

Lincoln City - Lancaster County

PLANNING COMMISSION AGENDA

PLANNING COMMISSION

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PLANNING STAFF

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Rhonda Haas: Office Specialist

October 27, 2021

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, October 27, 2021, at 1:00 p.m. in Hearing Room 112 on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. For more information, call the Planning Department, (402) 441-7491.

Masks are strongly encouraged for our public meetings in this building.

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

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

The Planning Commission will be allowing testimony on agenda items by videoconferencing. For those who wish to testify by video, you must register with the Planning Department Office to participate by calling 402-441-7491 or emailing Plan@lincoln.ne.gov by 10:00 a.m. the day of the meeting. You will be asked to provide your name, address, phone number and the agenda item(s) you wish to speak on, and your position on this item. On the day of the hearing, you will receive a link via email, which will be needed to join the hearing to provide your testimony.

AGENDA

WEDNESDAY, OCTOBER 27, 2021

Approval of minutes of the regular meeting held October 13, 2021.

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

ANNEXATION AND RELATED ITEMS:

- 1.1a ANNEXATION 21007, to annex approximately 31.46 acres, more or less, on property generally located at 84th Street and Rokeby Road.

Page 01

Staff recommendation: Conditional Approval

Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov

- 1.1b CHANGE OF ZONE 21043, from AG (Agricultural District) to R-5 (Residential District), on property generally located at 84th Street and Rokeby Road.

Page 01

Staff recommendation: Approval

Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov

- 1.1c SPECIAL PERMIT 19021A, to expand the existing Rokeby Ridge CUP (Community Unit Plan) by approximately 31.46 acres, with a waiver to maximum height, on property generally located at 84th Street and Rokeby Road. *** FINAL ACTION ***
- Page 17
- Staff recommendation: Conditional Approval**
Staff Planner: Brian Will, 402-441-6362, bwill@lincoln.ne.gov

COMPREHENSIVE PLAN CONFORMANCE:

- 1.2 COMPREHENSIVE PLAN CONFORMANCE 21022, to review as to conformance with the 2040 Comprehensive Plan, a request to declare a portion of the Pershing Block as surplus, including approximately the north 100 feet and east 80 feet of Block 63, Original Plat, generally bounded by Centennial Mall, 16th Street, and M and N Streets.
- Page 31
- Staff recommendation: In Conformance with the Comprehensive Plan**
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov
- 1.3 COMPREHENSIVE PLAN CONFORMANCE 21023, to review as to conformance with the 2040 Lincoln-Lancaster Comprehensive Plan, a proposed amendment to the West O Redevelopment Plan, to add the "Instinct Redevelopment Project Center of Excellence (formally known as Nature's Variety)", for phase II of the original Nature's Variety Redevelopment Project, on property generally located at 309 SW 32nd Street.
- Page 47
- Staff recommendation: In Conformance with the Comprehensive Plan**
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov
- 1.4 COMPREHENSIVE PLAN CONFORMANCE 21024, to review as to conformance with the 2040 Lincoln-Lancaster Comprehensive Plan, a proposed amendment to the Antelope Valley Redevelopment Plan, to add the "Antelope Square Apartments Redevelopment Project", a residential housing development on a full city block, on property generally located north of P Street between 22nd and 23rd Streets.
- Page 65
- Staff recommendation: In Conformance with the Comprehensive Plan**
Staff Planner: Stephanie Rouse, 402-441-6373, srouse@lincoln.ne.gov

SPECIAL PERMITS:

- 1.5 SPECIAL PERMIT 531H, amending the Wilderness View Townhomes CUP (Community Unit Plan) to allow for the addition of 17.88 acres and 44 single-family attached dwelling units, with waivers to permit more than 40 units on a permanent dead end, waive the requirement to provide vehicle turnarounds, and allow a nonstandard cul-de-sac, on generally located at Maple View and Carlton Drives. *** FINAL ACTION ***
- Page 81
- Staff recommendation: Conditional Approval**
Staff Planner: Rachel Christopher, 402-441-7603, rchristopher@lincoln.ne.gov
- 1.6 SPECIAL PERMIT 21045, to allow for an ADU (Accessory Dwelling Unit), on property generally located at 7005 South 162nd Street. *** FINAL ACTION ***
- Page 93
- Staff recommendation: Conditional Approval**
Staff Planner: Tom Cajka, 402-441-5662, tcajka@lincoln.ne.gov

2. **REQUESTS FOR DEFERRAL:**

3. **ITEMS REMOVED FROM CONSENT AGENDA:**

4. **ADMINISTRATIVE ACTION ONLY:**

CHANGE OF ZONE:

- Page 103 4.1 CHANGE OF ZONE 21037, from R-2 (Residential District) and R-4 (Residential District) to an R-2 and R-4 PUD (Planned Unit Development), with associated waivers, on property generally located at 4720 Randolph Street.
Staff recommendation: Conditional Approval
Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov

5. **PUBLIC HEARING AND ADMINISTRATIVE ACTION:**

COMPREHENSIVE PLAN AMENDMENT:

- Page 133 5.1 COMPREHENSIVE PLAN AMENDMENT 21002, for the adoption of PlanForward 2050, the Lincoln-Lancaster County Comprehensive Plan.
Staff recommendation: Approval
Staff Planner: Andrew Thierolf, 402-441-6371, athierolf@lincoln.ne.gov

MISCELLANEOUS:

- Page 147 5.2 MISCELLANEOUS 21011, for the adoption of the Lincoln (MPO) Metropolitan Planning Organization 2050 (LRTP) Long Range Transportation Plan.
Staff recommendation: Approval
Staff Planner: Allan Zafft, 402-441-6369, azafft@lincoln.ne.gov

SPECIAL PERMITS:

(2:30 P.M. PUBLIC HEARING ITEM: **)**

- Page 181 5.3 SPECIAL PERMIT 19036A, to allow for the construction of a large Solar Energy Conversion System, on property generally located from ½ mile west of 134th to east of 148th Streets and from O Street to Havelock Avenue. A map of the area under consideration is available for review in the Planning Department Office located at 555 So. 10th Street. ***** FINAL ACTION *****
Staff recommendation: Conditional Approval
Staff Planner: Tom Cajka, 402-441-5662, tcajka@lincoln.ne.gov

(4:30 P.M. PUBLIC HEARING ITEM: **)**

- Page 221 5.4 SPECIAL PERMIT 21042, to allow for the construction of a large Solar Energy Conversion System, in compliance with Section 13.051 of the Lancaster County Zoning Regulations, on property generally located from west of 148th to 190th Streets and from Holdrege Street to north of Havelock Avenue. A map of the area

under consideration is available for review in the Planning Department Office located at 555 So. 10th Street. *** **FINAL ACTION** ***

Staff recommendation: Conditional Approval

Staff Planner: Tom Cajka, 402-441-5662, tcajka@lincoln.ne.gov

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

Adjournment

PENDING LIST:

CHANGE OF ZONE 04075I, to amend the existing Village Gardens PUD (Planned Unit Development) for the construction of multiple-family dwelling units with waivers to adjust height and parking, on property generally located at 56th Street and Pine Lake Road.

COMPREHENSIVE PLAN CONFORMANCE 21004, to review as to conformance with the Lincoln Lancaster County Comprehensive Plan, a request to declare approximately 1.59 acres of City of Lincoln-owned land as surplus, on property generally located at F Street between 6th and 8th Streets.

CHANGE OF ZONE 20029, from R-3 (Residential District) to H-3 (Highway Commercial District), on property generally located west of North 33rd Street and Schworer Drive.

PRELIMINARY PLAT 20004, for a new preliminary plat consisting of two lots, on property generally located West of North 33rd Street and Schworer Drive.

CHANGE OF ZONE 21024, from B-1 (Local Business District) to H-2 (Highway Business District), on property generally located at 4615 Vine Street.

Planning Department Staff Contacts:

David Cary, <i>Director</i>	402-441-6364	dcary@lincoln.ne.gov
Stephen Henrichsen, <i>Development Review Manager</i>	402-441-6374	shenrichsen@lincoln.ne.gov
Paul Barnes, <i>Long Range Planning Manager</i>	402-441-6372	pbarnes@lincoln.ne.gov
Collin Christopher, <i>Planner</i>	402-441-6370	cchristopher@lincoln.ne.gov
Rachel Christopher, <i>Planner</i>	402-441-7603	rchristopher@lincoln.ne.gov
Tom Cajka, <i>Planner</i>	402-441-5662	tcajka@lincoln.ne.gov
Stacey Hageman, <i>Planner</i>	402-441-6361	slhageman@lincoln.ne.gov
Stephanie Rouse, <i>Planner</i>	402-441-6373	srouse@lincoln.ne.gov
Andrew Thierolf, <i>Planner</i>	402-441-6371	athierolf@lincoln.ne.gov
George Wesselhoft, <i>Planner</i>	402-441-6366	gwesselhoft@lincoln.ne.gov
Brian Will, <i>Planner</i>	402-441-6362	bwill@lincoln.ne.gov
Allan Zafft, <i>Transportation Planner</i>	402-441-6369	azafft@lincoln.ne.gov

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

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**The Planning Commission agenda may be accessed on the Internet at
<https://app.lincoln.ne.gov/city/plan/boards/pc/pc.htm>**

ACCOMMODATION NOTICE

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

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Annexation #21007
Change of Zone #21043

FINAL ACTION?
No (both applications)

DEVELOPER/OWNER
Lincoln Federal Bancorp, Inc.

PLANNING COMMISSION HEARING DATE
October 27, 2021

RELATED APPLICATIONS
SP#19021A

PROPERTY ADDRESS/LOCATION
South 84th Street and Rokeby Road

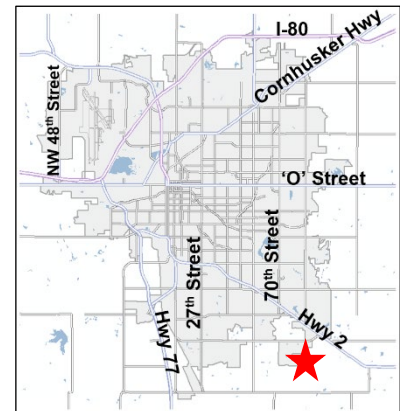
**RECOMMENDATIONS: ANNEXATION #21007
CHANGE OF ZONE #21043**

**CONDITIONAL APPROVAL
APPROVAL**

BRIEF SUMMARY OF REQUEST

This is a combined staff report for two related applications associated with the Rokeby Ridge Community Unit Plan (CUP), located northeast of the intersection of South 84th Street and Rokeby Road. The total area of the requests is 25.53 acres for the annexation and 20.38 acres for the change of zone. Both affect the same area; the difference is that the annexation includes the adjacent rights-of-way in South 84th Street and Rokeby Road.

The associated Special Permit #19021A for the Rokeby Ridge CUP expands the original CUP to include the subject tract. The apartments previously shown in the CUP are being moved to the area subject to these requests, and two-family and townhouse units are shown where the apartments were previously sited in the CUP.



JUSTIFICATION FOR RECOMMENDATION

The subject property is adjacent to the city limit, and the full range of municipal services can be provided if annexed. A change of zone to R-5 is consistent with the Future Land Use Map and compatible with the development in the area. Both requests comply with the Zoning Ordinance and are consistent with the Comprehensive Plan.

APPLICATION CONTACT

Brian Lang (402) 458-5691 or
blang@olsson.com

STAFF CONTACT

Brian Will, (402) 441-6362 or
bwill@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The subject property is designated for future commercial land uses on the Future Land Use Map. While apartments are considered a residential use, high density residential is appropriate in or near commercial developments. While no commercial development is part of this development, the Comprehensive Plan also designates future commercial land uses on the south side of Rokeby Road and the west side of South 84th Street in proximity to this location. These requests comply with the requirements of the Zoning Ordinance and Comprehensive Plan.

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

P. 1.10 - The 2040 Growth Tiers Map designates this area as Tier 1, Priority B.

P. 7.2 - Neighborhoods and Housing Guiding Principles:

- Provide flexibility to the marketplace in siting future residential development locations.
- Strive for predictability for neighborhoods and developers for residential development and redevelopment.

P. 7.4 - Strategies for Neighborhoods and Housing

- Discourage residential development in areas of environmental resources such as endangered species, saline wetlands, native prairies, and in floodplain corridors.
- Encourage preservation or restoration of natural resources within or adjacent to development.

P. 7.4-7.8 - Strategies for Developing Neighborhoods

- Encourage new development to achieve densities greater than five dwelling units per gross acre.

P. 12.3 - this site is shown as future commercial land uses on the 2040 Lincoln Area Future Land Use Plan.

P. 12.4 - Urban Residential. Multi-family and single family residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre.

P. 12.4 - Environmental Resources. Land and water masses which are of particular importance for maintenance and preservation, such as saline wetlands, native prairie, and some floodway and riparian corridors.

P 12.14-15 - The ANNEXATION POLICY- of the 2040 Comprehensive Plan.

