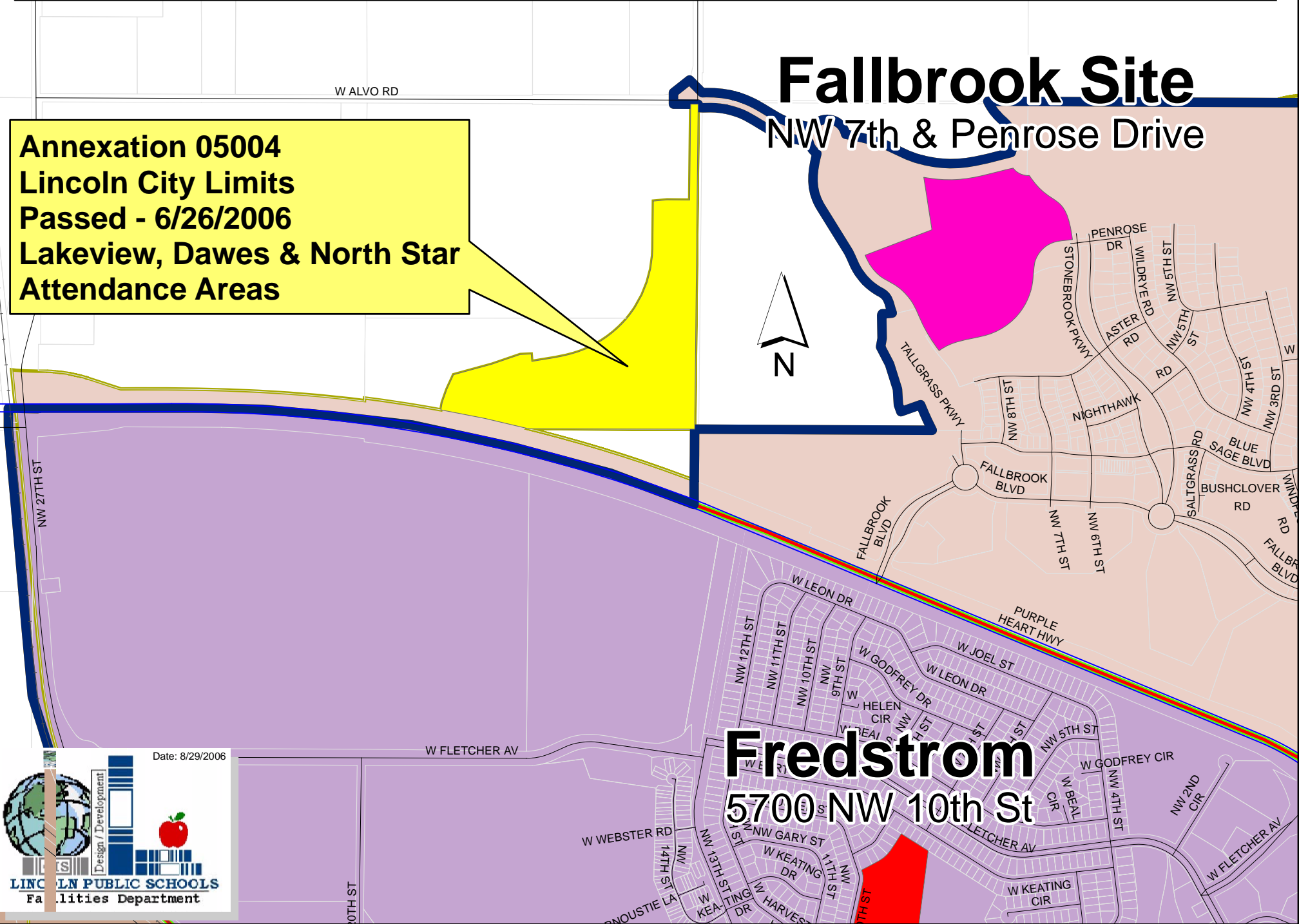


Lincoln City Limits Annexation & Affected LPS Boundaries

Fallbrook Site NW 7th & Penrose Drive

**Annexation 05004
Lincoln City Limits
Passed - 6/26/2006
Lakeview, Dawes & North Star
Attendance Areas**



Date: 8/29/2006

LINCOLN PUBLIC SCHOOLS
Facilities Department

Fredstrom
5700 NW 10th St

InterLine

l i n c o l n . n e . g o v



City of Lincoln
City Clerk

Document Management Search

Type	ORDINANCE	Document Number	18755
Sub Type	ANNEXATIONS	First Reading	6/12/2006
Status	PASSED	Second Reading	6/19/2006
Department Code	PLANNING	Final Date	6/26/2006
Contractor		Bill Number	06-93
Bid		File Number	
Specification			
Subject Matter			
ANNEXATION 05004 - AMENDING THE LINCOLN CORPORATE LIMITS MAP BY ANNEXING APPROXIMATELY 50 ACRES OF PROPERTY GENERALLY LOCATED WEST OF NORTHWEST 12 STREET BETWEEN HIGHWAY 34 AND WEST ALVO ROAD. (RELATED ITEMS: 06R-114, 06-93, 06-94) 6/26/06 - AMENDMENT #1 TO ACCEPT SUB. ORDINANCE ADOPTED, 7-0; PASSED, 7-0. (#18755)			
Name Of Contractor			
Book Number	203	Miscellaneous Index	A
Book Page Numbers	555, 563, 581	Instrument Number	
Public Hearing Pages	561	Record Control Number	

[Document Management Search](#)

[City Clerk](#)



06-93
Annexation No. 05004 - Highland View

Introduce: 6-12-06

(Substitute)
ORDINANCE NO. 18755

1 AN ORDINANCE annexing and including the below described land as part of the
2 City of Lincoln, Nebraska and amending the Corporate Limits Map attached to and made a part
3 of Ordinance No. 18208, to reflect the extension of the corporate limits boundary of the City of
4 Lincoln, Nebraska established and shown thereon.

5 BE IT ORDAINED by the City Council of the City of Lincoln, Nebraska:

6 Section 1. That the land legally described as follows:

7 Part of Lots 36 I.T. and 37 I.T., located in the Northeast Quarter of
8 Section 33, Township 11 North, Range 6 East of the 6th P.M.,
9 Lancaster County, Nebraska, and being more particularly
10 described as follows:

11 Beginning at the East Quarter corner of said Section 33, said point
12 also being the southeast corner of said Lot 36 I.T.; thence along
13 the south line of said Lot 36 I.T., north 89 degrees 47 minutes 33
14 seconds west, a distance of 1,324.31 feet to the southeast corner
15 of the Southwest Quarter of said Northeast Quarter of Section 33;
16 thence along the south line of said Southwest Quarter of the
17 Northeast Quarter of Section 33, north 89 degrees 46 minutes 48
18 seconds west, a distance of 12.70 feet to a point on the north
19 right-of-way line of U.S. Highway #34; thence westerly along said
20 north right-of-way line of U.S. Highway #34, on a curve to the left
21 with a radius of 11,634.16 feet, a distance of 713.60 feet, said
22 curve having a long chord which bears north 77 degrees 53
23 minutes 09 seconds west, a distance of 713.49 feet; thence north
24 10 degrees 23 minutes 11 seconds east, a distance of 61.00 feet;
25 thence north 19 degrees 21 minutes 52 seconds east, a distance
26 of 111.14 feet; thence north 24 degrees 44 minutes 21 seconds
27 east, a distance of 129.02 feet; thence north 74 degrees 29
28 minutes 19 seconds east, a distance of 318.14 feet; thence north
29 71 degrees 02 minutes 45 seconds east, a distance of 240.34
30 feet; thence north 87 degrees 31 minutes 35 seconds east, a
31 distance of 88.10 feet; thence south 05 degrees 24 minutes 57
32 seconds east, a distance of 60.01 feet; thence north 85 degrees
33 33 minutes 44 seconds east, a distance of 120.00 feet; thence
34 north 04 degrees 26 minutes 16 seconds west, a distance of

1 11.44 feet; thence north 79 degrees 35 minutes 22 seconds east,
2 a distance of 140.57 feet; thence north 76 degrees 28 minutes 45
3 seconds east, a distance of 61.99 feet; thence north 72 degrees
4 38 minutes 05 seconds east, a distance of 57.42 feet; thence
5 north 68 degrees 56 minutes 16 seconds east, a distance of 57.42
6 feet; thence north 65 degrees 14 minutes 26 seconds east, a
7 distance of 57.42 feet; thence north 61 degrees 32 minutes 36
8 seconds east, a distance of 57.42 feet; thence north 57 degrees
9 50 minutes 46 seconds east, a distance of 57.42 feet; thence
10 north 54 degrees 08 minutes 57 seconds east, a distance of 57.42
11 feet; thence north 50 degrees 27 minutes 07 seconds east, a
12 distance of 57.42 feet; thence north 46 degrees 01 minutes 32
13 seconds east, a distance of 80.05 feet; thence north 41 degrees
14 30 minutes 59 seconds east, a distance of 60.00 feet; thence
15 north 36 degrees 00 minutes 15 seconds east, a distance of
16 111.16 feet; thence north 28 degrees 53 minutes 59 seconds east,
17 a distance of 109.41 feet; thence north 21 degrees 51 minutes 06
18 seconds east, a distance of 109.41 feet; thence north 14 degrees
19 48 minutes 12 seconds east, a distance of 109.41 feet; thence
20 north 07 degrees 45 minutes 19 seconds east, a distance of
21 109.41 feet; thence north 02 degrees 28 minutes 23 seconds east,
22 a distance of 54.66 feet; thence north 00 degrees 36 minutes 36
23 seconds east, a distance of 382.50 feet; thence south 89 degrees
24 23 minutes 24 seconds east, a distance of 110.00 feet; thence
25 north 00 degrees 36 minutes 36 seconds east, a distance of 10.90
26 feet; thence south 89 degrees 23 minutes 24 seconds east, a
27 distance of 180.46 feet; thence north 00 degrees 34 minutes 37
28 seconds east, a distance of 804.07 feet to a point on the north line
29 of said Northeast Quarter of Section 33; thence along said north
30 line of the Northeast Quarter of Section 33, south 89 degrees 49
31 minutes 50 seconds east, a distance of 60.00 feet to said
32 Northeast corner of Section 33; thence along the east line of said
33 Northeast Quarter of Section 33, south 00 degrees 34 minutes 37
34 seconds west, a distance of 2,645.18 feet to the point of
35 beginning; said tract contains an area of 1,705,877 square feet or
36 39.16 acres, more or less;

37 be and it hereby is annexed and included within the corporate limits of the City of Lincoln,
38 Nebraska and is hereby made a part of the City of Lincoln, Nebraska for all purposes.

39 Section 2. That the "Corporate Limits Map" attached to and made a part of
40 Ordinance No. 18208, be and it is hereby amended to extend the corporate limits boundary of
41 the City of Lincoln, Nebraska, to reflect the above extension of the corporate limits boundary of

1 the City of Lincoln. Said map amendment is shown on Attachment "A" which is attached hereto
2 and made a part hereof by reference.

3 Section 3. Pursuant to Article VII, Section 7 of the City Charter, this ordinance
4 shall be posted on the official bulletin board of the City in lieu of and in place of newspaper
5 publication with notice of passage and such posting to be given by publication one time in the
6 official newspaper by the City Clerk. This ordinance shall take effect and be in force from and
7 after its passage and publication as herein and in the City Charter provided.

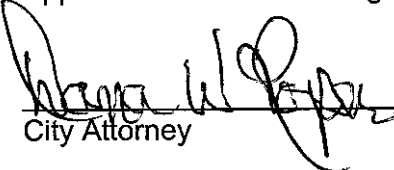
See further Council Proceedings
on next page.

Introduced by:

Jonathan Cook

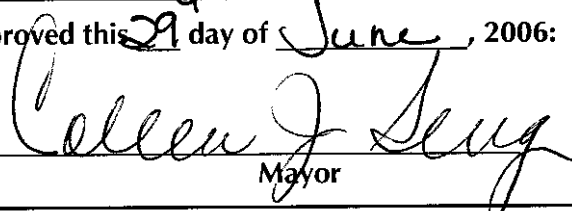
AYES: Camp, Cook, Eschliman,
Marvin, McRoy, Newman,
Svoboda; NAYS: None.

Approved as to Form & Legality:



City Attorney

PASSED
JUN 26 2006
BY CITY COUNCIL

Approved this ^{4th} 29 day of June, 2006:


Mayor

06-93

6/26/06 Council Proceedings:

SVOBODA Moved to pass the ordinance as read.
Seconded by Eschliman.

COOK Moved to amend Bill 06-93 by accepting a Substitute Ordinance.
Seconded by Svoboda & carried by the following vote: AYES: Camp,
Cook, Eschliman, Marvin, McRoy, Newman, Svoboda; NAYS: None.

FINAL VOTE ON THE SUBSTITUTE ORDINANCE:

AYES: Camp, Cook, Eschliman, Marvin, McRoy, Newman, Svoboda;
NAYS: None.

06-93

MOTION TO AMEND NO. 1

I hereby move to amend Bill No. 06-93 by accepting the Substitute Ordinance attached hereto.

Introduced by:

Jonathan Cook

AYES: Camp, Cook, Eschliman,
Marvin, McRoy, Newman,
Svoboda; NAYS: None.

