

RESOLUTION NO. RO4-0054

**BE IT RESOLVED** by the Mayor and City Council of the City of Papillion that:

The Papillion Comprehensive Plan is hereby amended to incorporate the "Option A" Future Land Use Map, Transportation Element Map, and text as prepared for the City by Martin Shukert.

PASSED AND APPROVED THIS 18 DAY OF May, 2004.

CITY OF PAPIILLION, NEBRASKA

  
James E. Blinn, Mayor

Attest:

  
Jennifer Niemier, City Clerk

(SEAL)



# **72<sup>ND</sup> AND GILES AREA DEVELOPMENT PLAN**

An Amendment to the Papillion Comprehensive Plan  
Papillion, Nebraska

Prepared by RDG Planning & Design

March, 2004

## **72<sup>ND</sup> AND GILES AREA DEVELOPMENT PLAN**

### **An Amendment to the Papillion Comprehensive Plan**

This amendment to the Papillion Comprehensive Plan addresses an area bounded by Cornhusker Road on the south, Giles Road on the north, the Big Papillion Creek corridor on the east, and 72<sup>nd</sup> Street on the west. Current land use in this area is primary agricultural, although substantial residential development has occurred in Eagle Crest and neighboring subdivisions north of Cornhusker Road and east of 66<sup>th</sup> Street. The land use element of the Comprehensive Plan proposes approximately ten acres of neighborhood commercial development on the northeast corner of 72<sup>nd</sup> and Cornhusker Road; small scale neighborhood commercial sites on the northeast and southeast corners of 72<sup>nd</sup> and Centennial Drive; and a neighborhood mixed use site in the range of 15 to 20 acres at the southeast corner of 72<sup>nd</sup> and Giles Road. The Comprehensive Plan proposed additional development following the neighborhood unit concept for the balance of this study area. This concept proposed a neighborhood park and potential school site at the heart of the neighborhood, generally focused around 66<sup>th</sup> and Centennial Drive, with surrounding residential growth. This civic heart would be connected to neighborhood mixed use centers at the 72<sup>nd</sup> and Cornhusker and 72<sup>nd</sup> and Giles intersections by local roads and greenway connections. The plan further proposed a greenway along a drainage corridor that roughly parallels Centennial, and ultimately drains into the Big Papillion Creek. This greenway adjoins and incorporates the existing Eagle Crest Park.

### **Proposed Land Use**

Attraction of substantial community retailing has been a major objective of both the 1995 and 2003 comprehensive plans. The 72<sup>nd</sup> and Giles Road intersection has emerged as a potential site for major retailing because of its central location and relative ability to manage the traffic generated by large-scale retail uses. These transportation facilities include:

- *72<sup>nd</sup> Street*, the metropolitan area's major continuous north-south arterial, providing a four to six-lane section from Highway 370 to Interstate 680 in Northwest Omaha.

- *Giles Road*, providing a four and five-lane section from 72<sup>nd</sup> Street to the 126<sup>th</sup> Street interchange with Interstate 80. East of 72<sup>nd</sup> Street, Giles reverts to a two and three-lane collector, extending east to 66<sup>th</sup> Street. 66<sup>th</sup> Street then continues north to Harrison Street.
- *Cornhusker Road*, a four-lane divided arterial east of 72<sup>nd</sup> Street.

With a properly designed local circulation system, the 72<sup>nd</sup> and Giles site should be able to support major retail traffic. Traffic from the larger trade area west of 72<sup>nd</sup> Street will utilize Harrison Street, Giles Road, and Highway 370, all multi-lane facilities, to gain access to 72<sup>nd</sup> Street and the site. Traffic from the much smaller trade area east of 72<sup>nd</sup> Street is likely to be served by both Cornhusker Road and Highway 370, also multi-lane facilities. Traffic from adjacent neighborhoods may use Giles Road east of 72<sup>nd</sup> Street and Centennial Drive west of 72<sup>nd</sup> Street. However, these loads should be relatively subordinate to the capacity of major arterials.