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

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

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

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

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

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

The character of existing residential areas should be respected as much as possible during the annexation process. When low density "acreage" areas are proposed for annexation due to the City's annexation policy, additional steps should be taken to ease the transition as much as possible, such as public meetings, advance notice and written

explanation of changes as a result of annexation. In general, many aspects of acreage life may remain unchanged, such as zoning or covenants. However, any annexation of existing residential areas will include some costs which must be the responsibility of property owners.

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

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

UTILITIES & SERVICES:

A. Sanitary Sewer: Public sanitary sewer is available to in the development in South 84th Street and can be extended to serve this development.

B. Water: Public water is also available in South 84th Street and can be extended as well.

C. Roads: All internal streets are local streets and will be constructed by the developer as part of the development. Nearby arterial streets include South 84th Street which is a paved county road and Rokeby Road which has been improved to urban standards adjacent to the subject property.

South 84th Street is an asphalt county road and won't be modified with this first phase of the development. Turn lanes at the access point into the development will be required to be installed at the developer's cost.

D. Fire Protection: After annexation, fire protection will be provided by Lincoln Fire Rescue (LFR). This area will be served by the new fire/police station at South 63rd Street and Pine Lake Road.

ANALYSIS

1. These are related requests for both annexation and a change of zone. They are based upon the overall site plan for Rokeby Ridge CUP and cover an area 20.38 acres in size. A major amendment to CUP is associated with these requests seeking to expand the CUP to include the area of annexation and re-zoning. That plan is then further revised to show apartments over the area subject to the requests, and townhomes where the apartments were previously shown on the CUP.
2. The area to be annexed is located within Tier I, Priority B of the Comprehensive Plan. All utilities, including public water and sewer, exist adjacent to the area of these requests and can be extended to serve this development. The development can be served by the full range of city services.
3. The subject property is located within the Southeast Rural Fire District #1. Under State law, the District can petition for compensation from the annexing municipality for lost revenue based upon the amount of service area annexed. For voluntary annexations such as this one, any costs due to the district are to be borne by the developer. In this case, staff has conducted the financial analysis and there should be no funds due to the District.
4. It is also the developer's responsibility to reach an agreement regarding any compensation due the Rural Water District #1 (RWD) as a result of voluntary annexation. In this case, the RWD notes that this owner has reached agreement and previously been released from the District.
5. An annexation agreement will accompany the annexation request to City Council for their consideration similar to the last phase. The terms would be: 1 - Liability for any cost due to the Southeast Rural Fire District #1; and, 2 - Reimbursement of impact fees for turn lane improvements at South 88th Street in Rokeby Road.
6. The site is designated for future commercial land uses on the Future Land Use Map. Higher density residential uses are appropriate in or near commercial developments and are consistent with the associated special permit for the Rokeby Ridge CUP. These requests comply with the requirements of the Zoning Ordinance and Comprehensive Plan.

EXISTING LAND USE & ZONING: Agriculture; AG

SURROUNDING LAND USE & ZONING

North: Agriculture	R-3
South: Rokeby Road, Agriculture	AG
East: Agriculture	R-5
West: S. 84 th , Agriculture	AG

APPROXIMATE LAND AREA:

Annexation #21007 - Approximately 25.53 acres plus adjacent rights-of-way in South 84th Street and Rokeby Road.
Change of Zone #21043 - Approximately 20.38 acres

PROPOSED CITY COUNCIL DISTRICT ASSIGNMENT: District #2

LEGAL DESCRIPTION:

Annexation #21007: See attached legal description.
Change of Zone #21043: See attached legal description.

Prepared by

Brian Will,
October 13, 2021
bwill@lincoln.ne.gov or 402-441-6362

Applicant/Contact: Brad Marshall
Olsson
601 P Street
Lincoln, NE 68508
(402) 458-5691 or bmarshall@olsson.com

Owner: Lincoln Federal Bancorp, Inc.
1101 N Street
Lincoln, NE 68508
402-474-1400

CONDITIONS OF APPROVAL

ANNEXATION #21007

1. Before these requests are scheduled for City Council consideration, the owner(s) will enter into an annexation agreement with the City of Lincoln.

CHANGE OF ZONE #21043

1. AN#21007 is approved prior to this request.



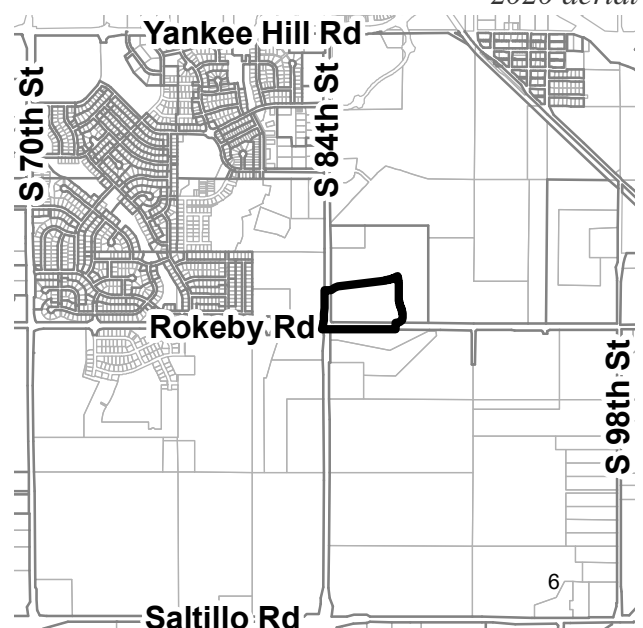
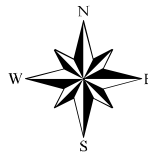
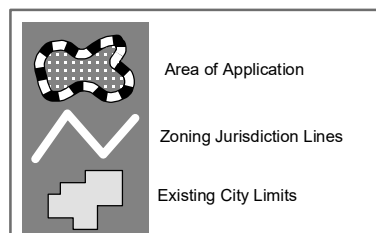
City of Lincoln/Lancaster County, NE GIS

Annexation #: AN21007 Rokeby Ridge S 84th St & Rokeby Rd

Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-T	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

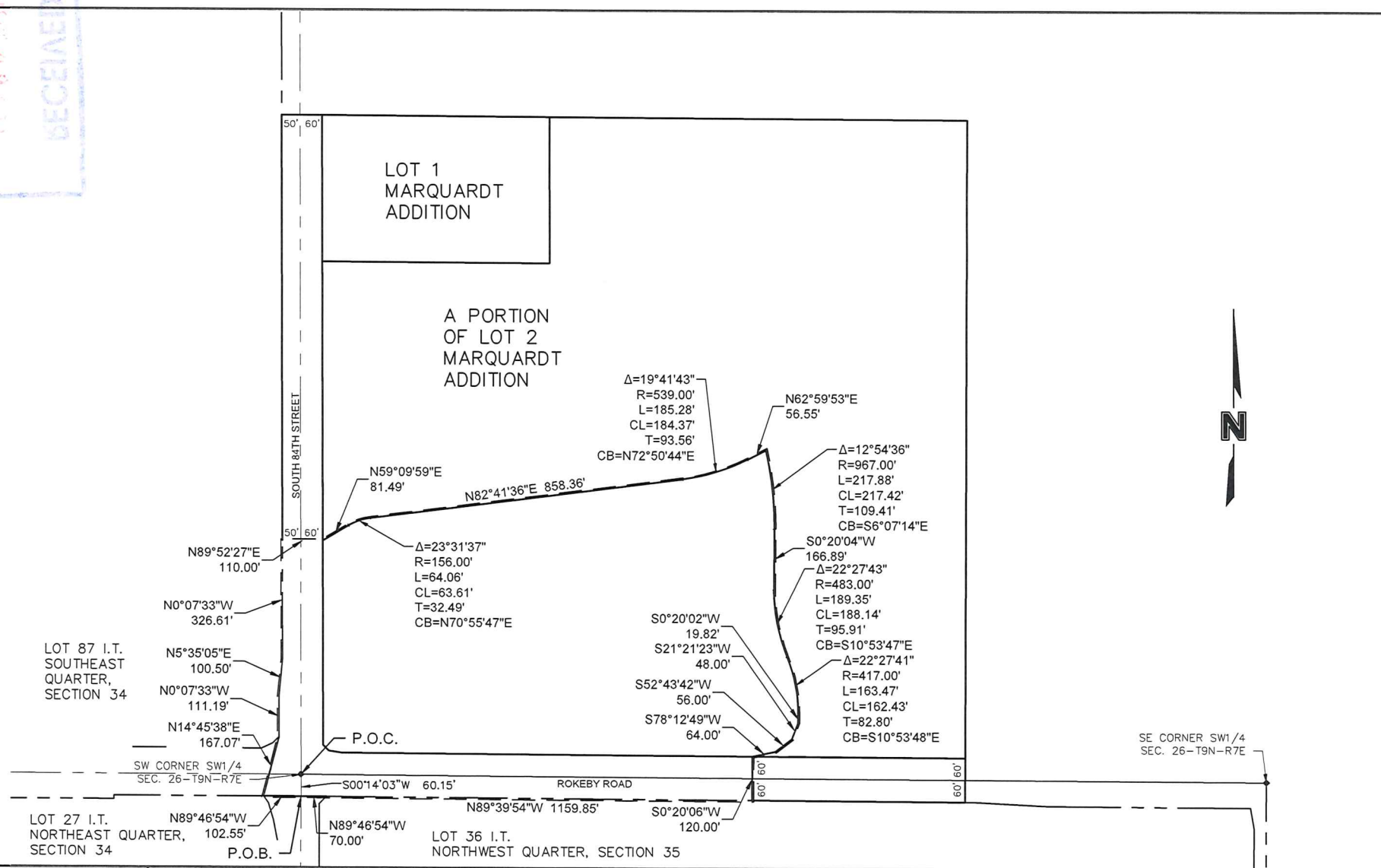
Four Square Miles:
Sec.27 T09N R07E
Sec.26 T09N R07E
Sec.34 T09N R07E
Sec.35 T09N R07E



2020 aerial

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 DATE: Sep 24, 2021 8:50am
 USER: abroeker
 XREFS: c:\pbase_0190585 V_legal_all_0190585

RECEIVED



PROJECT NO: 019-0585
 DRAWN BY: ALB
 DATE: 9-23-2021

ANNEXATION BOUNDARY



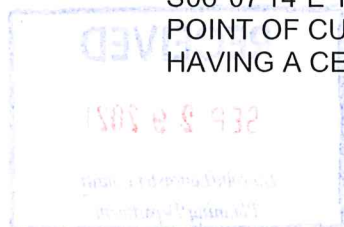
601 P Street, Suite 200
 P.O. Box 84608
 Lincoln, NE 68508
 TEL 402.474.6311

EXHIBIT
 1

**LEGAL DESCRIPTION
ANNEXATION BOUNDARY**

A TRACT OF LAND COMPOSED OF A PORTION OF LOT 2, MARQUARDT ADDITION, A PORTION OF SOUTH 84TH STREET RIGHT-OF-WAY, AND A PORTION OF ROKEBY ROAD RIGHT-OF-WAY, ALL LOCATED IN THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 9 NORTH, RANGE 7 EAST, OF THE 6TH P.M., A PORTION OF SOUTH 84TH STREET RIGHT-OF-WAY LOCATED IN THE SOUTHEAST QUARTER OF SECTION 27, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., A PORTION OF ROKEBY ROAD RIGHT-OF-WAY LOCATED IN THE NORTHWEST QUARTER OF SECTION 35, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., AND A PORTION OF SOUTH 84TH STREET/ROKEBY ROAD RIGHT OF WAY LOCATED IN THE NORTHEAST QUARTER OF SECTION 34, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M. ALL IN LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 26, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M.; THENCE, SOUTHERLY, $S00^{\circ}14'03''W$, ON THE WEST LINE OF THE NORTHWEST QUARTER OF SAID SECTION 35, A DISTANCE OF 60.15' **TO THE TRUE POINT OF BEGINNING**; THENCE $N89^{\circ}46'54''W$, A DISTANCE OF 102.54' TO A NORTHWEST CORNER OF LOT 27 I.T. IN SAID SECTION 34; THENCE $N14^{\circ}45'38''E$, A DISTANCE OF 167.07' TO A SOUTHEAST CORNER OF LOT 87 I.T. IN SAID SECTION 27, SAID POINT BEING ON A WEST RIGHT OF WAY LINE OF SAID SOUTH 84TH STREET; THENCE $N00^{\circ}07'33''W$, ON A WEST LINE OF SAID SOUTH 84TH STREET RIGHT OF WAY, SAID LINE BEING 60.00' WEST OF AND PARALLEL OF THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 27, A DISTANCE OF 111.19' TO A POINT; THENCE $N05^{\circ}35'05''E$, ON A WEST LINE OF SAID SOUTH 84TH STREET RIGHT OF WAY, A DISTANCE OF 100.50' TO A POINT; THENCE $N00^{\circ}07'33''W$, ON A WEST LINE OF SAID SOUTH 84TH STREET RIGHT OF WAY, SAID LINE BEING 50.00' WEST OF AND PARALLEL WITH THE EAST LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 27, A DISTANCE OF 326.61' TO A POINT; THENCE $N89^{\circ}52'27''E$, A DISTANCE OF 110.00' TO A POINT ON THE EAST LINE OF SAID LOT 2, SAID POINT BEING ON THE EAST RIGHT OF WAY LINE OF SOUTH 84TH STREET; THENCE $N59^{\circ}09'59''E$, A DISTANCE OF 81.49' TO A POINT OF CURVATURE FOR A CURVE IN A CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF $23^{\circ}31'37''$, A RADIUS OF 156.00', AN ARC LENGTH OF 64.06', A CHORD LENGTH OF 63.61', A TANGENT LENGTH OF 32.49', AND A CHORD BEARING OF $N70^{\circ}55'47''E$ TO A POINT; THENCE $N82^{\circ}41'36''E$, A DISTANCE OF 858.36' TO A POINT OF CURVATURE FOR A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF $19^{\circ}41'43''$, A RADIUS OF 539.00', AN ARC LENGTH OF 185.28', A CHORD LENGTH OF 184.37', A TANGENT LENGTH OF 93.56', AND A CHORD BEARING OF $N72^{\circ}50'44''E$ TO A POINT; THENCE $N62^{\circ}59'53''E$, A DISTANCE OF 56.55' TO A POINT OF CURVATURE FOR A NON-TANGENT CURVE IN A CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF $12^{\circ}54'36''$, A RADIUS OF 967.00', AN ARC LENGTH OF 217.88', A CHORD LENGTH OF 217.42', A TANGENT LENGTH OF 109.41', AND A CHORD BEARING OF $S06^{\circ}07'14''E$ TO A POINT; THENCE $S00^{\circ}20'04''W$, A DISTANCE OF 166.89' TO A POINT OF CURVATURE FOR A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF $22^{\circ}27'43''$, A RADIUS OF 483.00', AN ARC