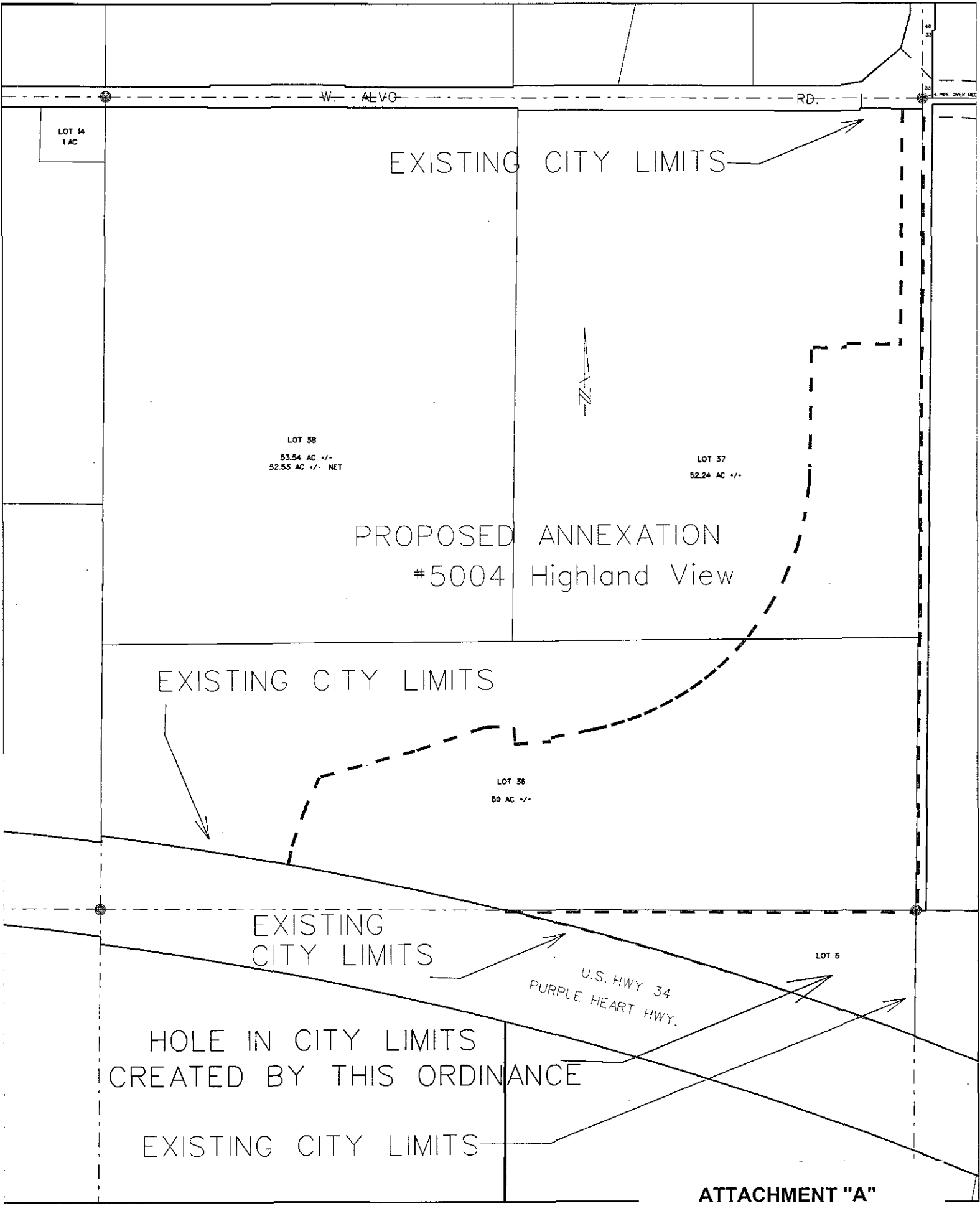
Approved as to Form & Legality:

Randy W. Popen
City Attorney

Requested by: Planning Department

Reason for Request: To reflect the corrected legal description and annexation map of the Highland View Annexation.

PASSED
JUN 26 2006
BY CITY COUNCIL



W. ALVO

RD.

LOT 14
1 AC

EXISTING CITY LIMITS

LOT 58
53.54 AC +/-
52.55 AC +/- NET

LOT 57
52.24 AC +/-

PROPOSED ANNEXATION
#5004 Highland View

EXISTING CITY LIMITS

LOT 36
60 AC +/-

EXISTING
CITY LIMITS

U.S. HWY 34
PURPLE HEART HWY.

LOT 5

HOLE IN CITY LIMITS
CREATED BY THIS ORDINANCE

EXISTING CITY LIMITS

ATTACHMENT "A"

CITY OF LINCOLN

Request for: Ordinance
 Resolution

(Do Not Write in this Space)

Bill Control No. 06-93 Date: 6/2

Docketing Date 6/12; PH: 6-19-06

(To Be Entered by City Clerk)

DATE June 2, 2006	REQUEST MADE BY Marvin S. Krout, Director	DEPARTMENT Planning
DESIRED DOCKET DATE: June 12, 2006	IF EMERGENCY, GIVE REASON (See Art. 6, Sec. 2 of Charter)	
Emergency Measure Required: <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No		

REASONS OR JUSTIFICATION FOR PROPOSED LEGISLATION

Request for Ordinance for ⁵⁰ Council action on **ANNEXATION NO. 05004**, requested by Prairie Homes, to annex approximately 154.77 acres, more or less, generally located west of N.W. 12th Street between Highway 34 (Purple Heart Highway) and W. Alvo Road.

On August 17, 2005, the Planning Commission recommended approval, subject to an Annexation Agreement.

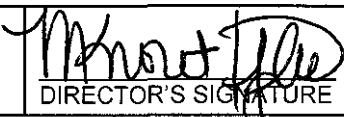
ASSOCIATED REQUESTS: The following applications are associated requests and should be scheduled for hearing at the same time with action in the following sequence:

Annexation Agreement 06R-114
Annexation No. 05004 06-93
Change of Zone No. 05022 06-94

FILED

JUN 2 2006

**CITY CLERK'S OFFICE
LINCOLN, NEBRASKA**

REQUESTOR <input checked="" type="checkbox"/> DOES <input type="checkbox"/> DOES NOT	WISH TO REVIEW AND APPROVE THIS/ ORDINANCE PRIOR TO ITS INTRODUCTION	 DIRECTOR'S SIGNATURE	<u>6/2/06</u> DATE
--	---	--	-----------------------

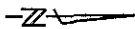
TO BE USED BY THE FINANCE DEPARTMENT

BUDGET REVIEW	DATE:	ACCOUNT NUMBER AND APPROPRIATE BALANCES	DATE:	FUND AVAILABILITY APPROVED	DATE:
			DIRECTOR OF FINANCE SIGNATURE		

DISTRIBUTION

Return two (2) copies to City Clerk for Docket Number

1.9
3 AC



LOT 38
8334 AC +/-
8233 AC +/- NET

PROPOSED ANNEXATION

#5004 Highland View

LOT 37
8224 AC +/-

LOT 36
50 AC +/-

EXISTING CITY LIMITS

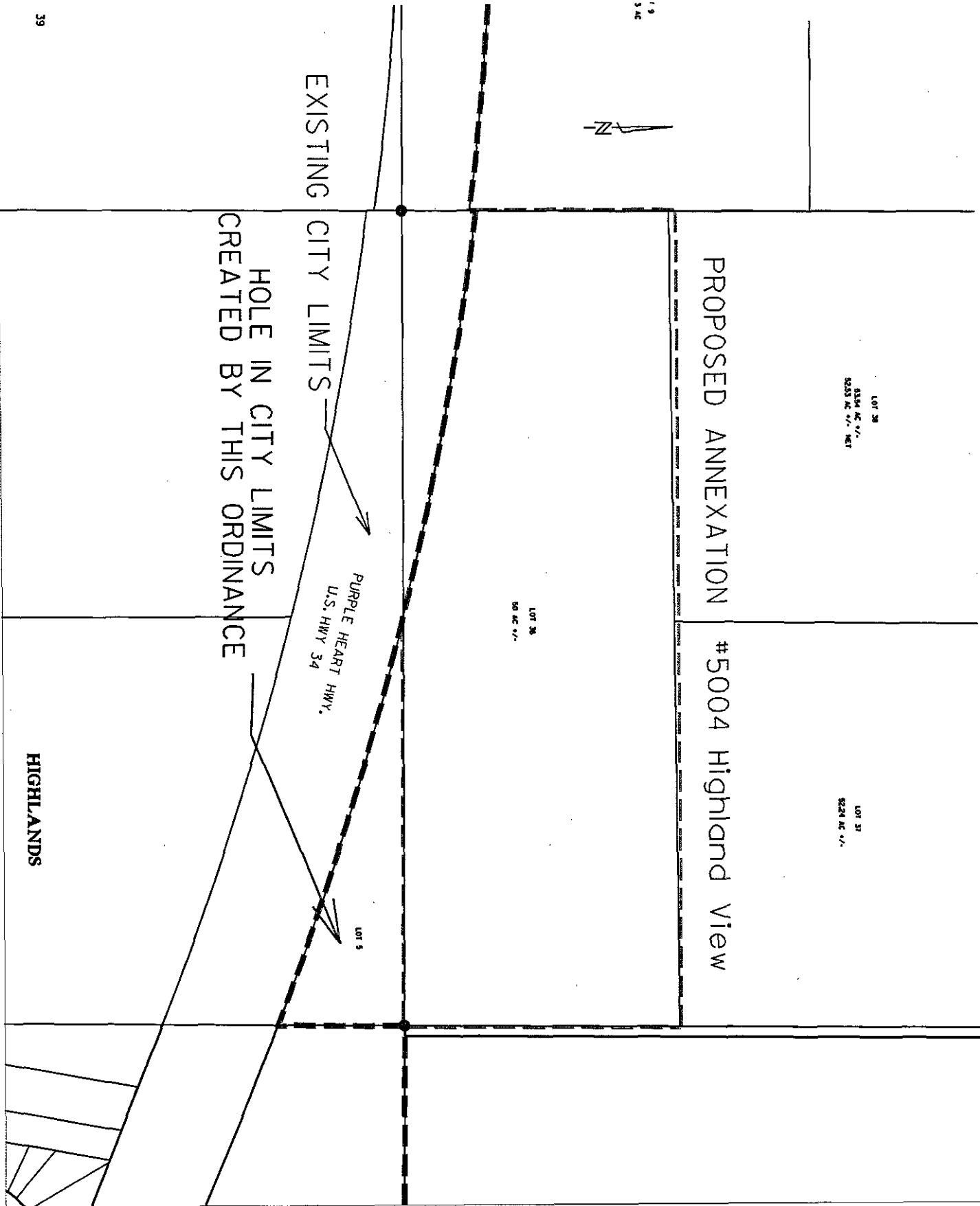
SOLE IN CITY LIMITS
CREATED BY THIS ORDINANCE

PURPLE HEART HWY.
U.S. HWY 34

LOT 5

39

HIGHLANDS



LOT 36 IRREGULAR TRACT, LOCATED IN THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 11 NORTH, RANGE 6 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SAID SECTION 33; THENCE ON THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 33, N89°47'33"W, 1,324.31 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF U.S. HIGHWAY 34; THENCE ON SAID NORTH RIGHT-OF-WAY LINE FOR THE NEXT 2 CALLS, N89°46'48"W, 12.70 FEET; THENCE WESTERLY ON A 11,634.16 FOOT RADIUS CURVE TO THE LEFT, AN ARC LENGTH OF 1,333.32 FEET (LONG CHORD BEARS N79°24'42"W, 1,332.59 FEET) TO THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 33; THENCE ON SAID WEST LINE, N00°27'18"E, 642.89 FEET; THENCE N90°00'00"E, 2,650.79 FEET TO THE EAST LINE OF SAID SECTION 33; THENCE ON SAID EAST LINE, S00°34'37"W, 892.62 FEET TO THE POINT OF BEGINNING, CONTAINING 2,178,018.49 SQUARE FEET (50.00 ACRES) MORE OR LESS.

FACTSHEET

TITLE: ANNEXATION NO. 05004, requested by Prairie Homes, to annex approximately 154.77 acres, more or less, generally located west of N.W. 12th Street between Highway 34 (Purple Heart Highway) and W. Alvo Road.

STAFF RECOMMENDATION: Approval, subject to an Annexation Agreement.

ASSOCIATED REQUESTS: Annexation Agreement (06R-114) and Change of Zone No. 05022 (06-94).

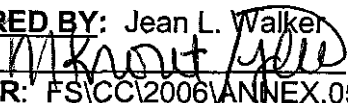
FINDINGS OF FACT:

1. This request to annex approximately 154.77 acres, more or less, was heard before the Planning Commission in conjunction with the associated change of zone AG to R-3 and the Highland View Preliminary Plat No. 05003.
2. The staff recommendation to approve the annexation request, subject to an annexation agreement, is based upon the "Analysis" as set forth on p.4-5, concluding that the proposed annexation is in conformance with the Comprehensive Plan. The proposed development is located in Tier 1, Priority A, and has utilities located nearby. This annexation will allow the development of 566 residential lots, in eight phases.
3. The minutes of the public hearing before the Planning Commission are found on p.7-12. The applicant's testimony is found on p.7-10, wherein certain requests to amend the conditions of approval on the associated preliminary plat were submitted.
4. There was no testimony in opposition.
5. On August 17, 2005, the Planning Commission agreed with the staff recommendation and voted 9-0 to recommend approval of the annexation, subject to an annexation agreement (06R-114).
6. On August 17, 2005, the Planning Commission also voted 9-0 to recommend approval of the associated Change of Zone No. 05022, and adopted Resolution No. PC-00945 approving the associated Highland View Preliminary Plat.
7. The applicant appealed the preliminary plat to the City Council, where on September 19, 2005, the City Council granted a temporary connection to Purple Heart Highway as a full movement intersection. Since that time, the applicant has negotiated with the State Department of Roads to obtain their approval of a break in access for this intersection.
8. The annexation agreement has been updated to reflect the court decision upholding impact fees and other language changes adopted in other recent agreements.