Based on this capacity, the amended land use plan proposes the following:

- Major development on an approximately 80 acre site between 72<sup>nd</sup> and the line of 69<sup>th</sup> Street between Centennial and Giles. Two options exist, based on ability of the traffic system to handle projected traffic and the ability of alternative designs to fit into the scale of the surrounding neighborhood:
  - *Option A*: This option envisions commercial development of the entire 80-acre site. A rear access service road (71<sup>st</sup> Street) would be provided between Centennial and Giles to serve commercial development along the 72<sup>nd</sup> Street corridor. An additional service access road would be provided between the proposed 71<sup>st</sup> Street to an intersection at 69<sup>th</sup> and Giles, serving additional commercial development with Giles Road access.
  - *Option B*: This option envisions commercial development on the north half to two-thirds of the 80-acre site, with medium density residential development north of Centennial Drive. An east-west commercial/residential collector would form the edge of the commercial site. A service road system similar to that recommended in Option A would be provided north of this collector.

- Approximately 20 acres of neighborhood mixed use development on the northeast corner of 72<sup>nd</sup> and Cornhusker/6<sup>th</sup> Street. To avoid excessive traffic loading on Sixth Street west of 72<sup>nd</sup> Street, no more than 50% of this area should be devoted to retail uses, generating a maximum gross floor area in the range of 70,000 to 80,000 square feet. The balance of the site may be used for other purposes envisioned for neighborhood mixed use development, including medium to high-density residential development, ranging from 4 to 16 units per acre; and low-intensity office development.
- Modification of the neighborhood park and school concept at the heart of the neighborhood unit. The amended plan envisions continued use of the drainage and utility corridor south of Centennial Drive as a greenway. This greenway would extend into a significant neighborhood park, incorporating an existing pond and connecting to the 72<sup>nd</sup> and Giles neighborhood mixed use center. A school site would be reserved as part of eventual residential development northwest of 66<sup>th</sup> and Centennial, with the extension of both streets.
- Medium-density residential development surrounding the 72<sup>nd</sup> and Giles neighborhood mixed use center, in the area between Centennial Drive extended and the proposed greenway, and south of Giles Road between 66<sup>th</sup> Street and the proposed 72<sup>nd</sup> and Giles commercial development. Medium-density residential ranges from small-lot single-family development to attached single-family and low-density multi-family housing forms, such as townhouses. It envisions densities in the range of 4 to 10 units per acre. An area in the northwestern part of this proposed residential area, adjacent to the major commercial site and immediately south of Giles Road, could be considered for higher residential densities, at a maximum of 16 units per acre.
- Single-family residential development in the balance of the plan amendment area.

The specific area Future Land Use Plan illustrates the configuration of these proposed land uses.

### **Transportation System**

The major arterial system, comprising 72<sup>nd</sup> Street, Giles Road to the west, and Cornhusker Road to the east is generally in place to serve anticipated development, although additional capacity modifications may be necessary to

maintain good traffic operations. However, local and areawide circulation through this study area is important to assure good connectivity and avoid undesirable traffic encroachment into residential areas. In addition, the Papillion Comprehensive Plan envisions complementary, non-motorized connections that encourage pedestrian and bicycle access to major activity centers. This plan amendment proposes the following transportation features:

- Extension of Centennial Drive east from 72<sup>nd</sup> Street and then south to Cornhusker Road, aligning with the median cut at Eagle Hills Drive. This facility will function as the major east-west collector route for development in this area.
- Extension of 66<sup>th</sup> Street from Giles Road to Cornhusker Road. A roundabout is recommended at 66<sup>th</sup> and Centennial, calming traffic at the center of the residential neighborhood.
- Extension of Giles Road east of 66<sup>th</sup> Street to 63<sup>rd</sup> Street, and then south as 63<sup>rd</sup> Street to Centennial.
- Development of a north-south local collector, generally along 68<sup>th</sup> Street between Giles and the neighborhood mixed use center at Cornhusker. This establishes neighborhood connectivity at a quarter-mile point.
- Rear access service roads parallel to 72<sup>nd</sup> Street between Giles and Centennial (71<sup>st</sup> Street); and parallel to Giles between 69<sup>th</sup> and 72<sup>nd</sup> Streets, as proposed for Option A and Option B above. This controls access onto peripheral arterial and collector streets, separates residential and commercial traffic, and provides adequate stacking space for traffic accessing the commercial area from Giles Road.
- A local traffic network that features connections between the civic heart of the neighborhood unit and major commercial and mixed use activity centers along 72<sup>nd</sup> Street. Elements of this local system include an extension of Crest Ridge Drive to 66<sup>th</sup> Street; and an extension of Alexandria Road to the extended Centennial Drive.
- East-west trail access along the Centennial/drainageway corridor between 72<sup>nd</sup> Street and the Keystone Trail, also envisioned in the 2003 comprehensive plan.

- A non-motorized connection into the major 72<sup>nd</sup> Street retail center from surrounding development areas to the east.

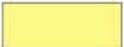
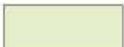
This proposed system is illustrated in the Transportation Network map.

### **Design and Development Standards**

Existing development west of the study area in Papillion (and north and northwest in LaVista) is dominated by residential uses, although the southwest corner of 72<sup>nd</sup> and Giles is currently vacant and proposed for neighborhood commercial use by the comprehensive plan. In addition, this amendment recommends residential development for much of the rest of the plan amendment area. In order to protect the residential integrity of existing and proposed development in these surrounding areas, development in the 80-acre major commercial site should follow specific design and development standards. Recommended standards include the following:

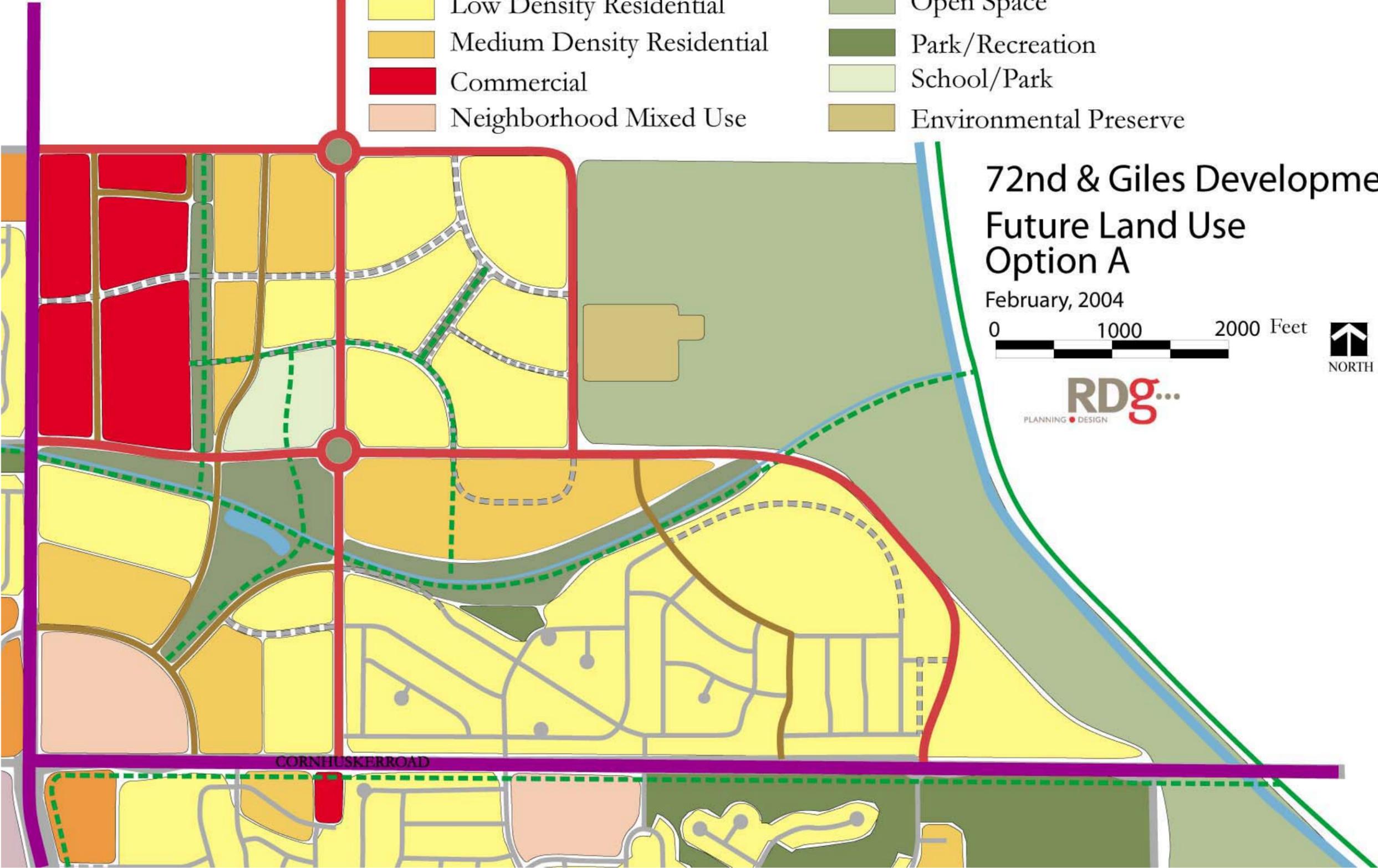
- Non-glazed facades of all commercial structures, including large footprint buildings, should make maximum use of high quality masonry materials, with at least 50% of facades being faced with brick or a masonry material with the visual appearance and texture of brick. Specific building design should be reviewed by the Planning Commission and City Council as part of the rezoning and development approval process.
- Pad sites along the 72<sup>nd</sup> and Giles Road corridors should minimize visibility of parking and should provide a generally landscaped appearance to those corridors. Generally, landscaping should be provided between building facades along those streets and the right-of-way line. Primary access and parking visibility should be oriented internally, along rearage service roads.
- All detached signage along the 72<sup>nd</sup> and Giles Road frontages should be monument or ground signs. Signage attached to building walls should not exceed 10% of the façade area parallel to the 72<sup>nd</sup> and Giles frontages.
- A continuous greenway buffer should be provided along the east side of the proposed major commercial development. A portion of this area may be used for required stormwater detention. A continuous trail should be provided in this buffer corridor, linking to the Centennial Trail to the south.
- Parking areas should provide at least 10% interior landscaping.

- Sidewalks, trails, or other acceptable pedestrian linkages should be provided between peripheral streets and major entrances to retail buildings, using service roads or other reserved corridors.
- All loading, trash collection, and other service areas must be screened from the view of surrounding residential areas, using a screening design consistent in character to the architectural design of principal buildings.
- Ornamental or thematic lighting should be provided at entrances to the commercial center and along major accessways, to accent recommended traffic patterns and provide an urban scale to the development.

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|  Low Density Residential    |  Open Space             |
|  Medium Density Residential |  Park/Recreation        |
|  Commercial                 |  School/Park            |
|  Neighborhood Mixed Use     |  Environmental Preserve |

# 72nd & Giles Development Area Future Land Use Option A

February, 2004



CORNHUSKERROAD

-  Arterial
-  Collector
-  Local Collector
-  Trails/Pedestrian Connections

# Papillion, NE 72nd & Giles Transportation Network

February, 2004

0 1000 2000



In Feet



NORTH



PLANNING • DESIGN