LENGTH OF 189.35', A CHORD LENGTH OF 188.14', A TANGENT LENGTH OF 95.91', AND A CHORD BEARING OF S10°53'47"E TO A POINT OF REVERSE CURVATURE FOR A CURVE IN A CLOCKWISE DIRECTION HAVING A CENTRAL ANGLE OF 22°27'41", A RADIUS OF 417.00', AN ARC LENGTH OF 163.47', A CHORD LENGTH OF 162.43', A TANGENT LENGTH OF 82.80', AND A CHORD BEARING OF S10°53'48"E TO A POINT; THENCE S00°20'02"W, A DISTANCE OF 19.82' TO A POINT; THENCE S21°21'23"W, A DISTANCE OF 48.00' TO A POINT; THENCE S52°43'42"W, A DISTANCE OF 56.00' TO A POINT; THENCE S78°12'49"W, A DISTANCE OF 64.00' TO A POINT ON THE SOUTH LINE OF SAID LOT 2, SAID POINT BEING ON THE NORTH RIGHT OF WAY LINE OF ROKEBY ROAD; THENCE S00°20'06"W, A DISTANCE OF 120.00' TO A POINT ON THE SOUTH RIGHT OF WAY LINE OF ROKEBY ROAD; THENCE N89°39'54"W, ON A SOUTH LINE OF SAID ROKEBY ROAD, SAID LINE BEING 60.00' SOUTH OF AND PARALLEL WITH THE NORTH LINE OF THE NORTHWEST QUARTER OF SAID SECTION 35, A DISTANCE OF 1,159.85' TO A NORTHWEST CORNER OF LOT 36 I.T. IN SAID SECTION 35; THENCE N89°46'54"W, A DISTANCE OF 70.00' TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 1,112,291.93 SQUARE FEET OR 25.53 ACRES, MORE OR LESS.

SEPTEMBER 23, 2019

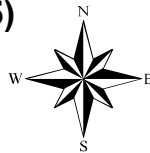
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2020 aerial

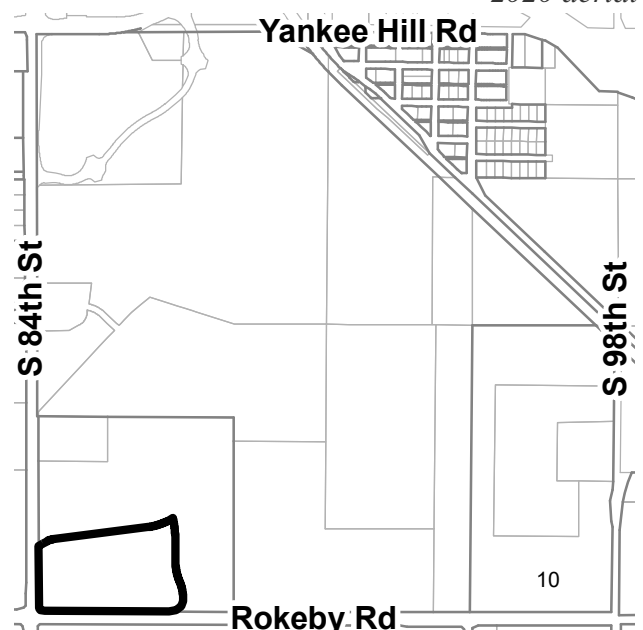
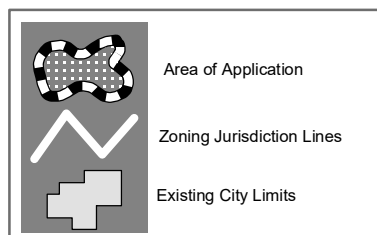
Change of Zone #: CZ21043 (AG to R-5) **Rokeby Ridge** **S 84th St & Rokeby Rd**



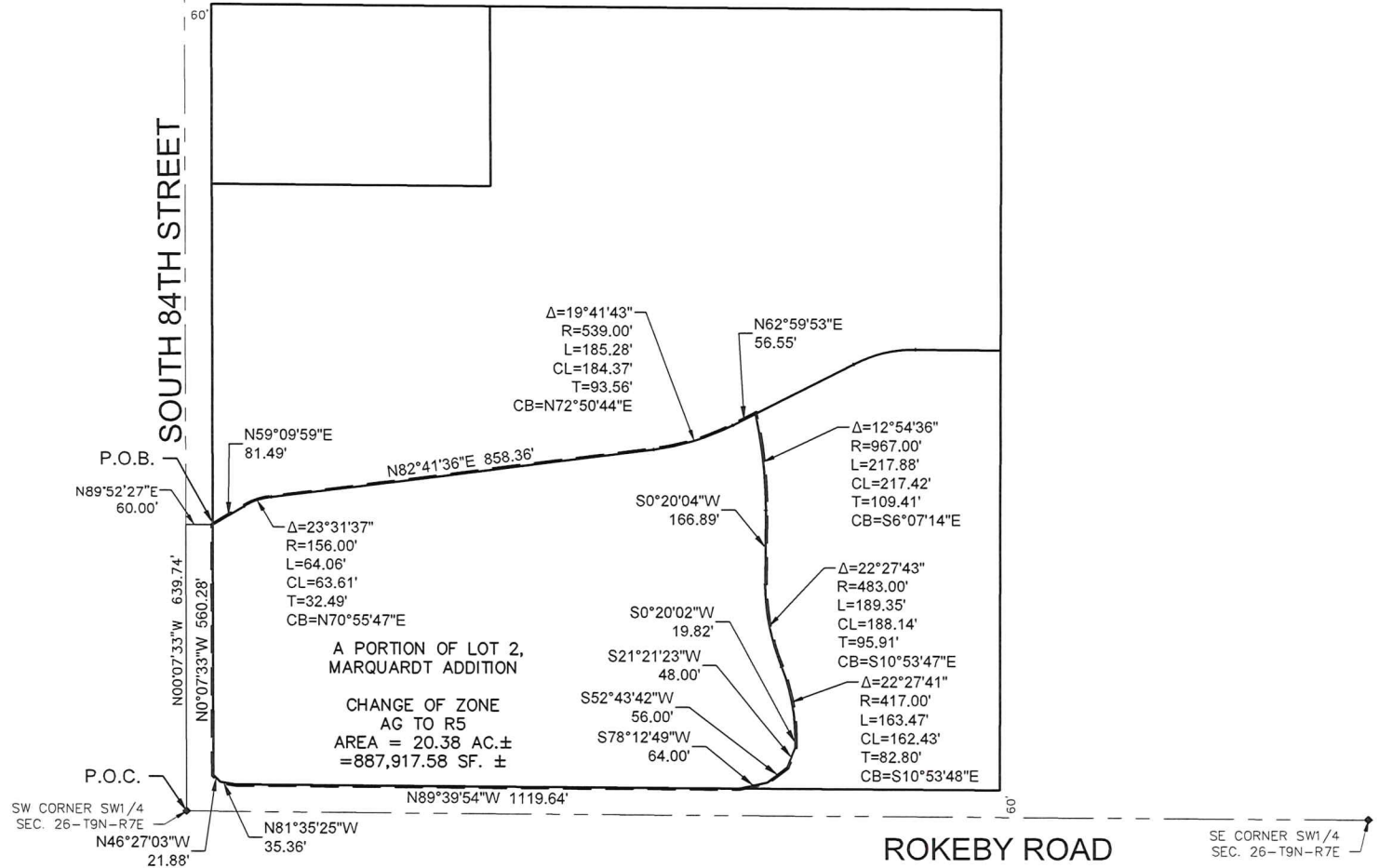
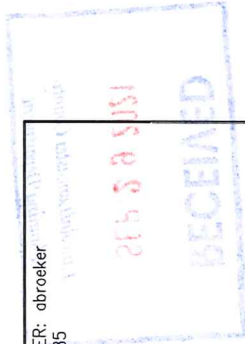
Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

One Square Mile:
 Sec.26 T09N R07E



DWG: F:\2019\0501-1000\019-0585\40-Design\Survey\SRVY\Final Plat\Drawings\COZ_0190585.dwg USER: obroeker
 DATE: Sep 24, 2021 9:03am XREFS: c_phase_0190585 V_legal_all_0190585



PROJECT NO:	019-0585
DRAWN BY:	ALB
DATE:	09-23-2021

AG TO R5

olsson

601 P Street, Suite 200
 P.O. Box 94609
 Lincoln, NE 68508
 TEL 402.474.6311

EXHIBIT
1

**LEGAL DESCRIPTION
AG TO R5**

A TRACT OF LAND COMPOSED OF A PORTION OF LOT 2, MARQUARDT ADDITION, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SECTION 26, TOWNSHIP 9 NORTH, RANGE 7 EAST; THENCE, NORTHERLY, ON THE WEST LINE OF SAID SOUTHWEST QUARTER ON AN ASSUMED BEARING OF N00°07'33"W, A DISTANCE OF 639.74' TO A POINT; THENCE N89°52'27"E, A DISTANCE OF 60.00' TO A POINT OF INTERSECTION WITH THE WEST LINE OF LOT 2, MARQUARDT ADDITION, SAID POINT BEING ON THE EAST RIGHT-OF-WAY LINE OF SOUTH 84TH STREET, SAID POINT ALSO BEING THE TRUE **POINT OF BEGINNING**; THENCE N59°09'59"E, A DISTANCE OF 81.49' TO A POINT OF CURVATURE FOR A CURVE IN A CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 23°31'37", A RADIUS OF 156.00', AN ARC LENGTH OF 64.06', A CHORD LENGTH OF 63.61', A TANGENT LENGTH OF 32.49', AND A CHORD BEARING OF N70°55'47"E TO A POINT; THENCE N82°41'36"E, A DISTANCE OF 858.36' TO A POINT OF CURVATURE FOR A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 19°41'43", A RADIUS OF 539.00', AN ARC LENGTH OF 185.28', A CHORD LENGTH OF 184.37', A TANGENT LENGTH OF 93.56', AND A CHORD BEARING OF N72°50'44"E TO A POINT; THENCE N62°59'53"E, A DISTANCE OF 56.55' TO A POINT OF CURVATURE FOR A NON-TANGENT CURVE IN A CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 12°54'36", A RADIUS OF 967.00', AN ARC LENGTH OF 217.88', A CHORD LENGTH OF 217.42', A TANGENT LENGTH OF 109.41', AND A CHORD BEARING OF S06°07'14"E TO A POINT; THENCE S00°20'04"W, A DISTANCE OF 166.89' TO A POINT OF CURVATURE FOR A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 22°27'43", A RADIUS OF 483.00', AN ARC LENGTH OF 189.35', A CHORD LENGTH OF 188.14', A TANGENT LENGTH OF 95.91', AND A CHORD BEARING OF S10°53'47"E TO A POINT OF REVERSE CURVATURE FOR A CURVE IN A CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 22°27'41", A RADIUS OF 417.00', AN ARC LENGTH OF 163.47', A CHORD LENGTH OF 162.43', A TANGENT LENGTH OF 82.80', AND A CHORD BEARING OF S10°53'48"E TO A POINT; THENCE S00°20'02"W, A DISTANCE OF 19.82' TO A POINT; THENCE S21°21'23"W, A DISTANCE OF 48.00' TO A POINT; THENCE S52°43'42"W, A DISTANCE OF 56.00' TO A POINT; THENCE S78°12'49"W, A DISTANCE OF 64.00' TO A POINT ON THE SOUTH LINE OF SAID LOT 2, SAID POINT BEING ON THE NORTH RIGHT OF WAY LINE OF ROKEBY ROAD; THENCE N89°39'54"W, ON A SOUTH LINE OF SAID LOT 2, SAID LINE BEING A NORTH LINE OF SAID RIGHT OF WAY, SAID LINE ALSO BEING 60.00' NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1,119.64' TO A SOUTH CORNER OF SAID LOT 2; THENCE N81°35'25"W, ON A SOUTHWEST LINE OF SAID LOT 2, A DISTANCE OF 35.36' TO A SOUTHWEST CORNER OF SAID LOT 2; THENCE N46°27'03"W, ON A SOUTHWEST LINE OF SAID LOT 2, A DISTANCE OF 21.88' TO A SOUTHWEST CORNER OF SAID LOT 2; THENCE N00°07'33"W, ON A WEST LINE OF SAID LOT



2, SAID LINE BEING AN EAST LINE OF SAID SOUTH 84TH STREET RIGHT OF WAY, SAID LINE BEING 60.00' EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 560.28' TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 887,917.58 SQUARE FEET OR 20.38 ACRES, MORE OR LESS.