SPONSOR: Planning Department

BOARD/COMMITTEE: Planning Commission
Public Hearing: 08/03/05 and 08/17/05
Administrative Action: 08/17/05

RECOMMENDATION: Approval, subject to an Annexation Agreement (9-0: Esseks, Krieser, Pearson, Taylor, Sunderman, Carroll, Larson, Carlson and Bills-Strand 'yes';).

FACTSHEET PREPARED BY: Jean L. Walker
REVIEWED BY: 
REFERENCE NUMBER: FS\CC\2006\ANNEX.05004+

DATE: June 5, 2006

DATE: June 5, 2006

LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT

for AUGUST 3, 2005 PLANNING COMMISSION MEETING

****As Revised and Adopted by Planning Commission: August 17, 2005
Resolution No. PC-00945****

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

PROJECT #: ***Annexation #05004***, Change of Zone #05022 and Preliminary Plat #05003-Highland View.

PROPOSAL: To annex approximately 154.77 acres, change the zoning from AG-Agricultural to R-3-Residential and preliminary plat 566 residential lots.

LOCATION: West of N.W. 12th St. between Hwy. 34 (Purple Heart Highway) and W. Alvo Rd.

WAIVER REQUEST:

1. Allow sanitary sewer to run opposite street grade for Banff St., Dubois St. and N.W. 18th St.
2. Allow sanitary sewer to be constructed at a depth greater than 18' for Dubois St.
3. Block length

LAND AREA: 154.77 acres, more or less

CONCLUSION: The proposed development, with conditions, is in conformance with the Comprehensive Plan, Zoning ordinance and Subdivision ordinance. The development is located in Tier 1, Priority A and has utilities located nearby. This development will add 566 residential lots, over 8 phases, to the City. Improvements will need to be made to W. Alvo Rd. and NW 12th St. before more than 115 lots are platted

RECOMMENDATION:

<i>Annexation</i>	<i>Approval subject to annexation agreement</i>
Change of Zone	Approval
Preliminary Plat	Conditional Approval
<u>Waivers:</u>	
1. Allow sanitary sewer to run opposite street grade for Banff St., Dubois St. and N.W. 18 th St.	Approval
2. Allow sanitary sewer to be constructed at a depth greater than 18' for Dubois St.	Denial
3. Block length	Denial

GENERAL INFORMATION:

LEGAL DESCRIPTION: Lots 36 I.T., 37 I.T. and 38 I.T., located in the NE 1/4 of Section 33, Township 11 North, Range 6 East, Lancaster County, Nebraska

EXISTING ZONING: AG-Agricultural

EXISTING LAND USE: Single family residential and agriculture

SURROUNDING LAND USE AND ZONING:

North:	AG-Agricultural	Undeveloped
South:	I-2-Industrial	Kawasaki Motors
East:	AG-Agricultural	Undeveloped
West:	AG-Agricultural	Undeveloped

COMPREHENSIVE PLAN SPECIFICATIONS:

Lincoln's future urban growth should generally occur in multiple directions around the existing city. Lincoln will continue to have managed and contiguous growth. (F-17)

Natural and environmentally sensitive areas should be preserved within neighborhoods. (F-17)

The Land Use Plan identifies this area as urban residential in the 2025 Comprehensive Plan. (F-23)

Priority A of Tier 1: Areas designated for near term development are generally contiguous to existing development and should be provided with basic infrastructure within 12 years of the adoption of the Plan. Some of the infrastructure required for development may already be in place. This area includes some land already annexed, but is still undeveloped and without significant infrastructure. Areas with this designation are the next priority for infrastructure programming. Some infrastructure improvements may be done in the near term while others, such as road improvements that are generally more costly, may take longer to complete.(F-29)

The proposed development is located in Tier One Priority A. (F-31)

Guiding Principles for New Neighborhoods include:(F-67)

1. encourage a mix of housing types, single-family, townhomes, apartments, elderly housing all within one area;
2. Similar housing types face each other: single family faces single family, change to different use at rear of lot
3. Parks and open space within walking distance of all residences;
- 4 Pedestrian orientation; shorter block lengths, sidewalks on both sides of all roads

The extension of water and sanitary sewer services shall be predicated upon annexation of the area by the City. City annexation shall occur before any property is provided with water, sanitary sewer or other potential City services. (F-154)

Annexation generally implies the opportunity to access all City services. 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.(F-154-155)

HISTORY:

March 7, 2005 Preliminary Plat submitted:

July 7, 2005 Revised plans submitted showing a larger area than in the original site plan

June 25, 2001 Annexation #00007, to annex Kawasaki Motors, was approved by City Council.

UTILITIES: There is existing sanitary sewer on N.W. 27th St. The sanitary sewer will need to be extended from N.W. 27th St. to this development.

 There is an existing 16" main at N.W. 12th St. and Alvo Rd.

TRAFFIC ANALYSIS: Alvo Rd. and N.W. 12th St. are classified as minor arterial. W. Alvo Rd. is a county gravel rural section road. N.W. 12th St. has not been constructed south of Alvo Rd. The 2025 Comprehensive Plan, under proposed projects, identifies N.W. 12th St. as 4 lanes plus turn lanes from Highlands Blvd. to Alvo Rd. and Alvo Rd. as 2 lanes plus turn lanes from N.W. 27th St. to N.W. 12th St. These projects are not listed in the City's 2005-2011 Capital Improvement Program.

PUBLIC SERVICE:

This area is within the Raymond rural fire district.

The nearest elementary school is Fredstrom located at N.W. 10th St. and W. Harvest Dr. There is a proposed elementary school within the Fallbrook development, located east of this development.

ENVIRONMENTAL CONCERNS: There are existing wetlands in the southwest portion of this development.

ANALYSIS:

1. This is a request to annex 154.77 acres, change the zoning from AG-Agricultural to R-3-Residential and preliminary plat 566 residential lots.
2. The proposed development is outside the city limits, but is within the future service limits and is shown as urban residential in the 2025 Comprehensive Plan.
3. This subdivision lies within Airport Environs Noise District and is within the inner and outer approach zone. This subdivision is between the 60 DNL and 65 DNL, which is acceptable for residential development. An Avigation and Noise Easement is required prior to approval of a final plat.
4. This area is designated as Tier I, Priority A in the 2025 Comprehensive Plan. The Comprehensive Plan identifies Priority A of Tier I as areas designated for near term development generally contiguous to existing development and should be provided with basic infrastructure within 12 years of the adoption of the Plan. Some of the infrastructure required for development may already be in place.
5. The proposed residential development is compatible with adjacent land use and is in conformance with the 2025 Comprehensive Plan. There is a residential development to the east (Fallbrook) and industrial south of Purple Heart Highway (Kawasaki).
6. This development will require sanitary sewer to be extended along Purple Heart Highway from NW 27th St. to this development. There is an existing water main at the intersection of W. Alvo Rd. and SW 12th St.

7. Public Works & Utilities Department does not object to the waiver to allow sanitary sewer to run opposite street grades, but does object to the waiver for sanitary sewer depth because they believe street grades can be adjusted to minimize the depth.
8. The applicant is requesting a waiver to block length due to the grade of the property. This waiver is not acceptable to the Planning Department or the Public Works and Utilities Department. The July 20th report from Public Works and Utilities states that a street connection can be constructed that meets design standards to lessen the block lengths in blocks 11 and 13.
9. The applicant's letter identifies that pedestrian easements have been provided in Blocks 11, 13 & 18 to meet block length requirements. Pedestrian easements are required when a block is in excess of 1,000 feet. However, block 11 & 13 exceed the maximum block length. The subdivision ordinance (26.23.130) states that block lengths shall not exceed 1,320' between cross-streets.
10. The applicant is requesting a temporary access to W. Alvo Rd. W. Alvo Rd. is a gravel county rural road. No connection should be made to W. Alvo Rd. until the road is constructed to the City of Lincoln design standards. The increased traffic would cause considerable dust and county roads are not designed for urban traffic. Currently, there are no plans to improve W. Alvo Rd. in the City's 2005-2011 Capital Improvement Program.
11. This tract of land is very isolated from a paved street system. The only access to the west is along W. Alvo Rd. to NW 27th St. to Purple Heart Highway. Both W. Alvo Rd. and NW 27th St. are gravel roads. There is no street system leading to the south or east. To access a system of paved roads a temporary access is proposed to Purple Heart Highway. Planning staff is recommending that the temporary access be right-in-right-out only. However, for safety reasons this temporary access is limited to 115 final platted lots. Before final platting more than 115 lots, there shall be two paved streets connecting this development to a system of continuous paved streets. These two paved streets could connect to the system of paved streets in Fallbrook and/or in combination of connecting to the paving in NW 27th St.
12. The applicant's letter states that lots will be allowed to be final platted along NW 12th St. without improving NW 12th St. The design of how NW 12th St. will cross Highway 34 is not known at this time. The draft annexation agreement requires the developer to improve NW 12th St. north of Missoula St. Thus, Planning would agree to allow lots along NW 12th St. south of Missoula St. to be final platted without improvements to NW 12th St. because that section maybe constructed as part of the NW 12th St. overpass.

Prepared by:

Tom Cajka
Planner

DATE: July 21, 2005

APPLICANT: Engineering Design Consultants
2200 Fletcher Ave. Suite 102
Lincoln, NE 68521
(402) 438-4014

OWNER: Prairie Homes
2045 S. Folsom
Lincoln, NE 68522
(402) 476-6599

CONTACT: same as applicant

**ANNEXATION NO. 05004
CHANGE OF ZONE NO. 05022
and
PRELIMINARY PLAT NO. 05003,
HIGHLAND VIEW**

PUBLIC HEARING BEFORE PLANNING COMMISSION:

August 3, 2005

Members present: Carroll, Larson, Taylor, Sunderman, Esseks, Krieser, Pearson, Carlson and Bills-Strand.

Staff recommendation: Approval of the annexation, subject to an annexation agreement; approval of the change of zone; and conditional approval of the preliminary plat.

Ex Parte Communications: None.

The Clerk announced that the applicant has submitted a request for continuance until August 17, 2005.

Larson moved to defer, with continued public hearing and action scheduled for August 17, 2005, seconded by Krieser and carried 9-0: Carroll, Larson, Taylor, Sunderman, Esseks, Krieser, Pearson, Carlson and Bills-Strand voting 'yes'.

There was no public testimony.

CONT'D PUBLIC HEARING BEFORE PLANNING COMMISSION:

August 17, 2005

Members present: Esseks, Krieser, Pearson, Taylor, Sunderman, Carroll, Larson, Carlson and Bills-Strand.

Staff recommendation: Approval of the annexation, subject to an annexation agreement; approval of the change of zone; and conditional approval of the preliminary plat.

Ex Parte Communications: None.

Proponents

1. Jason Thiellen of EDC, presented the proposal on behalf of **Prairie Homes**. This is a 566 lot single family residential project in northwest Lincoln. It will have lots ranging from 6,000 to 10,000 square feet for a diverse supply of housing opportunity for north Lincoln.

Thiellen proposed amendments to the conditions of approval:

- 1.1.3 Add the following note to the General Notes; "No more than 115 lots shall be final platted until there ~~are two~~ is a permanent access paved roads from this development to a system of continuous paved streets, ~~and At such time the temporary access road to Purple Heart Highway shall be removed~~ as there are

two permanent paved access roads from this development, the temporary access road/connection to Purple Heart Highway shall be removed. The temporary connection to Purple Heart Highway shall be a full movement intersection”.

- 1.1.5 Show a street connecting from Avalance Rd. to Snowshoe Dr. in block 11, and from Silverado Dr. to Lander Dr. in Block 13 unless the City Council grants the waiver to block length.
- 1.1.6 Show Lot 5 I.T., the tract of land to the south, on the site plan. Lots 62-67, Block 12, shall not be final platted until such time that either satisfactory engineering information is provided to Public Works to show a street connection to Lot 5 I.T., or Lot 5 I.T. is shown to be a nonbuildable lot. and show access to the lot
- ~~4.1.9 Show a full median on Highway 34 at the temporary access. Label the access as right-in, right-out only.~~
- 1.1.12 ~~Show only one street taking access to W. Alvo Rd. east of Jasper Dr. at approximately the quarter mile point~~Remove N.W. 17th Street right-in/right-out access to West Alvo Road.
- ~~4.1.15 Show the driveway for the house at 1486 W. Alvo Rd. Relocate NW 15th St. so it is west of the driveway.~~
- ~~4.1.16 Correct the name NW 19th St. on Sheet 7. There is no NW 19th St. on the site plan.~~
- 1.1.17 ~~Amend the Phasing Plan if the temporary access to W. Alvo Rd. is not granted. Include Phase 2 with Phase 1 and end Phase 1 at Lots 13 & 14, Block 23~~ Revised phasing plan to be agreed upon between the developer, the Planning Department and Public Works Department.