September 23, 2021
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September 29, 2021

Mr. David Cary
Planning Director
Planning Department
555 South 10th St., Suite 213
Lincoln, NE 68508

Re: Rokeby Ridge Community Unit Plan
Applications for Annexation, Change of Zone, and Amendment to CUP
Olsson Project No. 021-06056

Dear Mr. Cary,

On behalf of Lincoln Federal Bancorp, Inc ("LFB"), owner of the real property legally described as a portion of Marquardt Addition, Lot 2, located in the southwest quarter of Section 26, Township 9 North Range 7, all located in Lancaster County, Nebraska ("the Property").

LFB is a member of the Rokeby Road Coalition and Annexation Agreement. The Annexation Agreement identifies the City's and owner's responsibilities regarding the construction of infrastructure improvements.

LFB is proposing annexation, change of zone, and CUP to add 20.38 acres to the existing Rokeby Ridge CUP and is legally described and shown on Exhibit "A" enclosed herein. LFB is seeking to change the zone of the Property to R-5.

The proposed change of zone area would include a majority of multifamily area. The previously approved plan is also being amended to change identified multifamily areas to townhomes. The multifamily area includes 500 dwellings and the townhome area 74 dwellings. A height increase to 55 feet is being requested to be extended to the new R-5 area to allow adequate height to construct three to four story buildings. Similar height adjustments have been granted on many recent multifamily projects.

Enclosed find the following documents for the above-mentioned project:

1. City of Lincoln Application, including:
 - a. Annexation of the Property
 - b. Change of Zone:
 - i. from AG to R-5
2. CUP Site Plan
3. Application fees in the amount of \$4,283.00
4. Exhibit "A & B" – Change of Zone Exhibit and Legals

The development team has met with City Staff in a preapplication meeting discuss the proposed applications and will continue to work with Staff as the plans are reviewed.

The Property shows a driveway connection to Rokeby Road at approximately S. 86th Street. Rokeby Road is an improved arterial street with 2 lanes and a raised median. The driveway connection will require a permanent right turn lane be constructed to improve turning movements at the intersection.

Detention for the addition property is master planned off-site in the Rokeby Road Coalition and water quality is being provided on-site to meet the requirements of Storm Water Quality per 28.03.060. Water quality will be accounted for within the development green space areas and crossings of the minimum corridor. The details of the detention and water quality are outlined in the Drainage Memo.

We request the following waivers with this application to be extended from the approved CUP to the proposed R-5 areas:

1. Maximum Height: In the R-5 area, to increase the building height from 35 feet to 55 feet per Table 27.72.020(b).
 - a. To allow adequate height to construct three to four story buildings

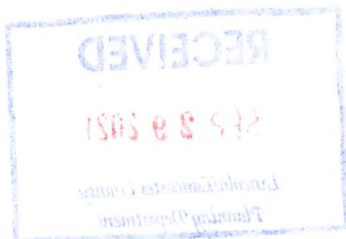
Plans and other supporting documents will be submitted to ProjectDox upon notification from the Planning Staff. We appreciate your consideration of the above request and look forward to working with you on this proposed annexation, change of zone and amendment to the Rokeby Ridge CUP. If you require further information or have any questions, please do not hesitate to contact me at bmarshall@olsson.com or (402) 458-5672.

Sincerely,



Brad J Marshall, P.E.

Enclosures.



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

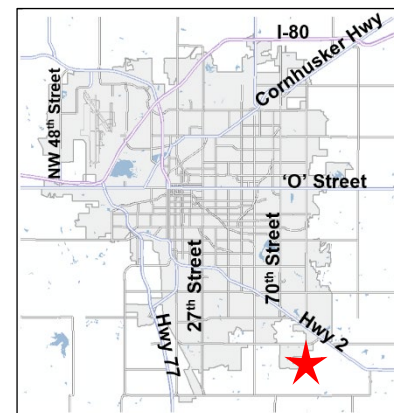
APPLICATION NUMBER Special Permit #19021A - Rokeby Ridge Community Unit Plan	FINAL ACTION? Yes	DEVELOPER/OWNER Lincoln Federal Bancorp, Inc.
PLANNING COMMISSION HEARING DATE October 27, 2021	RELATED APPLICATIONS Annexation #21007 Change of Zone #21043	PROPERTY ADDRESS/LOCATION South 84 th Street and Rokeby Road

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for an amendment to the Rokeby Ridge Community Unit Plan (CUP) located at approximately South 84th Street and Rokeby Road. This request expands the previously approved CUP by approximately 20 acres. The associated applications requesting annexation and a change of zone are intended to facilitate this expansion.

A maximum density of 1,183 dwelling units is allowable over the entire 70-acre CUP per the Design Standards where approximately 39 acres are zoned R-3 and the remaining 31 acres are zoned R-5. The site plan shows 86 single-family units, 22 two-family units, 74 townhouse units, and 500 apartment units. The remaining 456 allowable dwelling units would be unassigned and could be used in the future to allow for flexibility in adjusting the layout as the project develops. Approval of this request will be conditioned upon the approval of the associated annexation and change of zone requests.



JUSTIFICATION FOR RECOMMENDATION

The full range of municipal services can be provided to serve this development. The Comprehensive Plan designates the area of expansion for future commercial land uses, where multiple-family dwellings are compatible with the designation. The plans submitted substantially comply with the requirements of the Zoning Ordinance. Minor revisions are required, but with those changes this request complies with the Zoning Ordinance and Comprehensive Plan.

APPLICATION CONTACT

Brad Marshall (402) 458-5672 or
bmarshall@olsson.com

STAFF CONTACT

Brian Will, (402) 441-6362 or
bwill@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

This area of expansion is designated for commercial development. The overall CUP plan shows a mix of single-family, two-family, townhouse and multiple-family dwelling units with the apartments shown in the area designated for commercial development. The mix of dwelling types with apartment in the area designated for commercial development complies with the Comprehensive Plan land use designation.

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

P. 1.8 - This site is designated for future commercial land uses in the 2040 Lincoln Area Future Land Use Plan .

P. 7.1 - Housing - In existing neighborhoods, preservation, maintenance, and rehabilitation of existing housing should continue to be the focus. Infill and redevelopment needs to respect the street pattern, block sizes, and development standards of the area, such as parking at the rear and porches, windows, and doors on the front street side. Diversity of land uses, including commercial and special needs housing, is important provided the use fits within the character of the block and neighborhood.

P. 7.2 - Neighborhoods and Housing Guiding Principles:

- Provide flexibility to the marketplace in siting future residential development locations.
- Strive for predictability for neighborhoods and developers for residential development and redevelopment.

P. 7.4 - Strategies for Neighborhoods and Housing

- Discourage residential development in areas of environmental resources such as endangered species, saline wetlands, native prairies, and in floodplain corridors.
- Encourage preservation or restoration of natural resources within or adjacent to development.

P. 12.4 - Urban Residential. Multi-family and single family residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre.

P. 12.4 - Environmental Resources. Land and water masses which are of particular importance for maintenance and preservation, such as saline wetlands, native prairie, and some floodway and riparian corridors.

ANALYSIS

1. This is a request to amend the Rokeby Ridge CUP by expanding the boundary by approximately 20 acres. It is located northeast of the intersection of South 84th Street and Rokeby Road. The area of expansion is the same as the associated requests for annexation and change of zone, with the exception that the annexation includes the adjacent rights-of-way in South 84th Street and Rokeby Road as required by State Statute. This request is dependent upon the approval by City Council of both associated applications.
2. The area of R-5 zoning in the existing CUP was approved for apartments. With this amendment those apartments are being relocated to the area of expansion and replaced three-unit townhouse buildings. The street between the two areas is relocated west approximately one-half a block at the north end where it intersects with Camrose Lane thereby expanding the new townhouse area slightly.
3. Based upon the land area involved, a maximum density of 1,138 dwelling units is allowed although the site plan shows only 86 single-family units, 22 two-family units, 74 townhouse units, and 500 multiple-family units for a total of 682 units. The remaining 456 allowed dwelling units would be unassigned and could be used in the future to allow for flexibility in adjusting the layout as the project develops. However, it is unlikely that density will be achieved and so reducing the approved maximum density to 900 units both allows flexibility during buildout while providing a more realistic expectation of the future density.
4. Internally, the lots are served by public streets which will be constructed to full city standards, including curb and gutter, sidewalks, street trees and street lights. Public sewer and water are both adjacent to the property in South 84th Street. The lone exception is where South 88th Street terminates. It is shown as a private roadway which dead-ends at the drainageway.
5. The applicant has requested a height waiver to 55' as part of the application. This waiver was granted for the R-5 zoned portion of the original CUP request. Since then the Zoning Ordinance has been amended and the maximum height for apartments in the R-5 zoning district has been increased to 55' so this waiver is no longer necessary.
6. Lincoln Fire Rescue (LFR) and the Lincoln Police Department (LPD) are using the new station at South 66th Street and Pine Lake Road will provide services to this development. All other City services, including utilities, are available to serve this development as well.

7. It is noted that improvements in Rokeby Road are shown to serve this development. The improvements at the intersection with South 88th Street are eligible for impact fee reimbursement. The improvements shown at the 1/8th mile entrance to the apartment complex are not and are the developer's expense. Additionally, as the 1/8th mile driveway entrance is not a public street but rather a driveway that serves only a single user a deviation request approved by LTU is required to be allowed as shown.
8. Minor corrections and changes are required on the site plan, and these items are listed in the conditions of approval. With those changes to the CUP, this request is consistent with the Zoning Ordinance and Comprehensive Plan and is an appropriate use of land at this location.

APPLICABLE HISTORY:

MAR 2020 - SP#19021 for the Rokeby Ridge CUP was approved for up to 591 dwelling units and a height waiver for apartments in the R-5 to 55'.

APR 2020 - AN#19004 AND CZ#19012 were approved annexing and rezoning from AG to R-3 and R-5 approximately 50 acres of land.

CONDITIONS OF APPROVAL: See attached.

SURROUNDING LAND USE & ZONING

North: Agriculture	R-3
South: Rokeby Road, Agriculture	AG
East: Agriculture	R-5
West: S. 84 th , Agriculture	AG

APPROXIMATE LAND AREA:

Annexation #21007 - Approximately 25.53 acres plus adjacent rights-of-way in South 84th Street and Rokeby Road.
Change of Zone #21043 - Approximately 20.38 acres

PROPOSED CITY COUNCIL DISTRICT ASSIGNMENT: District #2

LEGAL DESCRIPTION:

Annexation #21007: See attached legal description.
Change of Zone #21043: See attached legal description.

Prepared by

Brian Will, bwill@lincoln.ne.gov
May 1, 2019

Applicant/
Contact: Brad Marshall
Olsson
601 P Street
Lincoln, NE 68508
(402) 458-5672 or bmarshall@olsson.com

Owner: Lincoln Federal Bancorp, Inc.
1101 N Street
Lincoln, NE 68508
(402)-474-1400 or lschumacher@lincolnfed.com

CONDITIONS OF APPROVAL - SPECIAL PERMIT #19021A

1. Per Section 27.63.320 this approval permits a Community Unit Plan for up to 900 dwelling units.

Site Specific Conditions:

1. The City Council approves associated requests:
 - 1.1 Annexation #21007
 - 1.2 Change of Zone #21043
2. The permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 2 copies with all required revisions and documents as listed below:
 - 2.1 Make the following revisions to the CUP plan set:
 - 2.1.1 Revise the land use/density table to state the four types and number of dwelling units. Include the density calculation based upon 38.92 acres of R-3 and 31.46 acres of R-5 to arrive at the maximum allowed density per the Design Standards.
 - 2.1.2 Add a note which states the parking shown for multi-family is conceptual and will be provided per LMC at the time of building permit.
 - 2.1.3 Provide a detail exhibit for the townhouse area showing how required guest parking is being provided per LMC.
 - 2.1.4 Show the improvements in adjacent arterial streets in the correct locations and provide dimensions to the satisfaction of the Lincoln Transportation and Utilities Department.
 - 2.1.5 Provide at least two sidewalk connections to South 84th Street from the apartment complex in locations suitable to the Planning Department and a sidewalk connection from South 89th Court to Rokeby Road.
 - 2.1.6 Make the corrections as noted in the redline comments from Lincoln Transportation and Utilities Engineering Services.
 - 2.1.7 Correctly label South 84th Street.
 - 2.1.8 Make revisions and corrections for Lincoln Transportation and Utilities/Watershed Management as noted in the review and redline comments in ProjectDox.
 - 2.1.9 The south leg of South 88th Street must be renamed due to addressing.
 - 2.1.10 Label the 20' perimeter setback for the R-5 apartment area.
 - 2.1.11 Correct Note 7(e) to state Outlot E.
 - 2.1.12 Provide the approved deviation request allowing the 1/8th mile driveway or revise the plan deleting it if the deviation request is denied by the City.