Condition #1.1.5 refers to the block length waiver. The condition requires the developer to bring the street through, but the developer has made significant attempts to preserve the wetlands, minimize the grading and maximize the use of the existing drainage ways to provide the most effective use of the infrastructure. Bringing a street through this area will minimize all of that. It became a design challenge. The developer has agreed to put in a 30' wide pedestrian way as opposed to the street connection. There are several accesses on the block, so Thiellen does not believe it is a block length issue.

Thiellen advised that Public Works has agreed to work with the developer to minimize the amount of sanitary sewer depth over 15 feet, so Public Works is no longer objecting to that waiver.

2. Peter Katt appeared on behalf of the applicant to address the issue related to the Highway 34 access (Condition #1.1.3). This project has been under development for quite a bit longer than indicated in the staff report. The challenge for this site has been to find a connection point (paved road) that allows reasonable access and reasonable development for the project. He acknowledged that the staff has worked hard, but they have agreed to disagree on this issue. The client and staff have no objection to the temporary access point to Hwy 34. This would be temporary until there are two other permanent paved access points, at which time the temporary

access would close. However, the applicant believes that this access point should be comparable to what exists on Hwy 34 at the Fallbrook interchange. Staff suggests that the Hwy 34 intersection should simply be a right-in and right-out, and the applicant does not believe that makes much sense. The full movement intersection being requested by the applicant is in compliance with the NDOR in terms of spacing. Public Works wants to preserve the future traffic capacity of Hwy 34 and that is why we have agreed to a temporary access. Until sufficient other neighborhood access exists, the applicant requests that this be a full movement intersection (proposed amendment to #1.1.3 and deletion of Condition #1.1.9).

Carlson inquired as to what constitutes sufficient connection to trigger closing the temporary access. Katt suggested it would be the second access point out of the neighborhood to a continuous paved street. At this point in time, the applicant believes it is most reasonable that eventually the platting and roadway network will connect to the east through Fallbrook. Katt then explained the potential access points. He does not know when or how the second access will come, but that will be the appropriate time to close the Hwy 34 access. The developer will construct a cul-de-sac and the connection will be asphalt as opposed to any permanent-looking street connection. He also believes they will have to bond and provide for a traffic light when the traffic warrants are met.

There was no testimony in opposition.

Carlson asked staff to address the access issue. Tom Cajka of Planning staff stated that staff is still recommending a "right-in right-out only" onto Hwy 34 because it is a safety factor and minimizes conflicts. Dennis Bartels of Public Works stated that previously, Public Works reluctantly agreed to another intersection at Hwy 34 and he is opposed to the full movement intersection. He further stated that it is not the end of the world if it ends up being full access, but Public Works definitely does not want a traffic signal there. A traffic signal will not be installed at this temporary location. Hwy 34 is designed as an expressway and it would be the position of Public Works that there not be any more accesses on Hwy 34. If the Commission approves full access, Bartels does not want any reference made to a traffic signal.

Bills-Strand confirmed that Bartels could live with it if it were full access. Do you think it would be more dangerous for people to go down, turn around and come back? Bartels stated that he does not see the danger in that movement. He can see why the developer would want full access. The problem with this development is that it is occurring before there is any street infrastructure in the area. Alvo Road is gravel between N.W. 27th and N.W. 12th.

Bartels did agree with the statement made by the applicant on the sanitary sewer depth issue. He is willing to work with them and willing to recommend approval of an exception to allow the sewer depth over 15'.

Cajka stated that staff:

would agree with the amendment to Condition #1.1.3, if the last sentence is deleted: "The temporary connection to Purple Heart Highway shall be a full movement intersection". Also, Condition #1.1.9 should not be deleted.

disagrees with the proposed amendment to Condition #1.1.5 which deals with the block length.

agrees with the amendment to Condition #1.1.6.

agrees with the amendment to Condition #1.1.12 if "right-in/right-out" is stricken.

agrees with the amendment to Condition #1.1.15, #1.1.16 and #1.1.17.

Esseks inquired as to who will pay for the extension of the sewer and water lines. Cajka stated that the developer is responsible for the infrastructure within the development. Bartels stated that the sewer to serve this will have to run parallel to Hwy 34 west to the intersection at N.W. 27th Street. The developer will have to pay for it. There is water at the intersection of N.W. 12th and Alvo Road, which is an impact fee facility. The developer would be paying for everything except what the city would typically subsidize.

Response by the Applicant

In terms of the block length issue, Katt believes that staff's disagreement is based upon the block length requirement that is pretty arbitrary in how you compute block lengths, particularly in subdivisions where there are no longer square blocks. He believes that this development meets the intent and purpose of the block length. They have included a pedestrian easement and would request that the block length be waived as requested.

The access issue is a difference of opinion in terms of whether the Hwy 34 access should be a full movement or right-in/right-out. Katt believes it is appropriate to be a full movement intersection. The competing subdivision to the east has a full movement intersection which will be permanent, and that's the one staff points us to. But we can't get there. The road network is not in place, so Katt believes it is appropriate to have the temporary access be a full movement access until they can get permanent access.

Taylor is concerned about the emissions from the Kawasaki plant. He is also concerned about the airport fly zone from the airport and whether it will have any affect on the quality of the homes. Katt responded, stating that this property has been shown in the Comprehensive Plan as appropriate for residential development for a number of years. The community has said that this is an appropriate area. It is not in such close proximity that the health and safety of the future residents are jeopardized by the Kawasaki plant. With regard to the noise easement area, there are a number of neighborhoods that are within the airport fly zone. The community has made a decision that residential development within those zones is safe. As far as the relative cost or price mix, it is not likely that these homes will be in the Fallbrook price range. The community needs a range of housing. His client's current thoughts for this area are that this neighborhood that will develop on the west side of Fallbrook will be comparable in style of homes and quality and pricing to the Highlands.

Larson inquired whether there is a median on Hwy 34 where the temporary access is located. Katt explained that there is currently a grassed median. They filled in the median at Fallbrook and paved it. What is done in that right-of-way will need approval from NDOR. Hwy 34 is an expressway designation, which calls for intersections at half mile intervals. This access is very close to being ½ mile from the Fallbrook intersection.

Carlson noted that occasionally we see some of these pedestrian easements not constructed prior to the home construction. What can you tell me to assure the alternate connection? Katt believes that the regulations now require those easements to be constructed at the time of building the streets. He does not believe it will be the same problem we have seen in the past.

The width of this pedestrian easement is 30 feet, while they were crammed into a 10' area in the past.

Esseks is concerned about serious safety risk. Let's say the traffic is heading toward Lincoln in the morning, with people heading east toward Kawasaki at the same time. He thinks it is a problem if there is not a traffic light. It might be safer to turn right and then come around. We do have a responsibility to protect the public health and safety. Katt's response was that all of us will have differing opinions as to the safety issue. That traffic occurs for maybe 10-15 minutes a day. Overall, through a 24-hour day, Katt believes we are better served by having a full movement access. He thinks the full movement access is safer.

ANNEXATION NO. 05004

ACTION BY PLANNING COMMISSION:

August 17, 2005

Carlson moved approval, subject to an annexation agreement, seconded by Carroll and carried 9-0: Esseks, Krieser, Pearson, Taylor, Sunderman, Carroll, Larson, Carlson and Bills-Strand voting 'yes'. This is a recommendation to the City Council.

CHANGE OF ZONE NO. 05022

ACTION BY PLANNING COMMISSION:

August 17, 2005

Carlson moved approval, seconded by Pearson and carried 9-0: Esseks, Krieser, Pearson, Taylor, Sunderman, Carroll, Larson, Carlson and Bills-Strand voting 'yes'. This is a recommendation to the City Council.

PRELIMINARY PLAT NO. 05003

ACTION BY PLANNING COMMISSION:

August 17, 2005

Larson moved to approve the staff recommendation of conditional approval, with the amendments requested by the applicant, seconded by Bills-Strand.

Bills-Strand believes it should be a full movement access. She likes stop lights and she would think that if a stop light is warranted that it should be put up for the safety of the people. It could be triggered as opposed to automatic. She also does not believe that the connecting street is necessary. There are plenty of accesses in and out of that area. She thinks they have reached a good compromise.

Carroll has a concern about the full movement access because people who live out there will get used to it and will be upset when it is closed. The neighborhood association will say they don't want to close it and will want a traffic light. He does not think it is fair. We need to say no, and not give them the opportunity to have it for a short period of time and then take it away from them. He agrees with staff.

Carroll moved to amend Condition #1.1.3 to staff recommendation, which deletes the full movement access and provides for right-in/right-out only, seconded by Esseks and carried 7-2: Esseks, Krieser, Pearson, Taylor, Sunderman, Carroll and Carlson voting 'yes'; Larson and Bills-Strand voting 'no'. This amendment also leaves Condition #1.1.9 in place.

Main motion for conditional approval, as set forth in the staff report, with the amendments requested by the applicant, except striking the last sentence from the amendment to Condition

#1.1.3 and retaining Condition #1.1.9, carried 9-0: Esseks, Krieser, Pearson, Taylor, Sunderman, Carroll, Larson, Carlson and Bills-Strand voting 'yes'. This is final action, unless appealed to the City Council within 14 days.



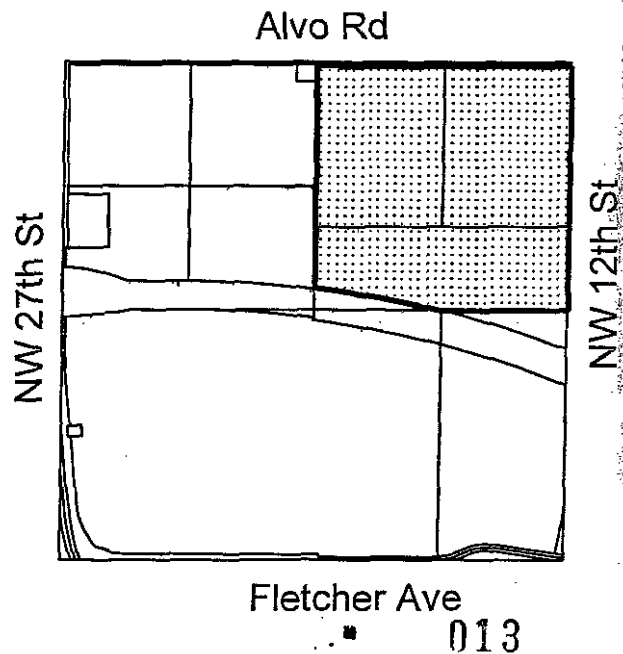
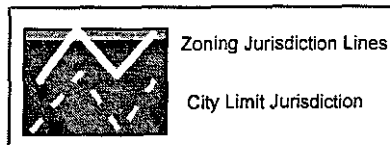
Preliminary Plat #05003
Change of Zone #05022
Annexation #05004
Highland View
NW 12th & Alvo Rd.

2002 aerial

One Square Mile
 Sec. 33 T11N R6E

Zoning:

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



LOTS 36, 37 & 38 LOCATED IN THE NORTHEAST QUARTER OF SECTION 33,
TOWNSHIP 11 NORTH, RANGE 6 EAST OF THE 6TH P.M., LANCASTER COUNTY,
NEBRASKA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

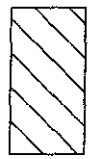
BEGINNING AT THE EAST QUARTER CORNER OF SAID SECTION 33; THENCE ON
THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 33,
N89°47'33"W, 1,324.31 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF
U.S. HIGHWAY 34; THENCE ON SAID NORTH RIGHT-OF-WAY LINE FOR THE NEXT
2 COURSES, N89°46'48"W, 12.70 FEET; THENCE WESTERLY ON A 11,634.16 FOOT
RADIUS CURVE TO THE LEFT, AN ARC LENGTH OF 1,333.32 FEET (LONG CHORD
BEARS N79°24'42"W, 1,332.59 FEET) TO THE WEST LINE OF THE NORTHEAST
QUARTER OF SAID SECTION 33; THENCE ON SAID WEST LINE, N00°27'18"E,
2,370.36 FEET TO THE SOUTH RIGHT-OF-WAY LINE OF WEST ALVO ROAD;
THENCE ON SAID SOUTH RIGHT-OF-WAY LINE FOR THE NEXT 5 COURSES,
S89°49'35"E, 1,327.09 FEET; THENCE S00°30'41"W, 7.00 FEET; THENCE S89°49'50"E,
1,107.76 FEET; THENCE N00°10'10"E, 7.00 FEET; THENCE S89°49'50"E, 219.59 FEET TO
THE EAST LINE OF SAID SECTION 33; THENCE ON SAID EAST LINE, S00°34'37"W,
2,612.18 FEET TO THE POINT OF BEGINNING, CONTAINING 6,741,843.84 SQUARE
FEET (154.77 ACRES) MORE OR LESS.

*
HIGHLAND VIEW PRELIMINARY PLAT
ANNEXATION EXHIBIT
LEGAL DESCRIPTION
LINCOLN, NE
SHEET 2 OF 2

014



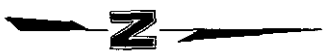
**HIGHLAND VIEW
ANNEXATION EXHIBIT
LINCOLN, NEBRASKA**



ANNEXATION AREA

LEGEND

NO SCALE



Drawn By: LKR
Dwg.: ANNEX.dwg
Date: 06/23/2005
Job#: 03-101-25

**SHEET
1 OF 2**

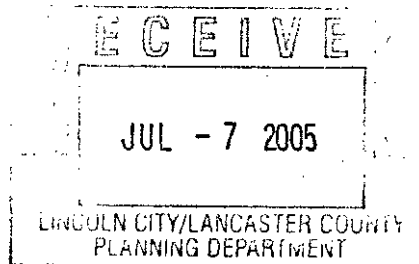


Engineering Design Consultants

2200 Fletcher Ave.
Suite 102
Lincoln, NE 68521
Ph 402-438-4014
Fx 402-438-4026

July 7, 2005

Thomas Cajka
Planning Department
City-County Building
555 South 10th Street
Lincoln, NE 68508



RE: Highland View
Preliminary Plat Submittal
Change of Zone Request
Annexation Request
EDC Job #03-101

Dear Mr. Cajka,

On behalf of Engineering Design Consultant's client, Prairie Homes, the following applications are hereby submitted per the subdivision review process:

1. Application for a Preliminary Plat
2. Application for a Change of Zone from AG to R-3 (see attached exhibit).

Highland View is a 154 +/- acre residential development generally located on the southwest corner of West Alvo Road and NW 12th Street. There are 566 total single family lots ranging from 6,000 square feet to more than 10,000 square feet providing a steady supply of lots for North Lincoln. The Highland View Preliminary Plat includes the following:

1. The existing zone is AG and the proposed zone is R-3.
2. Right-of-way widths for all interior public streets shall be 60 feet and sidewalks shall be provided on both sides of the street.
3. Right-of-way width for Alvo Road shall be 120 feet, with an additional 10 feet of right-of-way for turn lanes off of Alvo Road into the Highland View subdivision. Sidewalks shall be provided on the south side of Alvo Road.
4. Direct vehicular access to Alvo Road is relinquished except where shown. The access shown at the intersection of Alvo Road and NW 12th Street is temporary as the current farmer would like to continue his cattle and farming operations for the next few years. The street connecting to the first access onto Alvo Road on the plat would be reached by a street that would require the removal of existing silo's on site. Therefore, to avoid the silo's, a temporary access to Alvo Road has been shown and will be relinquished once Phase 3 of the phasing plan is final platted. Lots 10 & 11, Block 21 shall be final platted as outlots until the temporary access to Alvo Road is relinquished.
5. Right-of-way widths for NW 12th Street shall be 120 feet with sidewalks being provided for on the west side of the street. NW 12th Street will not be improved until a final alignment for the street is reached and the City of Lincoln can confirm whether or not the street will connect across HWY 34 to the next subdivision. Lots will be allowed to be final platted along NW 12th Street without

improving NW 12th Street until the City of Lincoln has a final alignment and cross-section confirmed for NW 12th Street.

6. Direct vehicular access to NW 12th Street is relinquished except where shown.
7. Direct vehicular access to Highway 34 is relinquished except where shown. The access shown to Highway 34 is temporary and is requested to be a full movement access. The full movement temporary access is requested to allow residents of the development access to a full intersection to make left turning movements without having to drive 1 mile west to NW 27th Street to drive east on Highway 34. Lots 34 and 35, Block 9 will be final platted as an outlot until the access to Highway 34 is relinquished. The full movement temporary access to Highway 34 will be relinquished once a connection from Alvo Road to Fall Brook Drive through the Fall Brook Development to the signaled intersection is made.
8. Total Usage Table

a. Single Family Lots	552
b. Single Family/Two Family Lots	14
c. Outlots	4
d. Total Blocks	23
e. Total Lots	570
f. Total Units	566
9. Lots backing onto Outlot A shall have minimum opening elevations of 1' above the 100 Year Flood Plain Elevation.
10. A blanket utility easement is granted over Outlots A, B, C, and D.
11. Pedestrian easements 20' in width have been provided on Block ~~8~~, ~~40~~, and ~~45~~ ^{11 13 18} to meet block length requirements. Due to the grade of the property at these locations, a street connections cannot be made that meets the City of Lincoln Street Design Standards as the grade is too steep. The developer has provided a 20' wide pedestrian easement to create a landscaped amenity for the neighborhood and make lots adjacent to the pedestrian easements desirable instead of non-desirable by continuing the pedestrian easement trend of a 5' wide easement eyesore that homeowners don't want to live next to.
12. The Lancaster County Poor Farm Cemetery is located on the adjacent property towards the northwest corner of the development. Conversations with Rob Bozell of the State Historical Society-Archeological Division on August 25, 2004, stating that unmarked graves are treated the same under the law as marked graves. Mr. Bozell has advised to provide a buffer between the housing and the cemetery and avoid the area as much as possible. A 50' easement has been provided on the rear of the lots adjacent to the cemetery to provide a buffer between the actual residences and to help reduce the amount of grading around the cemetery to as little as possible.
13. There are wetlands located in the southwest corner of the development which will be preserved and enhanced to provide an amenity to the residents backing onto the outlot and to provide detention for the site.
14. There is an isolated pond located in the north part of the preliminary plat. Based on a letter received from the Department of the Army the Corps of Engineers has determined that there is no waters of the United States located at the project site and no Section 404 Permit of the Clean

Highland View
Preliminary Plat Submittal
Change of Zone Request
Annexation Request
EDC Job #03-101
July 1, 2005
Page 3

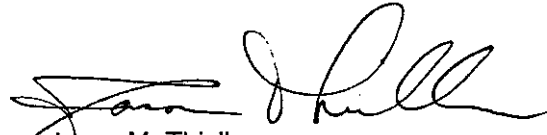
Water Act is required from the Corps of Engineers. Therefore, we have shown this pond to be filled on our grading and drainage plan (please see attached copy of letter from the Department of the Army).

15. The development will be served by sanitary trunk sewer line being brought from NW 27th Street across the adjacent property to the southwest corner of the property. The development will be served by a water main in NW 12th Street from the intersection of Alvo Road and NW 12th south to HWY 34.
16. The following waiver are hereby requested to the City of Lincoln Design Standards:
 - a. A waiver is requested to Title 2, Section 3.6 to allow sanitary sewer to flow opposite street grade for sanitary sewer located in Dubois Street, NW 18th Street, and Banff Street.
 - b. A waiver is requested to Title 2, Section 3-6, to allow sanitary sewer to be constructed at a depth greater than 15 feet for Dubois Street. The waiver is requested so that an additional paralleling sewer line in Dubois Street will not have to be constructed to keep the sanitary sewer line out of the detention pond.

If you have any additional questions or concerns please contact me at 438-4014 or at jthiellen@edc-civil.com.

Sincerely,

ENGINEERING DESIGN CONSULTANTS, L.L.C.

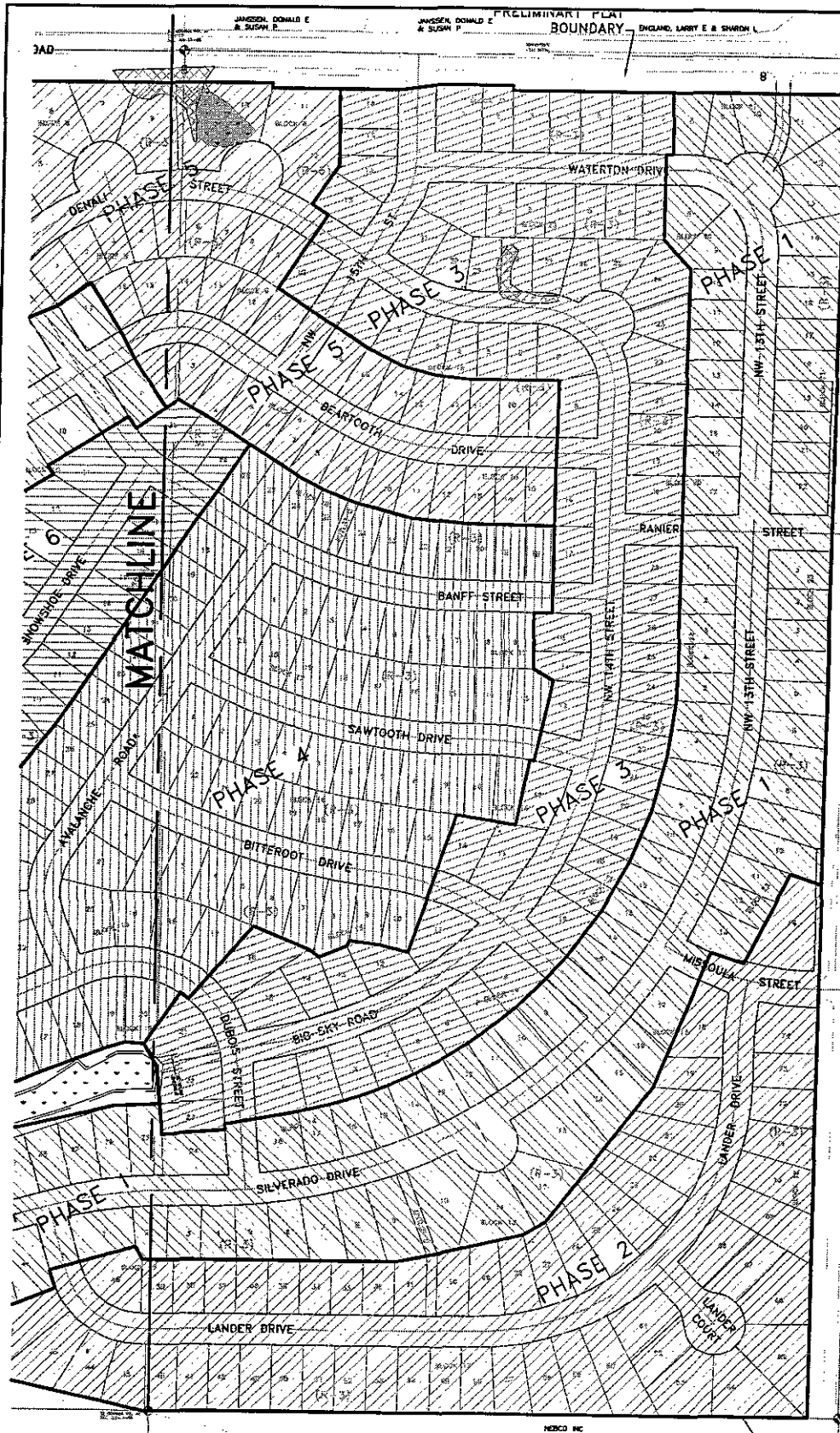


Jason M. Thiellen
Land Planner

Enc: 6 Sets of Sheets 1 – 13
Change of Zone Exhibit
Annexation Exhibit
81/2 X 11 Site Plan
Letter from the Department of Army

c: Steve Champoux
Peter Katt

018



SCALE: 1"=300'

PRELIMINARY
PLAT
BOUNDARY

NW 12TH STREET

NW 14TH STREET

NW 15TH STREET

NW 12TH STREET

PRELIMINARY
PLAT
BOUNDARY

021



Highland View
Phase Plan Exhibit (East)
Lincoln, Nebraska

Drawn By: LKR
Dwg.: Phase plan
Date: 07/20/05
Job#: 03-101


SHEET
2 OF 2

3738 S. 19th St. Suite 104 Omaha, NE 68144
402-814-0434 • Fax 402-814-2509

06-93
06-94

MEMORANDUM

TO: Lincoln City Council

FROM: Marvin Krout, Director of Planning 

SUBJECT: Annexation No. 05004 and Change of Zone No. 05022,
(Bill ##06-93 and 06-94 - 1st Reading on June 12, 2006)