3. Before a final plat is approved provide the following documents to the Planning Department:
 - 3.1 Verification from the Register of Deeds that the letter of acceptance as required by the approval of the special permit has been recorded.
4. Final plat(s) is/are approved by the City.

If any final plat on all or a portion of the approved community unit plan is submitted five (5) years or more after the approval of the community unit plan, the city may require that a new community unit plan be submitted, pursuant to all the provisions of section 26.31.015. A new community unit plan may be required if the subdivision ordinance, the design standards, or the required improvements have been amended by the city; and as a result, the community unit plan as originally approved does not comply with the amended rules and regulations.

Before the approval of a final plat, the public streets, private roadway improvements, sidewalks, public sanitary sewer system, public water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs, must be completed or provisions (bond, escrow or security agreement) to guarantee completion must be approved by the City Law Department. The improvements must be completed in conformance with adopted design standards and within the time period specified in the Land Subdivision Ordinance. A cash contribution to the City in lieu of a bond, escrow, or security agreement may be furnished for sidewalks and street trees along major streets that have not been improved to an urban cross section. A cash contribution to the City in lieu of a bond, escrow, or security agreement may be furnished for street trees on a final plat with 10 or fewer lots.

No final plat shall be approved until the Permittee, as subdivider, enters into an agreement with the City whereby Permittee agrees:

to complete the street paving of public streets, and temporary turnarounds and barricades located at the temporary dead-end of the streets shown on the final plat within two (2) years following the approval of the final plat.

to complete the installation of sidewalks along both sides of all streets as shown on the final plat within four (4) years following the approval of the final plat.

to complete the public water distribution system to serve this plat within two (2) years following the approval of the final plat.

to complete the public wastewater collection system to serve this plat within two (2) years following the approval of the final plat.

to complete the enclosed public drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of the final plat.

to complete the installation of public street lights along streets within this plat within two (2) years following the approval of the final plat.

to complete the planting of the street trees along all streets within this plat within six (6) years following the approval of the final plat.

to complete the planting of the landscape screen within this plat within two (2) years following the approval of the final plat.

to complete the installation of the street name signs within two (2) years following the approval of the final plat.

to complete the installation of the permanent markers prior to construction on or conveyance of any lot in the plat.

to complete any other public or private improvement or facility required by Chapter 26.23 (Development Standards) of the Land Subdivision Ordinance in a timely manner which inadvertently may have been omitted from the above list of required improvements.

to submit to the Director of Lincoln Transportation and Utilities a plan showing proposed measures to control sedimentation and erosion and the proposed method to temporarily stabilize all graded land for approval.

to comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.

to complete the public and private improvements shown on the Community Unit Plan.

to keep taxes and special assessments on the outlots from becoming delinquent.

to maintain the outlots on a permanent and continuous basis.

to maintain the private improvements in good order and state of repair, including the routine and reasonable preventive maintenance of the private improvements, on a permanent and continuous basis.

to maintain the plants in the medians and islands, including replacement and replanting as reasonably necessary, on a permanent and continuous basis.

to recognize that there may be additional maintenance issues or costs associated with the proper functioning of storm water detention/retention facilities as they were designed and construction within the development and that these additional maintenance issues or costs are the responsibility of the Permittee.

to retain ownership of and the right of entry to the outlots in order to perform the above-described maintenance of the outlots and private improvements on a permanent and continuous basis. However, Permittee(s) may be relieved and discharged of such maintenance obligations upon creating in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance subject to the following conditions:

- (1) Permittee shall not be relieved of Permittee's maintenance obligation for each specific private improvement until a registered professional engineer or nurseryman who supervised the installation of said private improvement has certified to the City that the improvement has been installed in accordance with approved plans.
- (2) The maintenance agreements are incorporated into covenants and restrictions in deeds to the subdivided property and the documents creating the association and the restrictive covenants have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds

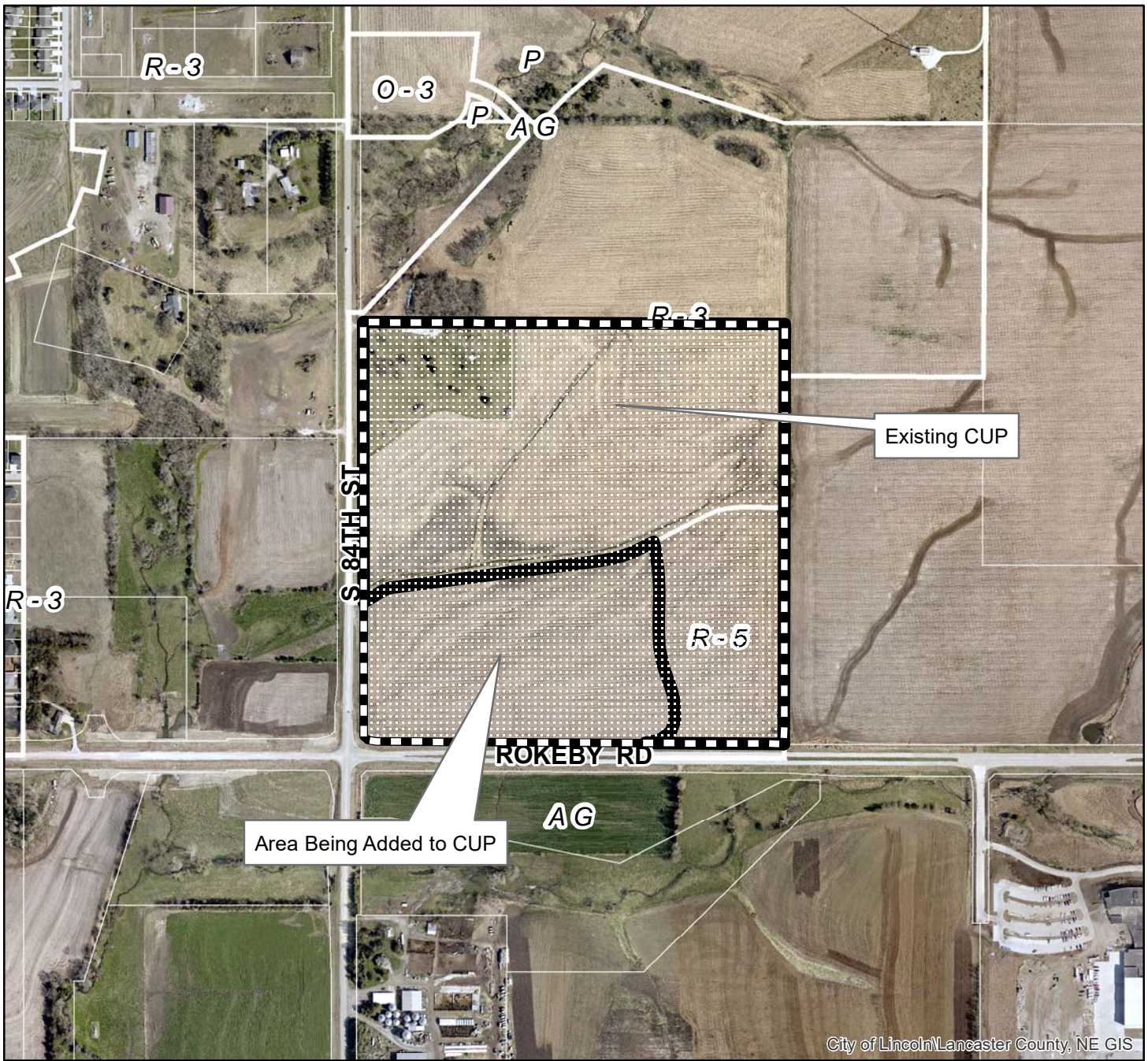
to pay all design, engineering, labor, material, inspection, and other improvement costs.

to inform all purchasers and users of land is located within the 100 year floodplain that the grading of the lots and outlots within the 100 year floodplain shall be in conformance with the approved grading plan or as amended by the Director of Planning. The volume of fill material brought into each lot and outlot from outside the floodplain shall not exceed that shown on the approved grading plan accompanying the preliminary plat.

to protect the trees that are indicated to remain during construction and development.

Standard Conditions:

5. The following conditions are applicable to all requests:
 - 5.1 Before occupying the dwelling units all development and construction shall substantially comply with the approved plans.
 - 5.2 All privately-owned improvements, including landscaping and recreational facilities, shall be permanently maintained by the Permittee or an appropriately established homeowners association approved by the City.
 - 5.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters be in substantial compliance with the location of said items as shown on the approved site plan.
 - 5.4 The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.
 - 5.5 The applicant shall sign and return the letter of acceptance to the City Clerk. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefor to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.



City of Lincoln/Lancaster County, NE GIS

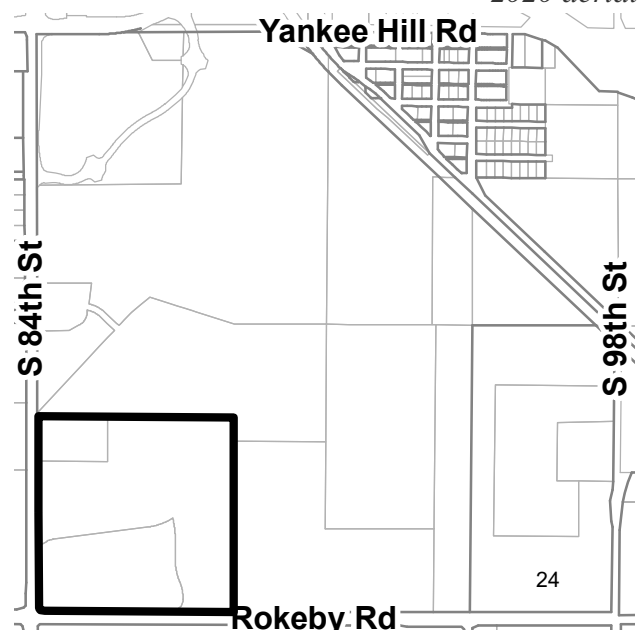
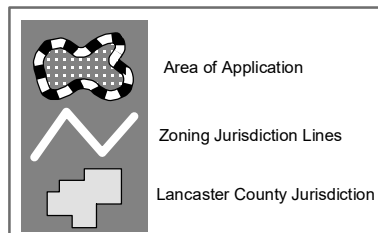
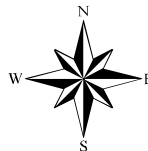
2020 aerial

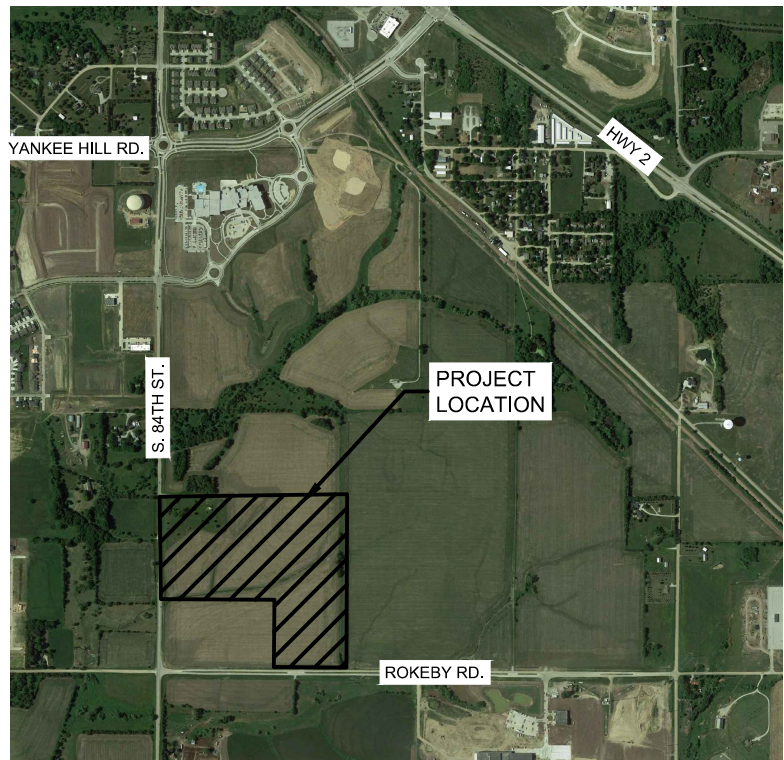
Special Permit #: SP19021A **Rokeby Ridge CUP** **S 84th St & Rokeby Rd**

Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

One Square Mile:
 Sec.26 T09N R07E





VICINITY MAP
NOT TO SCALE

COMMUNITY UNIT PLAN - LEGAL DESCRIPTION

A TRACT OF LAND COMPOSED OF LOT 1, AND LOT 2, MARQUARDT ADDITION, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 26, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

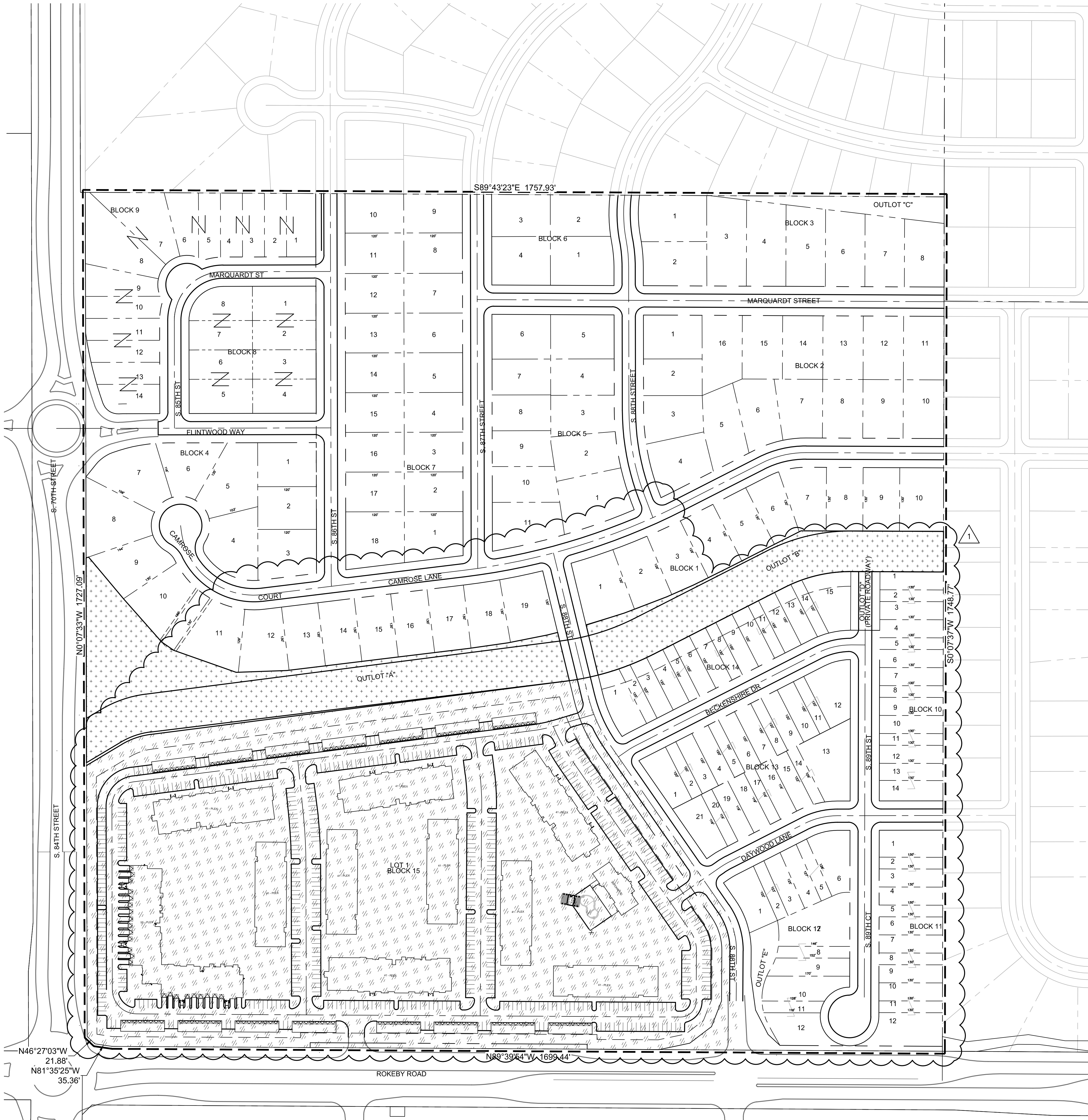
COMMENCING AT THE SOUTHWEST CORNER OF SECTION 26, TOWNSHIP 9 NORTH, RANGE 7 EAST; THENCE, NORTHERLY, ON THE WEST LINE OF SAID SOUTHWEST QUARTER, ON AN ASSUMED BEARING OF N00°07'33"W, A DISTANCE OF 79.47' TO A POINT; THENCE N89°52'27"E, A DISTANCE OF 60.00' TO A POINT OF INTERSECTION WITH THE WEST LINE OF LOT 2, MARQUARDT ADDITION, SAID POINT BEING ON THE EAST RIGHT-OF-WAY LINE OF SOUTH 84TH STREET, SAID POINT ALSO BEING THE TRUE POINT OF BEGINNING; THENCE N00°07'33"W, ON THE WEST LINE OF LOTS 2 AND LOT 1, MARQUARDT ADDITION, SAID LINE BEING 60.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1,727.09 TO THE NORTHWEST CORNER OF SAID LOT 1; THENCE S89°43'23"E, ON THE NORTH LINE OF SAID LOTS 1 AND 2, A DISTANCE OF 1,757.93' TO THE NORTHEAST CORNER OF SAID LOT 2; THENCE S00°07'37"W, ON THE EAST LINE OF SAID LOT 2, A DISTANCE OF 1,748.77' TO THE SOUTHEAST CORNER OF SAID LOT 2, SAID LINE BEING 60.00' NORTH OF THE SOUTH LINE OF SAID SOUTHWEST QUARTER, SAID POINT ALSO BEING ON THE NORTH RIGHT-OF-WAY LINE OF ROKEBY ROAD; THENCE N89°39'54"W, ON THE SOUTH LINE OF SAID LOT 2, SAID LINE BEING THE NORTH LINE OF SAID RIGHT-OF-WAY, SAID LINE ALSO BEING 60.00' NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1,699.44' TO A POINT; THENCE N81°35'25"W, ON A SOUTHWEST LINE OF SAID LOT 2, A DISTANCE OF 35.36' TO A POINT; THENCE N46°27'03"W, ON A SOUTHWEST LINE OF SAID LOT 2, A DISTANCE OF 21.88' TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 3,065,627.01 SQUARE FEET OR 70.38 ACRES, MORE OR LESS.

EXISTING LEGEND

---	RIGHT-OF-WAY
---	SECTION LINE
---	WETLANDS
---	TREE MASS
---	STORM SEWER
---	COMMUNICATION UNDERGROUND
---	POWER OVERHEAD
---	POWER UNDERGROUND
---	WATER MAIN
---	SANITARY SEWER
---	IRON FENCE
---	WIRE FENCE
---	POWER POLE/GUY WIRE

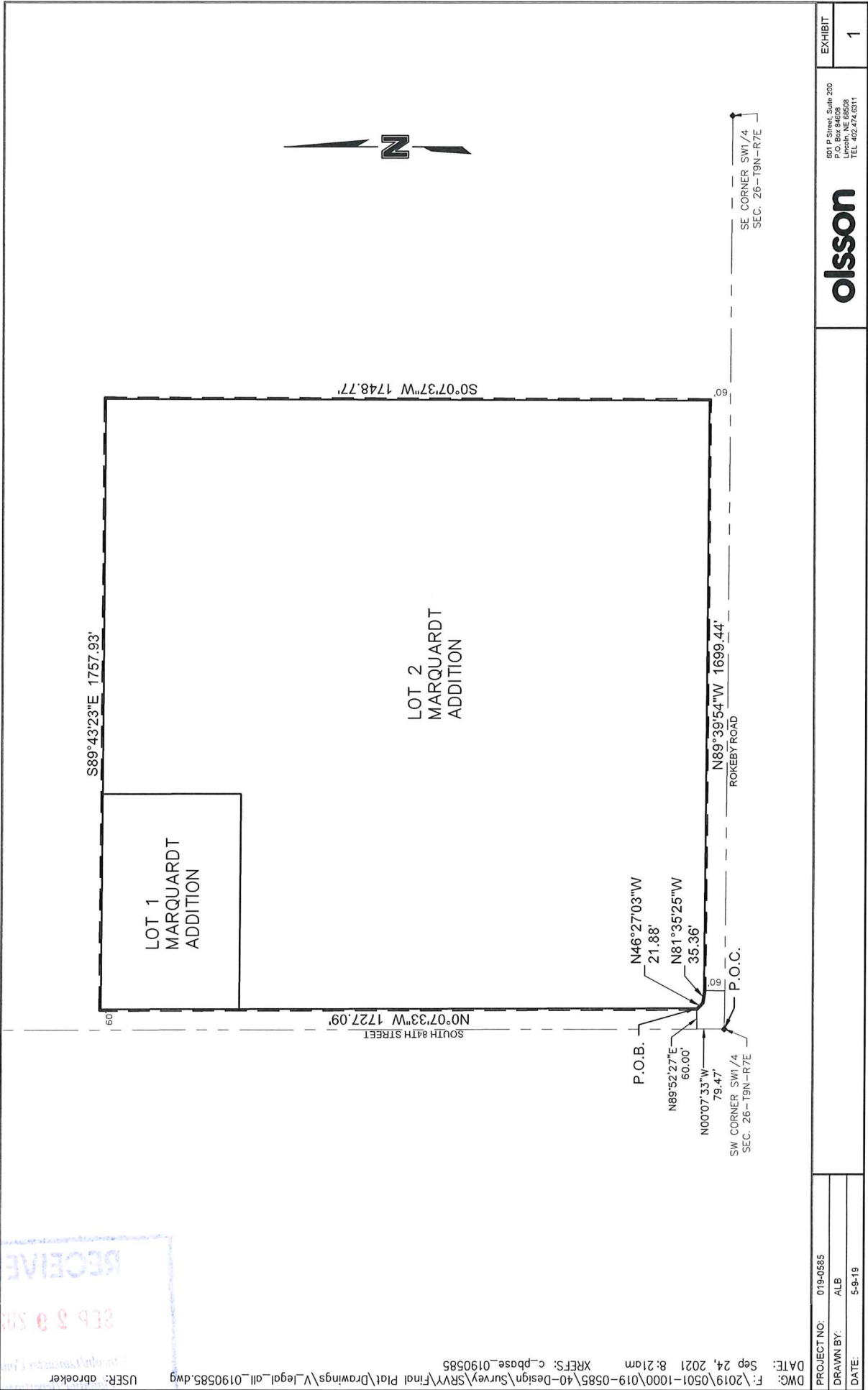
PROPOSED LEGEND

---	COMMUNITY UNIT PLAN BOUNDARY
---	PROPOSED LOT LINE
---	PROPOSED BACK OF CURB
---	PROPOSED ROAD CENTERLINE
---	PROPOSED RIGHT OF WAY
---	MULTI-FAMILY (R-5)
---	GREENSPACE



RECEIVED
SEP 30 2021
USERS: obroeker

DWG: F:\2019\0501-1000\019-0585\40-Design\Survey\SRV\Final Plat\Drawings\Legal\all-0190585.dwg
 DATE: Sep 24, 2021 8:21am XREFS: c:\pbase\0190585



PROJECT NO: 019-0585		EXHIBIT	
DRAWN BY: ALB		1	
DATE: 5-9-19		601 P Street, Suite 200 Lincoln, NE 68508 TEL 402.474.6311	
		olsson	

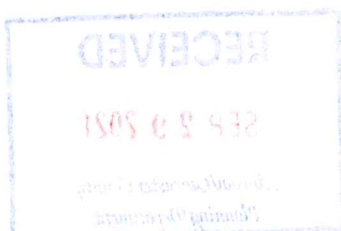
LEGAL DESCRIPTION

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September 23, 2021

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September 29, 2021

Mr. David Cary
Planning Director
Planning Department
555 South 10th St., Suite 213
Lincoln, NE 68508

Re: Rokeby Ridge Community Unit Plan
Applications for Annexation, Change of Zone, and Amendment to CUP
Olsson Project No. 021-06056

Dear Mr. Cary,

On behalf of Lincoln Federal Bancorp, Inc ("LFB"), owner of the real property legally described as a portion of Marquardt Addition, Lot 2, located in the southwest quarter of Section 26, Township 9 North Range 7, all located in Lancaster County, Nebraska ("the Property").

LFB is a member of the Rokeby Road Coalition and Annexation Agreement. The Annexation Agreement identifies the City's and owner's responsibilities regarding the construction of infrastructure improvements.

LFB is proposing annexation, change of zone, and CUP to add 20.38 acres to the existing Rokeby Ridge CUP and is legally described and shown on Exhibit "A" enclosed herein. LFB is seeking to change the zone of the Property to R-5.