DATE: June 9, 2006

cc : Mayor Coleen Seng
Tom Cajka, Planning
Peter Katt

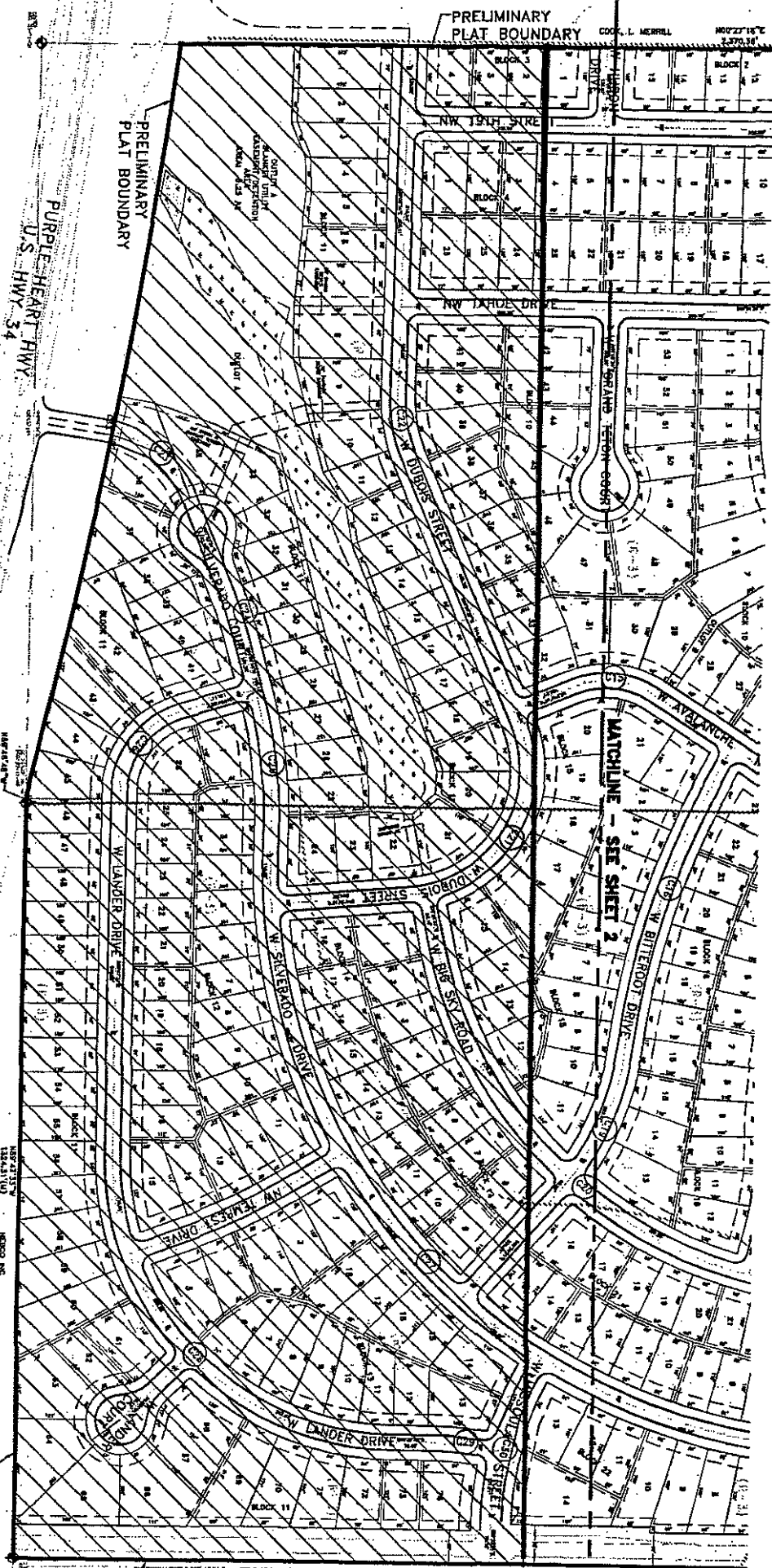
The above referenced annexation and change of zone requests for the Highland View development, generally located west of N.W. 12th Street between Highway 34 and W. Alvo Road, appear on the June 12th Council agenda for 1st Reading. The Factsheets are in your Council packets; however, the legal description for the annexation and change of zone have been revised and are attached for your information.


LOT 36 IRREGULAR TRACT, LOCATED IN THE NORTHEAST QUARTER OF SECTION 33, TOWNSHIP 11 NORTH, RANGE 6 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE EAST QUARTER CORNER OF SAID SECTION 33; THENCE ON THE SOUTH LINE OF THE NORTHEAST QUARTER OF SAID SECTION 33, N89°47'33"W, 1,324.31 FEET TO A POINT ON THE NORTH RIGHT-OF-WAY LINE OF U.S. HIGHWAY 34; THENCE ON SAID NORTH RIGHT-OF-WAY LINE FOR THE NEXT 2 CALLS, N89°46'48"W, 12.70 FEET; THENCE WESTERLY ON A 11,634.16 FOOT RADIUS CURVE TO THE LEFT, AN ARC LENGTH OF 1,333.32 FEET (LONG CHORD BEARS N79°24'42"W, 1,332.59 FEET) TO THE WEST LINE OF THE NORTHEAST QUARTER OF SAID SECTION 33; THENCE ON SAID WEST LINE, N00°27'18"E, 642.89 FEET; THENCE N90°00'00"E, 2,650.79 FEET TO THE EAST LINE OF SAID SECTION 33; THENCE ON SAID EAST LINE, S00°34'37"W, 892.62 FEET TO THE POINT OF BEGINNING, CONTAINING 2,178,018.49 SQUARE FEET (50.00 ACRES) MORE OR LESS.

N ↑

MANSON MOTORS INC
CORP




 HIGHLAND VIEW ANNEXATION
 ANY CHANGE OF ZONE AS PER

MEBCO INC

NW 12TH STREET
PRELIMINARY
PLAT
BOUNDARY

MEBCO INC

PRELIMINARY
PLAT BOUNDARY
COOK, L. MERRILL
NOV 27 1976
1-270-18

- VOID -

3

06-93
Annexation No. 05004 - Highland View

Introduce: 6-12-06

ORDINANCE NO. _____

1 AN ORDINANCE annexing and including the below described land as part of the
2 City of Lincoln, Nebraska and amending the Corporate Limits Map attached to and made a part
3 of Ordinance No. 18208, to reflect the extension of the corporate limits boundary of the City of
4 Lincoln, Nebraska established and shown thereon.

5 BE IT ORDAINED by the City Council of the City of Lincoln, Nebraska:

6 Section 1. That the land legally described as follows:

7 Lot 36 I.T., located in the Northeast Quarter of Section 33,
8 Township 11 North, Range 6 East of the 6th P.M., Lancaster
9 County, Nebraska,

10 be and it hereby is annexed and included within the corporate limits of the City of Lincoln,
11 Nebraska and is hereby made a part of the City of Lincoln, Nebraska for all purposes.

12 Section 2. That the "Corporate Limits Map" attached to and made a part of
13 Ordinance No. 18208, be and it is hereby amended to extend the corporate limits boundary of
14 the City of Lincoln, Nebraska, to reflect the above extension of the corporate limits boundary of
15 the City of Lincoln. Said map amendment is shown on Attachment "A" which is attached hereto
16 and made a part hereof by reference.

17 Section 3. Pursuant to Article VII, Section 7 of the City Charter, this ordinance
18 shall be posted on the official bulletin board of the City in lieu of and in place of newspaper
19 publication with notice of passage and such posting to be given by publication one time in the
20 official newspaper by the City Clerk. This ordinance shall take effect and be in force from and
21 after its passage and publication as herein and in the City Charter provided.

Introduced by:

LRU

Approved as to Form & Legality:

Asst. Phil Peo
City Attorney

Approved this ___ day of _____, 2006:

Mayor



WWW.NAHB.ORG

NATIONAL ASSOCIATION OF HOME BUILDERS

THE LOCAL ECONOMIC IMPACT OF HOME BUILDING[Normal View](#)

Home building generates income and jobs for local residents, as well as revenue for local governments. Home building also imposes costs on local governments that supply education, police and fire protection, and other public services to support the new homes. NAHB has developed models to estimate these economic impacts. The models can be used to show that, from the standpoint of local governments, home building will usually pay for itself.

The Typical Case:

NAHB has applied the economic benefits model to the case of 100 single family and 100 multifamily housing units built in a typical U.S. city. The value of the units, as well as the taxes and fees collected by local governments, are based on national averages. The results are summarized in a report for those who need quick access to estimates of the local economic benefits generated by building either single family or multifamily housing. [View the report on local jobs, income, and taxes generated.](#)

NAHB has also applied the cost model to these single family and multifamily units. The cost results are summarized in a separate report, which also compares the costs to the revenue generated to show how, in the typical case, home building pays for itself. [View the report on local costs compared to local revenue.](#)

Customized Reports:

For some purposes, the typical city reports may not be totally sufficient. In order to get a project approved, or counter the arguments of no-growth advocates, results for a specific area may be needed. For a fee, the NAHB models can be customized to a particular local area. Members and local associations can request the customized analysis electronically through this Web site. [View the electronic input requirement form.](#)

Technical Appendices:

To limit the size of the basic reports and make them more readable, technical details are kept to a minimum. For cases where questions about the methodology arise, the details are provided in separate appendices. The technical appendix on the local economic benefits of home building is too large to be delivered electronically. Hard copies are available from NAHB's Housing Policy Department. The technical appendix on the cost model is available here. [View the appendix on estimating local costs per housing unit.](#)

Special Categories of Home Building:

NAHB has developed a version of the model specifically to estimate the income, jobs, and taxes generated by units in a Low-Income Housing Tax Credit (LIHTC) project. [View the report for a typical LIHTC project.](#)

Another version of the model is designed to handle units built in an active adult project. Results for a typical active adult project are included in the for-sale publication [Approving Seniors Housing: Facts that Matter.](#)

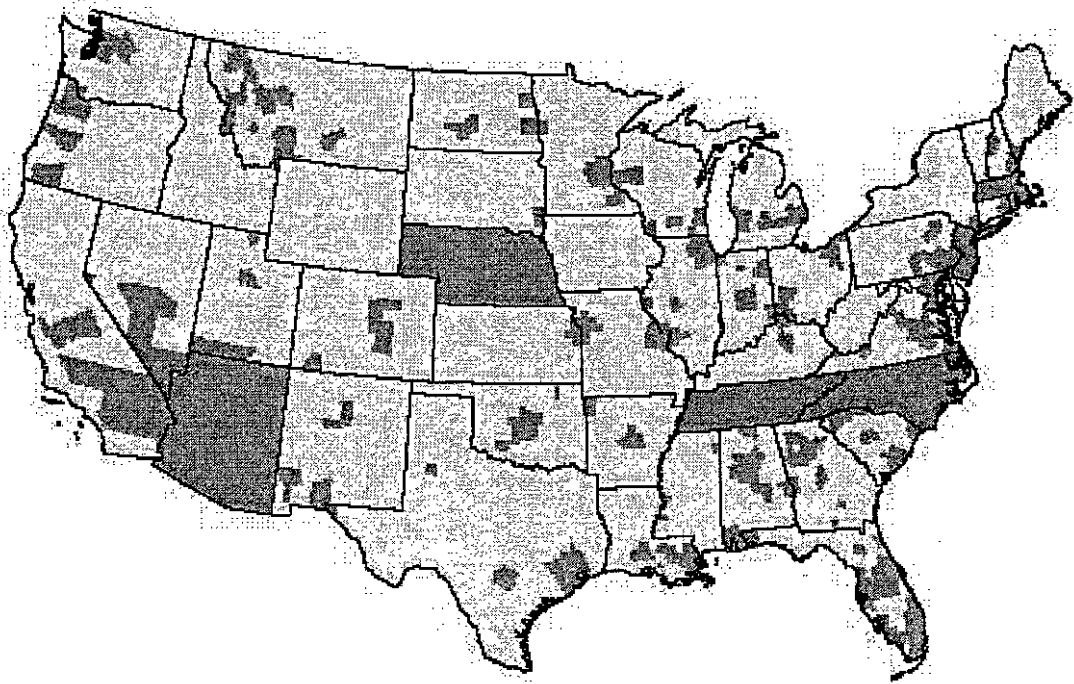
For more information about this item, please contact Elliot Eisenberg at 800-368-5242 x8398 or via e-mail at eeisenberg@nahb.com.

EXECUTIVE SUMMARY

Home building generates substantial local economic activity, including new income and jobs for residents, and additional revenue for local governments. The National Association of Home Builders has developed a model to estimate the economic benefits. The model captures the effect of the construction activity itself, the impact that occurs when income earned from construction activity is spent, and the impact that occurs when the new home is occupied. The comprehensive nature of the NAHB model means that it must be applied to a local area large enough to include the places where construction workers live and spend their money.

In most cases the appropriate area for a local impact analysis will be a metropolitan area (defined by the U.S. Office of Management and Budget based on commuting patterns), a non-metropolitan county, or in some cases an entire state. The home building activity analyzed may be confined to a smaller area (even a single project), but the impact will be spread over the entire metro area, non-metro county, or state. Since the model was initially developed in 1996, it has been successfully applied to over 325 metropolitan areas, non-metropolitan counties, and states across the country (darker shaded areas in the map below).

Areas Covered by NAHB Local Impact Studies



This report presents estimates of the local impacts of building 100 single family and 100 multifamily units in a typical U.S. metropolitan area, with the key inputs (new home prices, raw land values, and construction related fees) set equal to national averages.

The NAHB model produces impacts on income and employment in 16 industries and local government, as well as detailed information about taxes and other types of local government revenue. The key results are summarized below. Additional details are contained in subsequent sections.

Single Family Construction

- ◆ The estimated one-year metro area impacts of building 100 single family homes in a typical U.S. metropolitan area include

- ⇒ \$16.0 million in local income,
- ⇒ \$1.8 million in taxes and other revenue for local governments, and
- ⇒ 284 local jobs.

These are **local impacts**, representing income and jobs for residents of the typical U.S. metropolitan area, and taxes (and other sources of revenue, including permit fees) for all local jurisdictions within the metro area. They are also **one-year impacts** that include both the direct and indirect impact of the construction activity itself, and the impact of local residents who earn money from the construction activity spending part of it within the local area.

- ◆ The additional, annually recurring impacts of building 100 single family homes in the typical U.S. metropolitan area include

- ⇒ \$3.2 million in local income,
- ⇒ \$648,000 in taxes and other revenue for local governments, and
- ⇒ 63 local jobs.

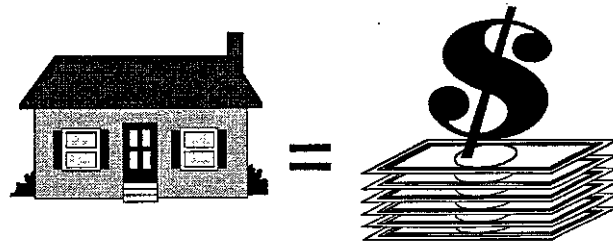
These are **ongoing, annual local impacts** that result from the new homes being occupied, and the occupants paying taxes and otherwise participating in the local economy year after year.