The proposed change of zone area would include a majority of multifamily area. The previously approved plan is also being amended to change identified multifamily areas to townhomes. The multifamily area includes 500 dwellings and the townhome area 74 dwellings. A height increase to 55 feet is being requested to be extended to the new R-5 area to allow adequate height to construct three to four story buildings. Similar height adjustments have been granted on many recent multifamily projects.

Enclosed find the following documents for the above-mentioned project:

1. City of Lincoln Application, including:
 - a. Annexation of the Property
 - b. Change of Zone:
 - i. from AG to R-5
2. CUP Site Plan
3. Application fees in the amount of \$4,283.00
4. Exhibit "A & B" – Change of Zone Exhibit and Legals

The development team has met with City Staff in a preapplication meeting discuss the proposed applications and will continue to work with Staff as the plans are reviewed.

The Property shows a driveway connection to Rokeby Road at approximately S. 86th Street. Rokeby Road is an improved arterial street with 2 lanes and a raised median. The driveway connection will require a permanent right turn lane be constructed to improve turning movements at the intersection.

Detention for the addition property is master planned off-site in the Rokeby Road Coalition and water quality is being provided on-site to meet the requirements of Storm Water Quality per 28.03.060. Water quality will be accounted for within the development green space areas and crossings of the minimum corridor. The details of the detention and water quality are outlined in the Drainage Memo.

We request the following waivers with this application to be extended from the approved CUP to the proposed R-5 areas:

1. Maximum Height: In the R-5 area, to increase the building height from 35 feet to 55 feet per Table 27.72.020(b).
 - a. To allow adequate height to construct three to four story buildings

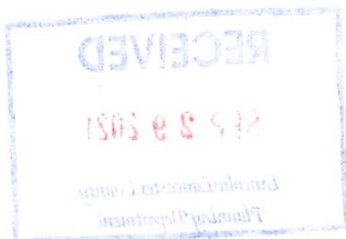
Plans and other supporting documents will be submitted to ProjectDox upon notification from the Planning Staff. We appreciate your consideration of the above request and look forward to working with you on this proposed annexation, change of zone and amendment to the Rokeby Ridge CUP. If you require further information or have any questions, please do not hesitate to contact me at bmarshall@olsson.com or (402) 458-5672.

Sincerely,



Brad J Marshall, P.E.

Enclosures.



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Comprehensive Plan Conformance #21022

FINAL ACTION?
No

OWNER
City of Lincoln

PLANNING COMMISSION HEARING DATE
October 27, 2021

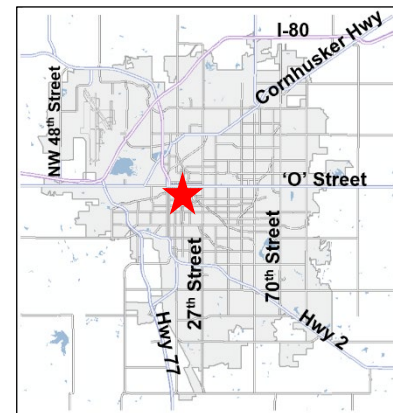
RELATED APPLICATIONS
None

PROPERTY ADDRESS/LOCATION
16th & N

RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

BRIEF SUMMARY OF REQUEST

This is a request to surplus a portion of the City-owned parcel that was formerly home to Pershing Center.



JUSTIFICATION FOR RECOMMENDATION

The Pershing Block is the site of a proposed public-private redevelopment, necessitating that a portion of the site be transferred to private ownership. There has been no opposition to the sale of the property by any departments or public agencies.

APPLICATION/STAFF CONTACT

Michelle Backemeyer
Urban Development Dept
(402) 441-8617 or
mbackemeyer@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

This surplus will help to facilitate a redevelopment project and strengthen the downtown core, which is a guiding principle for the Comprehensive Plan and Downtown Master Plan.

COMPREHENSIVE PLAN SPECIFICATIONS

- p 1.2 The community continues its commitment to a strong Downtown. A strong, vital Downtown provides a common center for all of Lincoln and Lancaster County and will be a catalyst for future growth. LPlan 2040 acknowledges Downtown's unique role and will guide decisions that will maintain Downtown's vitality and enhance its contribution to the quality of life of all Lincoln and Lancaster County.
- p. 1.9 The site is shown as Public on the Future Land Use Map, reflecting the historic use of this location. The proposed 2050 Future Land Use Map shows this site as Commercial.

DOWNTOWN MASTER PLAN SPECIFICATIONS

- p. 4.6.3 Catalyst Project: Create a Community Commons - includes multiple options for the Pershing Block site, including mixed private and civic uses.
- p. 4.6.3 Community Commons Description: There has been ongoing interest to construct a 21st Century library in Downtown, specifically on this block. In addition to a new library, additional civic uses could include a community center, new Southeast Community College, new parking structure, and public park space. The private uses could include residential, office, and retail.

ANALYSIS

1. This is a request to find in conformance with the Comprehensive Plan the surplus of a 1.06-acre portion of the Pershing Block parcel. The surplus is necessary to facilitate the Pershing Block Redevelopment Project (CPC21007) that was approved in June 2021. Analysis of that project can be found in the CPC21007 staff report. Materials related to that application can be found here: [CPC21007](#).
2. The entire Pershing Block is currently one parcel owned by City of Lincoln. The proposed surplus includes the east 80 feet and north 100 feet of the parcel. A final plat will be needed to divide the parcel prior to transfer of ownership.
3. The parcel's zoning changed from P Public to B-4 Lincoln Center Business with CZ21012 approved in June 2021. Materials related to that application can be found here: [CZ21012](#).
4. The Urban Development Department distributed a memo to public agencies on September 22, 2021 asking if there was any opposition to the sale or desire for easements. There was no opposition to the sale or request for easements. Agency responses are attached. LES noted that District Energy Corporation (DEC) could utilize a portion of the site to provide thermal energy for the redevelopment.
5. As part of the routing for this CPC application, ALLO noted that they have fiber facilities on the west side of the block but they should not interfere with the development area.
6. The parcel is located outside the floodplain.
7. The Pershing Block has been in public ownership since the beginning of Lincoln. It was reserved on the Lincoln Original plat for a school, and was home to a high school until the 1940's. After a bond issue, special election, and lawsuit, construction for Pershing Center began in 1955. Pershing Center was in active use for more than 50 years. Completion of Pinnacle Bank Arena in 2013 allowed for the Pershing Site to be designated as a future location for private or public/private redevelopment. The library is actively working on a design for a central library as part of the public use on this block.

EXISTING USE: Pershing Center (vacant)

APPROXIMATE LAND AREA: 1.06 acres (46,000 square feet)

LEGAL DESCRIPTION: East 80 feet and north 100 feet of Block 63, Lincoln Original

Prepared by

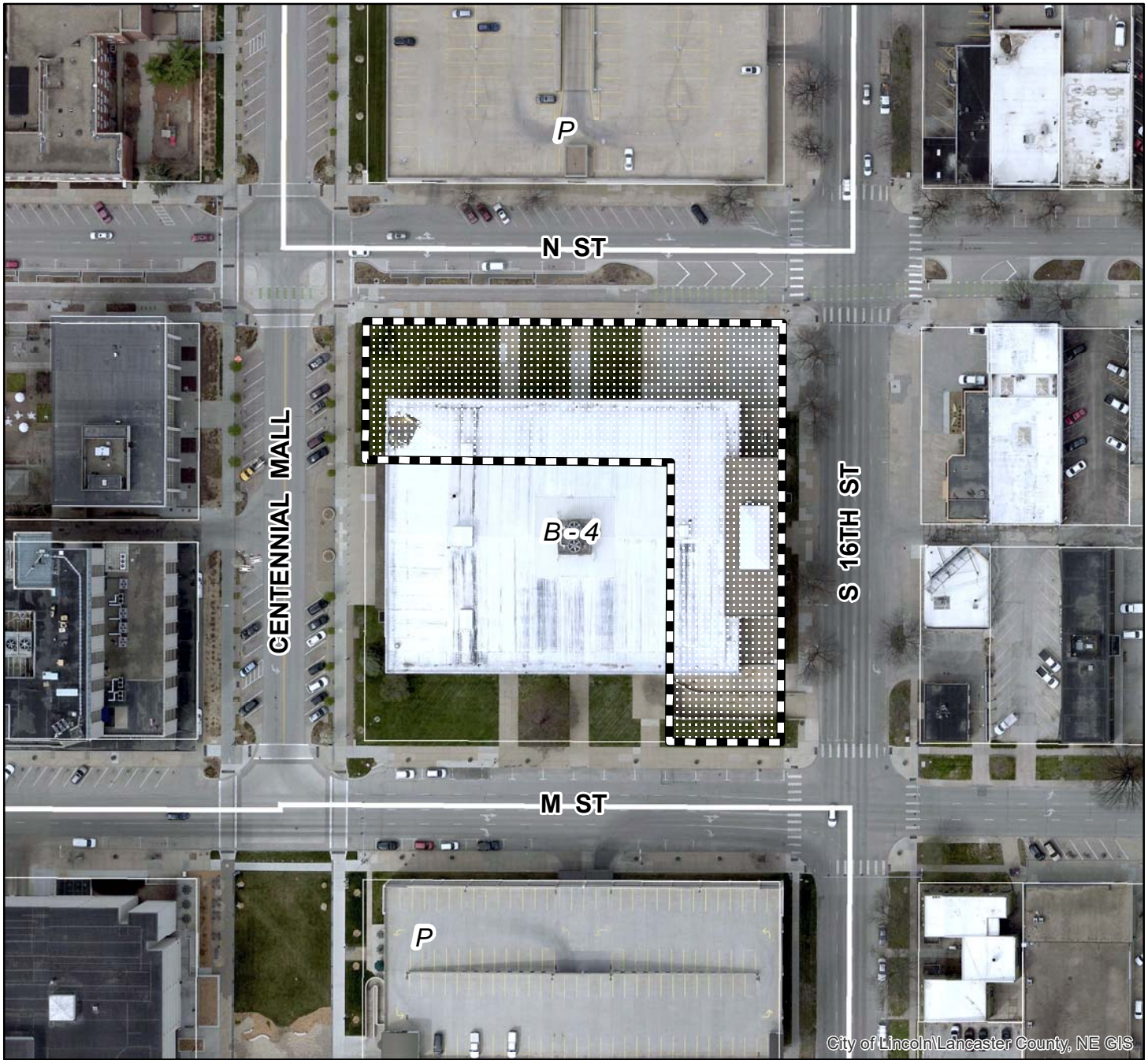
Andrew Thierolf, AICP
Planner

October 18, 2021

Applicant/
Contact: Michelle Backemeyer
Urban Development Department
555 S 10th Street, Suite 205
Lincoln, NE 68508
(402) 441-8617 or
mbackemeyer@lincoln.ne.gov

Owner: City of Lincoln

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CPC/21000/CPC21022 Pershing Block Surplus.adt.docx>



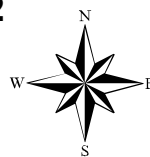
2020 aerial

Comp Plan Conformance #: CPC21022 **Pershing Block Surplus** **S 16th St & N St**

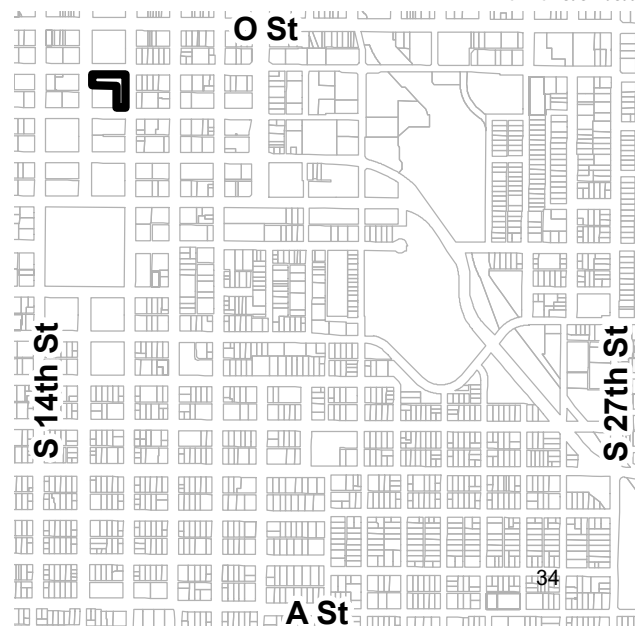
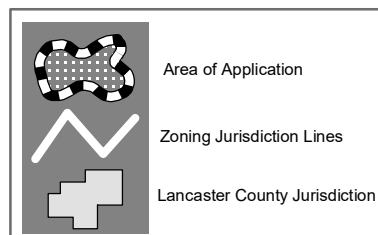
Zoning:

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

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One Square Mile:
Sec.25 T10N R06E



September 28, 2021

David Cary, Director
Lincoln-Lancaster County
Planning Department
555 S. 10th Street
Lincoln, NE 68508

Dear David:

Enclosed is an application to declare surplus a portion of the Pershing block for a future redevelopment project. There has been no opposition to the sale of the property by any other departments or public agencies, and I have attached all comments in regards to the surplus process.