- ◆ The single family impacts were calculated assuming that new single family homes built in the a typical U.S. metropolitan area have an average price of \$284,887; are built on a lot for which the average value of the raw land is \$45,012; require the builder and developer to pay an average of \$7,008 in impact, permit, and other fees to local governments; and incur an average property tax of \$3,211 per year.



**THE LOCAL IMPACT
OF HOME BUILDING
IN A TYPICAL
METROPOLITAN AREA**

**INCOME, JOBS, AND
TAXES GENERATED**



**BACKGROUND
AND A BRIEF
DESCRIPTION OF
THE MODEL USED
TO ESTIMATE THE
ECONOMIC
BENEFITS**

The Housing Policy Department of the National Association of Home Builders (NAHB) has developed a model to estimate the local economic impact of building a home within the boundaries of a particular local market area. The model was developed in 1996 and initially calibrated for a typical metropolitan area using national averages, but can be adapted to a specific local economy by replacing key housing market variables. The initial version of the model could be applied to either single family construction, multifamily construction, or a combination of the two.

In March of 1997, NAHB began customizing the model to various areas around the country on a routine basis, primarily at the request of its local affiliated associations. Since that time, the Housing Policy Department has produced over 325 individual local impact reports. The reports have analyzed the impacts of specific housing projects, as well as total construction for areas as large as entire states. In 2002, NAHB developed new versions of the model to analyze active adult housing projects and multifamily development financed with the Low-Income Housing Tax Credit.

Results from the model have also been used by outside organizations such as universities, state housing authorities and affordable housing agencies:

- The Shimborg Center for Affordable Housing at the University of Florida used results from the NAHB model to establish that "the real estate taxes paid year after year are the most obvious long-term economic benefit to the community. Probably the second most obvious long-term economic benefit is the purchases made by the family occupying the completed home." www.shimberg.ufl.edu/pdfs/Newslett-June02.pdf
- The Center for Applied Economic Research at Montana State University used "results from an input-output model developed by the National Association of Home Builders to assess the impacts to local areas from new home construction." The results show that "the construction industry contributes substantially to Montana's economy accounting for 5.5 percent of Gross State Product." www.msubillings.edu/caer/The%20Impact%20of%20Home%20Construction%20in%20Montana.pdf
- The Housing Education and Research Center at Michigan State University also adopted the NAHB approach: "The underlying basis for supporting the implementation of this [NAHB] model on Michigan communities is that it provides quantifiable results that link new residential development with commercial and other forms of development therefore illustrating the overall economic effects of residential growth." www.canr.msu.edu/cm/herc/h5over.html
- The Center for Economic Development at the University of Massachusetts found that "Home building generates substantial local economic activity, including income, jobs, and revenue for state and local governments. These far exceed the school costs-to-property-tax ratios. ...these factors were evaluated by means of a quantitative assessment of data from the National Association of Home Builder's Local Impact of Home Building model" www.donahue.umassp.edu/publications/housing/7-economicco.html

- Similarly, the Association of Oregon Community Development Organizations decided to base its analysis of affordable housing on the NAHB model, stating that "This model is widely respected and utilized in analyzing the economic impact of market rate housing development," and that, compared to alternatives, it "is considered the most comprehensive and is considered an improvement on most previous models."
www.aocdo.org/docs/EcoDevoStudyFinal.pdf

A Brief Description of the Model

The NAHB model is divided into three phases. Phases I and II are one-time effects that occur as the result of construction activity. Phase III is an ongoing, annual effect that includes property tax payments and the result of the completed unit being occupied.

Phase I: Construction

The jobs, wages, and local taxes (including permit, utility connection, and impact fees) generated by the actual development, construction, and sale of the home. These jobs include on-site and off-site construction work as well as jobs generated in retail and wholesale sales of components, transportation to the site, and the professional services required to build a home and deliver it to its final customer.

Phase II: Ripple Effect

The wages and profits for local area residents earned during the construction period are spent on other locally produced goods and services. This generates additional income for local residents, which is spent on still more locally produced goods and services, and so on. This continuing recycling of income back into the community is usually called a *multiplier* or *ripple* effect.

Phase III: Ongoing, Annual Effect

The local jobs, income, and taxes generated as a result of the home being occupied. A household moving into a new home generally spends about three-fifths of its income on goods and services sold in the local economy. A fraction of this will become income for local workers and local businesses proprietors. In a typical local area, the household will also pay 1.25 percent of its income to local governments in the form of taxes and user fees, and a fraction of this will become income for local government employees. This is the first step in another set of economic ripples that cause a permanent increase in the level of economic activity, jobs, wages, and local tax receipts.

Modeling a Local Economy

The model defines a local economy as a collection of industries and commodities. These are selected from the detailed benchmark input-output tables produced by the U.S. Bureau of Economic Analysis. The idea is to choose goods and services that would typically be produced, sold, and consumed within a local market area. Laundry services would qualify, for example, while automobile manufacturing would not. Both business-to-business and business-to-consumer transactions are considered. In general the model takes a conservative approach and retains a relatively small number of the available industries and commodities. Of the roughly 600 industries and commodities provided in the input-output files, the model uses only 93 commodities and 95 industries.

The design of the model implies that a local economy should include not only the places people live, but also the places where they work, shop, typically go for entertainment, etc. This corresponds reasonably well to the concepts of Metropolitan Statistical Areas and Primary Metropolitan Statistical Areas. These are areas defined by the U.S. Office of Management and Budget, based on local commuting patterns, and outside of the New England area are aggregations of counties. Outside of these officially defined metropolitan areas, NAHB has determined that a county will usually satisfy the model's requirements.

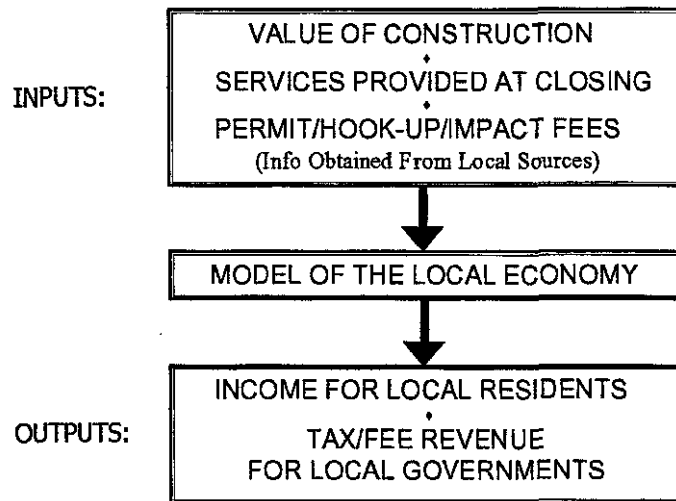
For a particular local area, the model adjusts the indirect business tax section of the national input-output accounts to account for the fiscal structure of local governments in the area. The information used to do this comes primarily from the U.S. Census Bureau's Census of Governments. Wages and salaries are extracted from the employee compensation section of the input-output accounts on an industry-by-industry basis. In order to relate wages and salaries to employment, the model incorporates data on local wages per job published by the Bureau of Economic Analysis.

Phase I: Construction

In order to estimate the local impacts generated by home building, it is necessary to know the sales price of the homes being built, how much raw land contributes to the final price, and how much the builder and developer pay to local area governments in the form of permit, utility connection, impact, and other fees. This information is not generally available from national sources and in most cases must be provided by representatives from the area in question who have specialized knowledge of local conditions.

The model subtracts raw land value from the price of new construction and converts the difference into local wages, salaries, business owners' income, and taxes. This is done separately for all 95 local industries. In addition, the taxes and fees collected by local governments during the construction phase generate wages and salaries for local government employees. Finally the number of full time jobs supported by the wages and salaries generated in each private local industry and the local government sector is estimated.

SUMMARY OF PHASE I



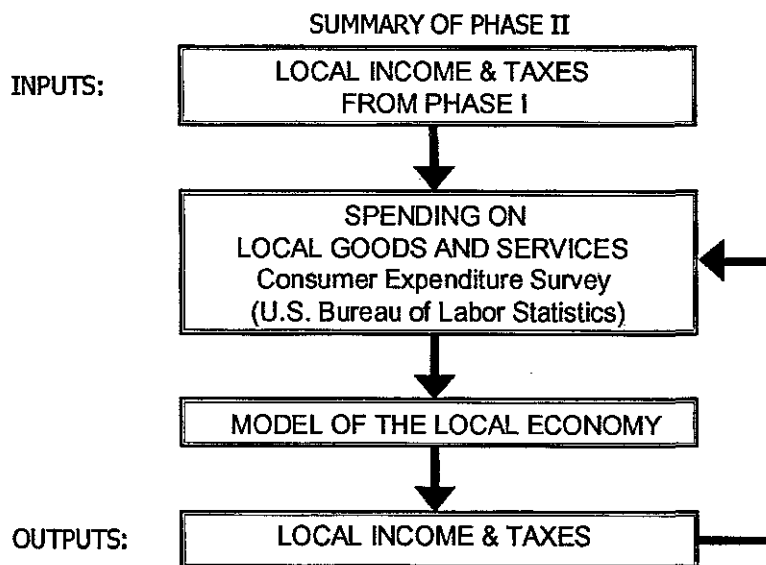
Phase II: The Construction Ripple

Clearly, the local workers and proprietors who earn income in Phase I will spend a share of this income. Some of the spending will escape the local economy. A portion of the money used to buy a new car, for example, will become wages for autoworkers who are likely to live in another city, and increased profits for stockholders of an automobile manufacturing company who are also likely to live elsewhere. Some of the spending, however, will remain within, and have an impact on, the local economy. The car is likely to be purchased from a local dealer and generate income for a salesperson who lives in the area, as well for local workers who provide cleaning, maintenance, and other services to the dealership. Consumers also are likely to purchase many services locally, as well as to pay taxes and fees to local governments.

This implies that the income and taxes generated in Phase I become the input for additional economic impacts analyzed in what we call Phase II of the model. Phase II begins by estimating how much of the added income households spend on each of the local commodities. This requires detailed analysis of data from the Consumer Expenditure Survey (CES), which is conducted by the U.S. Bureau of Labor Statistics primarily for the purpose of determining the weights for the Consumer Price Index. The analysis produces household spending estimates for 56 local commodities (the remainder of the 93 local commodities entering the model exclusively through business-to-business transactions).

The model then translates the estimated local spending into local business owners' income, wages and salaries, jobs, and taxes. This is essentially the same procedure applied to the homes sold to consumers in Phase I. In Phase II, however, the procedure is applied simultaneously to 56 locally produced and sold commodities.

In other words, the model converts the local income earned in Phase I into local spending, which then generates additional local income. But this in turn will lead to additional spending, which will generate more local income, leading to another round of spending, and so on. Calculating the end result of these economic ripples may seem complicated but is basically a straightforward exercise in mathematics.

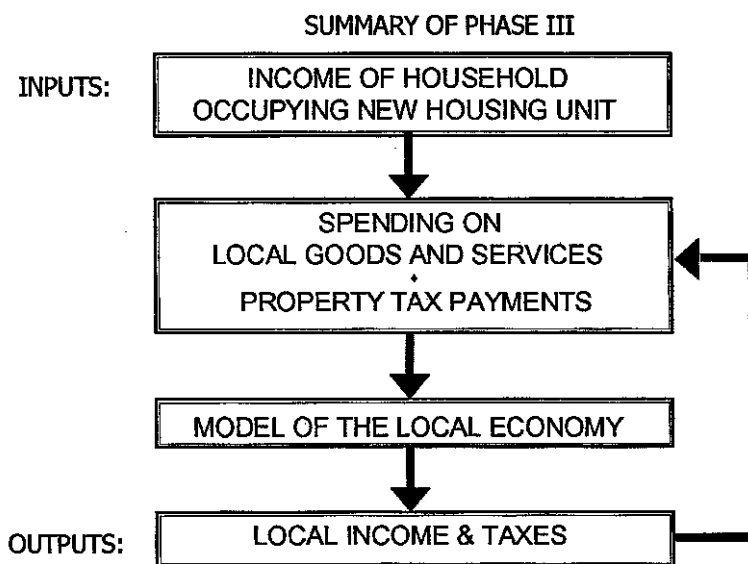


Phase III: The Ongoing Impacts

Like Phase II, Phase III involves computing the sum of successive ripples of economic activity. In Phase III, however, the first ripple is generated by the income and spending of a new household (along with the additional property taxes local governments collect as a result of the new structure). This does not necessarily imply that all new homes must be occupied by households moving in from outside the local area. It may be that an average new-home household moves into the newly constructed unit from elsewhere in the same local area, while an average existing-home household moves in from outside to occupy the unit vacated by the first household. Alternatively, it may be that the new home allows the local area to retain a household that would otherwise move out of the area for lack of suitable housing.

In any of these cases, it is appropriate to treat a new, occupied housing unit as a net gain to the local economy of one household with average characteristics for a household that occupies a new home. This reasoning is often used, even if unconsciously, when it is assumed that a new home will be occupied by a household with average characteristics—for instance, an average number of children who will consume public education.

To estimate the impact of the net additional households, Phase III of the model requires an estimate of the income of the households occupying the new homes. The information used to compute this estimate comes from several sources, but primarily from an NAHB statistical model based on decennial census data. Phase III of the local impact model then estimates the fraction of income these households spend on various local commodities. This is done with CES data and is similar to the procedure described under Phase II. The model also calculates the amount of local taxes the households pay each year. This is done with Census of Governments data except in the case of residential property taxes, which are treated separately, and for which specific information must usually be obtained from a local source. Finally, a total ripple effect is computed, using essentially the same procedure outlined above under Phase II.

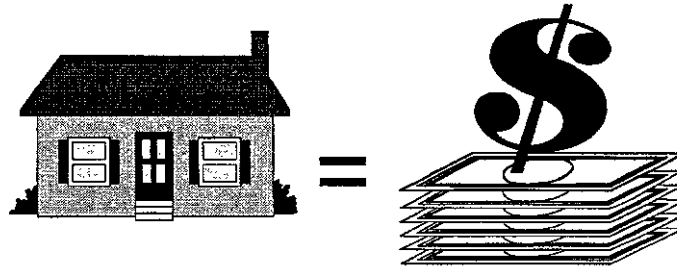


The details covered here provide only a brief description of the model NAHB uses to estimate the local economic benefits of home building. For a more complete description, see the technical documentation at the end of the report. For additional information about the model, or questions about applying it to a particular local area, contact one of the following in NAHB's Housing Policy Department:

- David Crowe, Senior Staff Vice President (202) 266-8383
- Paul Emrath, Assistant Staff Vice President (202) 266-8449
- Elliot Eisenberg, Housing Policy Economist (202) 266-8398



NAHB'S LOCAL IMPACT OF HOME BUILDING MODEL



TECHNICAL DOCUMENTATION

**A Copy of the Technical Documentation is Available
from NAHB's Housing Policy Department.**

Contact Elliot Eisenberg at eeisenberg@nahb.com



WWW.NAHB.ORG

NATIONAL ASSOCIATION OF HOME BUILDERS

LOCAL HOUSING IMPACT INPUT REQUIREMENTS FORM

Normal View

NAHB's Model for the Local Impact of Home Building

NAHB's local impact analysis can be customized to a specific metro area or non-metro county. NAHB's Housing Policy Department offers this as a fee-based service to state and local Home Builder Associations, NAHB members and non-members provided they can supply the key information needed to run the model for the specific area. The form below summarizes the information that is required.

Because localities differ in complex and important ways, especially when considering taxes and fees, the Local Impact Model requires some specific information about the locality. This information falls into three categories: General, Single Family Construction, and Multifamily Construction.

For questions regarding the fee for this service and assistance in completing the input form please call Elliot Eisenberg, Housing Policy Economist, at 800-368-5242, extension 8398, or 202-266-8398.

View the description of the required inputs.

* required field

* Name, Address and Phone Number of Person Submitting this Form:

[Text input field for Name, Address and Phone Number]

* E-mail Address of Submitter:

[Text input field for E-mail Address]

* Name and Number of State or Local HBA :

[Text input field for Name and Number of State or Local HBA]

* Name of MSA or nonmetro county to analyze:

[Text input field for Name of MSA or nonmetro county]

If there is a local sales tax, what is the rate? (Local sales tax does not include state sales tax.)

[Text input field for local sales tax rate]

Does the local sales tax apply to construction materials purchased by builders and subcontractors?

Yes/No radio buttons

What is the LOCAL income tax rate, if any, on wages? (in percent)

[Text input field for local income tax rate on wages]

What is the LOCAL income tax rate, if any, on other personal income? (in percent)

[Text input field for local income tax rate on other personal income]

What is the LOCAL income tax rate, if any, on business income? (in percent)

[Text input field for local income tax rate on business income]

* Is there a personal property tax on items other than real estate, such as cars?

Yes/No radio buttons

How many single family units are to be included in this analysis?

[Text input field for number of single family units]

What is the average sale price for single family homes in this analysis?

[Text input field for average sale price]

What are the total permit, impact, or other fes for the single family project?

What is the cost of a typical undeveloped lot for a single family home?

What percentage of the market value is the assessed value for the single family homes?

What is the homestead exemption, if any, per single family home?

What is the property tax rate or millage for the single family homes?

How many multifamily units are to be included in this project?

What is the market value per unit for the multifamily units?

What are the total permit, impact, or other fes for the multifamily project?

What is the raw land cost PER UNIT for the multifamily project?

What percentage of the market value of the multifamily project is the assessed value?

What is the homestead exemption, if any, per multifamily unit?

What is the property tax rate or millage for the multifamily homes?

* Who were the persons or institutions who provided data for this analysis?

* What type of data was used (sales, permit, project) to determine the number of units and the price per unit?

* What time period does the data cover?

If this data is for a particular development what is the name of the development?

SUBMIT

Cancel

Input Requirements: Local Impact of Home Building Model

Because localities differ in complex and important ways, especially when it comes to taxes and fees, the Local Impact Model requires some specific local information. This information falls into three categories: General, Single Family Construction, and Multifamily Construction. We realize that some of the information requested is complex and may be difficult to collect, or that you may have questions about how to collect it. For assistance contact Elliot Eisenberg, Housing Policy Economist, at 1.800.368.5242 extension 8398 or Paul Emrath, Assistant Staff Vice President of Housing Policy Research, at extension 8449.

I. General

- A. The local area where the home building activity to be analyzed takes place. The comprehensive nature of the model means that it requires an area large enough to encompass not only the place where the construction occurs, but also where the constructions workers live, and where the occupants of the new homes work, shop, typically go for entertainment, etc... This can be either a metropolitan statistical area (MSA) as defined by the Federal Government (including all counties in the MSA, even if it crosses state lines) or an individual county that is not part of an MSA. The home building activity to be analyzed may be confined to a smaller area (see section IIA below), but the impact will be spread over the entire MSA or non-metro county.
- B. Is there a local sales tax? This means a tax paid directly to a local government, not the state. If there is such a tax, what is the rate? Again, this refers only to the local component of the tax. Most importantly, does the sales tax apply to materials purchased by builders and subcontractors (in most cases where a local sales tax exists, the answer will be yes).
- C. Is there a local income tax? Most often, the answer will be no, as only a few of the larger cities use income taxes as a source of revenue. If the answer is yes, however, please indicate what type of income is taxed: All personal income? Wages only? Business Income? Also, for each type of income that is taxed, please provide the applicable tax rate.
- D. Is there a local property tax on personal items other than real estate? You don't need to tell us if there's a tax on business property (inventories, for example), as we can determine this from other sources. However, we need to know if jurisdictions in your area collect taxes from persons who own property other than real estate. A tax on motor vehicles would be a typical example.

II. Single Family Construction

- A. The number of single family units to analyze. This could be a round number such as 100, production the previous year, anticipated production in the coming year, the size of a particular development, the number of housing permits issued last year, or the anticipated difference in production as a result of a proposed change in local regulations. Choose whichever is most appropriate to your needs, based on

how you intend to use the results. If you anticipate using them in several different situations, our experience suggests that you may find a round number, such as 100, most convenient. The results can be recalculated for a different number of homes by simple multiplication or division. For example, the impact of 50 homes is half the impact of 100 homes, while the impact of 135 homes is 35 percent more than the impact of 100 homes.

- B. Average price for new single family homes. This may be average price for all new units in the area, or it may be the average price in a particular development. Again, chose whichever is appropriate for your needs. The average should be based on final prices, incorporating all options included in the homes that are actually built, and not the base of one or two models. It's also critical that we have a number based on market prices and not, for instance, a value used only for tax purposes.
- C. Permit, impact and other fees include all payments made by homebuilders and developers to local governments for each (single family) unit constructed as defined in A and B above. Some of the more widely used fees include impact fees, building permit/construction permit fees, plumbing fees, HVAC fees, electrical fees, sewer fees, water tap fees, septic tank fees, land disturbance fees/erosion control fees, plan review fees, final plat review fees, plat recording fees, subdivision development fees, certificate of occupancy fees, capital cost recovery fees, water meter installation fees, public transit fees, road and highway fees/street improvement fees, drainage facility fees, school impact fees and recreation fees. This list is not exhaustive. Local governments in your area may have other fees, and likely impose only a few of the fees listed. You may send us fee schedules rather than calculating the number yourself. If you do, please explain how each fee is applied to the new homes being analyzed (e.g. per home, proportionate to price etc..). Insufficient detail results in delays and follow-up phone calls.
- D. Average raw land cost per new single family home as defined in A and B above. One way to calculate this would be from the average price of an acre of raw land in the area, and the average number of new single family units built per acre. You must give us the cost of raw land and not the price a developed lot. Also, you need to base the raw land cost on the price of land zoned for residential use – and not, for instance, on the price of agricultural land you couldn't build a house on without a change in zoning. We understand that this can be tricky, but please be careful. It's best to call us if you have questions.
- E. The assessment ratio is a fraction often used to reduce the market value of a house to determine its assessed value. If property is assessed at full market value, the assessment ratio is 100%. In many cases it is less than 100%. The assessment ratio is part of the calculation for computing property taxes. It is not an estimate of how inaccurate assessments may be in your jurisdiction.

The homestead exemption is generally a dollar amount that is subtracted from the assessed value before determining the tax due. The property tax rate is the percentage that is multiplied by the adjusted assessed value to determine the property tax payment. A good place to get this information is the County Assessor's Office. If you give us a schedule of rates for different taxing

jurisdictions, you need to also tell us how many new homes are built in each jurisdiction.

III. Multifamily Construction

- A. The number of multifamily units to analyze. This could be a round number such as 100, production the previous year, anticipated production in the coming year, the size of a particular development, the number of housing permits issued last year, or the anticipated difference in production as a result of a proposed change in local regulations. Choose whichever is most appropriate to your needs, based on how you intend to use the results. If you anticipate using them in several different situations, our experience suggests that you may find a round number, such as 100, most convenient. The results can be recalculated for a different number of homes by simple multiplication or division. For example, the impact of 50 homes is half the impact of 100 homes, while the impact of 135 homes is 35 percent more than the impact of 100 homes.
- B. Average market value of the new multifamily units defined in A above. If you find it difficult to determine market value per unit, you can give us the average monthly rent on the new apartments (and we can estimate the value ourselves from national average rent/value relationships). This information may be an average for all new units in the area, or it may be based on a particular development. Again, it's a question of what's appropriate to your needs.
- C. Permit, impact and other fees include all payments made by homebuilders and developers to local governments for each (multifamily) unit constructed as defined in A and B above. Some of the more widely used fees include impact fees, building permit/construction permit fees, plumbing fees, HVAC fees, electrical fees, sewer fees, water tap fees, septic tank fees, land disturbance fees/erosion control fees, plan review fees, final plat review fees, plat recording fees, subdivision development fees, certificate of occupancy fees, capital cost recovery fees, water meter installation fees, public transit fees, road and highway fees/street improvement fees, drainage facility fees, school impact fees and recreation fees. This list is not exhaustive. Local governments in your area may have other fees, and likely impose only a few of the fees listed. You may send us fee schedules rather than calculating the number yourself. If you do, please explain how each fee is applied to the new homes being analyzed (e.g. per home, proportionate to price etc...). Insufficient detail results in delays and follow-up phone calls.
- D. Average raw land costs per new multifamily unit defined in A and B above. One way to calculate this would be from the average price of an acre of raw land in the area, and the average number of new apartments built on an acre. You must give us the cost of raw land and not the price a developed lot. Also, you need to base the raw land cost on the price of land zoned for residential use – and not, for instance, on the price of agricultural land you couldn't build an apartment building on without a change in zoning.

- E. The assessment ratio is a fraction often used to reduce the market value of a house to determine its assessed value. If property is assessed at full market value, the assessment ratio is 100%. In many cases it is less than 100%. The assessment ratio is part of the calculation for computing property taxes. It is not an estimate of how inaccurate assessments may be in your jurisdiction.

The homestead exemption is generally a dollar amount that is subtracted from the assessed value before determining the tax due. The property tax rate is the percentage that is multiplied by the adjusted assessed value to determine the property tax payment. A good place to get this information is the County Assessor's Office. If you give us a schedule of rates for different taxing jurisdictions, you need to also tell us how many new homes are built in each jurisdiction.

IV. Data

- A. The data provided may come from a combination of persons and/or institutions including; a home builder or group of builders, a local NAHB affiliate, the state HBA, a real estate agent, the Office of the Tax Assessor, the Office of Tax Assessment, the Office of the County Tax Assessor, the Office of Tax and Revenue, the Office of the County Clerk, or a local school district. This list is not meant to be comprehensive, and local governments in your area may have the real property tax assessment and real property tax determination functions being performed by institutions with substantially different names.
- B. As with tax, permit, price and quantity data, detailed information about the number of units built, and the price per unit, can come from different data sources including; records of new home sales activity, records of recent permit activity, an individual builder, a group of builders, a developer, the Office of Planning, the Office of the Tax Assessor, the Permit Office, or the state government. This list is not comprehensive, and the data you use may come from yet another source.
- C. The data provided must cover a discrete period of continuous calendar time. With few exceptions, that period is rarely longer than 12 consecutive months, or less than one month. Usually, the data cover a calendar year, such as 2003 or 2004, but that is not required. Sometimes, that data includes the first six months, or last six months of a year. Whatever the time period used, it must be as representative as possible of recent construction activity in the area.
- D. If this data is all for construction in one particular development, city, or MSA please provide the name of it so that we can refer to it specifically in the report.