Please forward the request to the Planning Commission for their earliest consideration for Comprehensive Plan conformance. My understanding is that the request should be on the October 27, 2021, agenda.

If you have questions or need additional information, please contact me at 441-8617 or at mbackemeyer@lincoln.ne.gov. Thank you.

Sincerely,



Michelle R. Backemeyer
Real Estate and Relocation
Assistance Agent

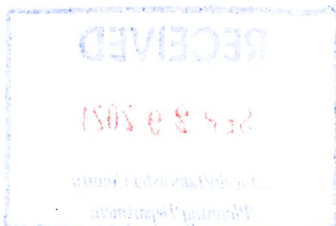
cc: Dan Marvin, Director, Urban Development Dept.



Michelle R. Backemeyer

From: Michelle R. Backemeyer
Sent: Wednesday, September 22, 2021 3:35 PM
To: Chad E. Blahak; Lynn Johnson; 'swieska@lps.org'; 'john.jensen@unl.edu'; David R. Cary; 'Paul Zillig'; Wayne B. Mixdorf; Shana Sprackling; jason.jackson@nebraska.gov; Elizabeth D. Elliott; Patrick V. Borer; Brian Jackson; Pat Leach
Cc: 'brendon.schmidt@nebraska.gov'; 'todd.wicken@nebraska.gov'; Daniel K. Marvin; Steve R. Owen; David A. Derbin; Hallie E. Salem
Subject: RE: Surplus property - Pershing block
Attachments: Pershing memo.pdf; Pershing Block Review 092221.pdf

See attached memo and map on interest in City property in the Pershing block at approximately 14th & Centennial Mall. If anyone has an interest in the property or would like easements retained, please contact me within the next 10 to 14 days. Thank you.



interoffice
MEMORANDUM

Michelle Backemeyer

to: FIELD(1)
from: Michelle Backemeyer, Urban Development/Administration
subject: Declaration of Surplus Property - Block 63, Lincoln Original Plat, LLCN - Pershing
date: September 22, 2021

This memorandum is to notify you that the Urban Development Department is requesting to declare surplus a portion of the Pershing block located on Block 63, Original Plat of the City of Lincoln as shown on the attached map. The area to be declared surplus is approximately the north 100 feet and approximately the easterly 80 feet of the block located near the intersections of 14th and Centennial Mall, 16th and N/M Streets. The City is currently working on a redevelopment plan for this block.

In order to plan for the eventual sale of the property, it must first be declared surplus, and this notification is a requirement of the surplus process. Please respond to mbackemeyer@lincoln.ne.gov or at 441-8617 in 10 days or less as to any comments, including easement requirements, or objections your department or agency may have in declaring this parcel surplus. If we have not received a response during this time period, we will assume you have no objections. Thank you for your prompt attention to this matter.



Michelle R. Backemeyer

From: Shana Sprackling <ssprackling@les.com>
Sent: Wednesday, September 29, 2021 7:37 AM
To: Michelle R. Backemeyer
Cc: Jane Mohling
Subject: RE: Surplus property - Pershing block

Michelle – Just as a heads up. I did hear back from the LES Power Supply Division yesterday late afternoon and they wanted me to just pass along to you that although it's not strictly an LES issue, they felt it was appropriate to include a comment regarding the potential for the DEC to utilize some of this space to install a plant or facilities to provide thermal energy services to the new development. They've been involved in the scoping discussions with the consulting firms that are working on the library project. They just wanted the City to be aware of the DEC's potential role in this area. Shana

Shana Sprackling | Manager, Land Management



Office: 402-473-3252
Mobile: 402-309-3455

LES.com | 9445 Rokeby Road | Lincoln, NE 68526



From: Michelle R. Backemeyer <MBackemeyer@lincoln.ne.gov>
Sent: Tuesday, September 28, 2021 2:27 PM
To: Shana Sprackling <ssprackling@les.com>
Cc: Jane Mohling <jmohling@les.com>
Subject: [EXTERNAL] RE: Surplus property - Pershing block

Thank you.

From: Shana Sprackling <ssprackling@les.com>
Sent: Tuesday, September 28, 2021 2:26 PM
To: Michelle R. Backemeyer <MBackemeyer@lincoln.ne.gov>
Cc: Jane Mohling <jmohling@les.com>
Subject: RE: Surplus property - Pershing block

Michelle – LES has no need for easements at this time. We will work with the new customer/owner/developer on easement needs once plans are put in place for redevelopment. Thank you!! Shana

Shana Sprackling | Manager, Land Management



Office: 402-473-3252
Mobile: 402-309-3455

CONNECT



From: Michelle R. Backemeyer <MBackemeyer@lincoln.ne.gov>

Sent: Wednesday, September 22, 2021 3:35 PM

To: Chad E. Blahak <cblahak@lincoln.ne.gov>; Lynn Johnson <ljohnson@lincoln.ne.gov>; 'swieska@lps.org' <swieska@lps.org>; 'john.jensen@unl.edu' <john.jensen@unl.edu>; David R. Cary <dcary@lincoln.ne.gov>; 'Paul Zillig' <pzillig@lpsnrd.org>; Wayne B. Mixdorf <WMixdorf@lincoln.ne.gov>; Shana Sprackling <ssprackling@les.com>; jason.jackson@nebraska.gov; Elizabeth D. Elliott <Elizabeth.Elliott@lincoln.ne.gov>; Patrick V. Borer <PBorer@lincoln.ne.gov>; Brian Jackson <LPD742@cjis.lincoln.ne.gov>; Pat Leach <PLeach@lincoln.ne.gov>
Cc: 'brendon.schmidt@nebraska.gov' <brendon.schmidt@nebraska.gov>; Wicken, Todd <Todd.Wicken@nebraska.gov>; Daniel K. Marvin <dmarvin@lincoln.ne.gov>; Steve R. Owen <sowen@lincoln.ne.gov>; David_A_Derbin <dderbin@lancaster.ne.gov>; Hallie E. Salem <HSalem@lincoln.ne.gov>

Subject: [EXTERNAL] RE: Surplus property - Pershing block

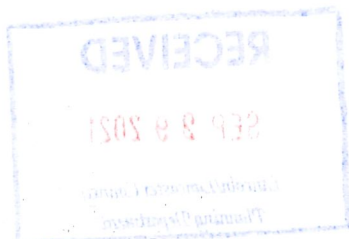
CAUTION: This is an external email. Do you know mbackemeyer@lincoln.ne.gov?

See attached memo and map on interest in City property in the Pershing block at approximately 14th & Centennial Mall. If anyone has an interest in the property or would like easements retained, please contact me within the next 10 to 14 days. Thank you.

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Michelle R. Backemeyer

From: Pat Leach
Sent: Tuesday, September 28, 2021 10:27 AM
To: Michelle R. Backemeyer
Subject: Re: Surplus property - Pershing block

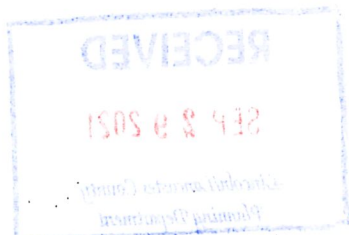
Michelle--As you know, the library's interested in this block! I'm going to just double-check with the Pershing project City group to ensure I'm doing whatever needs to happen from the Library end on this process.

Thanks! --Pat

Pat Leach (she, her)
Library Director
Lincoln City Libraries
136 S. 14th St.
Lincoln, NE 68508
402-441-8510
cell 531-207-3182

From: Michelle R. Backemeyer <MBackemeyer@lincoln.ne.gov>
Sent: Wednesday, September 22, 2021 3:34 PM
To: Chad E. Blahak <cblahak@lincoln.ne.gov>; Lynn Johnson <ljohnson@lincoln.ne.gov>; 'swieska@lps.org' <swieska@lps.org>; 'john.jensen@unl.edu' <john.jensen@unl.edu>; David R. Cary <dcary@lincoln.ne.gov>; 'Paul Zillig' <pzillig@lpsnrd.org>; Wayne B. Mixdorf <WMixdorf@lincoln.ne.gov>; Shana Sprackling <ssprackling@les.com>; jason.jackson@nebraska.gov <jason.jackson@nebraska.gov>; Elizabeth D. Elliott <Elizabeth.Elliott@lincoln.ne.gov>; Patrick V. Borer <PBorer@lincoln.ne.gov>; Brian Jackson <LPD742@cjis.lincoln.ne.gov>; Pat Leach <PLeach@lincoln.ne.gov>
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Subject: RE: Surplus property - Pershing block

See attached memo and map on interest in City property in the Pershing block at approximately 14th & Centennial Mall. If anyone has an interest in the property or would like easements retained, please contact me within the next 10 to 14 days. Thank you.



Michelle R. Backemeyer

From: Donna K. Garden
Sent: Monday, September 27, 2021 11:34 AM
To: Michelle R. Backemeyer
Cc: Elizabeth D. Elliott; Dave J. Beyersdorf; Brian A. Kramer
Subject: FW: Surplus property - Pershing block

Michelle,

See info from Dave. Thanks!

Donna K. Garden

Assistant Director | Utilities
City of Lincoln Transportation and Utilities
O: 402-441-8605 | M: 402-430-6449

From: Dave J. Beyersdorf <dbeyersdorf@lincoln.ne.gov>
Sent: Friday, September 24, 2021 5:57 PM
To: Donna K. Garden <DGarden@lincoln.ne.gov>; Brian A. Kramer <bakramer@lincoln.ne.gov>
Subject: RE: Surplus property - Pershing block

LWS does not have any public water mains within the outlined. The water mains are in the right of way of 'N' St and 16th St.

The water services to this building have been shut off at the tap valves, and will need to be abandoned for development in this area.

Dave Beyersdorf

Superintendent of Water Distribution | Lincoln Water System
City of Lincoln Transportation and Utilities
O: 402-441-5932 | M: 402-416-1885

From: Donna K. Garden <DGarden@lincoln.ne.gov>
Sent: Friday, September 24, 2021 12:13 PM
To: Dave J. Beyersdorf <dbeyersdorf@lincoln.ne.gov>; Brian A. Kramer <bakramer@lincoln.ne.gov>
Subject: FW: Surplus property - Pershing block

Hi guys,

Will you please let Michele know about any easements we need to retain? Copy Liz and me on the information. Thanks so much!

Donna K. Garden

Assistant Director | Utilities
City of Lincoln Transportation and Utilities
O: 402-441-8605 | M: 402-430-6449



From: Elizabeth D. Elliott <Elizabeth.Elliott@lincoln.ne.gov>

Sent: Friday, September 24, 2021 11:47 AM

To: Donna K. Garden <DGarden@lincoln.ne.gov>

Subject: FW: Surplus property - Pershing block

Donna, Please see the surplus property email below. I assume we have utilities there that we'll need easements? liz

From: Michelle R. Backemeyer <MBackemeyer@lincoln.ne.gov>

Sent: Wednesday, September 22, 2021 3:35 PM

To: Chad E. Blahak <cblahak@lincoln.ne.gov>; Lynn Johnson <ljohnson@lincoln.ne.gov>; 'swieska@lps.org' <swieska@lps.org>; 'john.jensen@unl.edu' <john.jensen@unl.edu>; David R. Cary <dcary@lincoln.ne.gov>; 'Paul Zillig' <pzillig@lpsnrd.org>; Wayne B. Mixdorf <WMixdorf@lincoln.ne.gov>; Shana Sprackling <ssprackling@les.com>; jason.jackson@nebraska.gov; Elizabeth D. Elliott <Elizabeth.Elliott@lincoln.ne.gov>; Patrick V. Borer <PBorer@lincoln.ne.gov>; Brian Jackson <LPD742@cjis.lincoln.ne.gov>; Pat Leach <PLeach@lincoln.ne.gov>
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Subject: RE: Surplus property - Pershing block

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Michelle R. Backemeyer

From: Brian A. Kramer
Sent: Friday, September 24, 2021 12:21 PM
To: Donna K. Garden; Michelle R. Backemeyer
Cc: Elizabeth D. Elliott
Subject: RE: Surplus property - Pershing block - ww

Michelle,

WW does not have any infrastructure within the confines of the Pershing block, therefore we do not need any easements.

Brian Kramer

Superintendent Of Wastewater Collection | Lincoln Wastewater System
City of Lincoln Transportation and Utilities
O: 402-441-7987 | M: 402-525-5650

From: Donna K. Garden <DGarden@lincoln.ne.gov>
Sent: Friday, September 24, 2021 12:13 PM
To: Dave J. Beyersdorf <dbeyersdorf@lincoln.ne.gov>; Brian A. Kramer <bakramer@lincoln.ne.gov>
Subject: FW: Surplus property - Pershing block

Hi guys,

Will you please let Michele know about any easements we need to retain? Copy Liz and me on the information. Thanks so much!

Donna K. Garden

Assistant Director | Utilities
City of Lincoln Transportation and Utilities
O: 402-441-8605 | M: 402-430-6449

From: Elizabeth D. Elliott <Elizabeth.Elliott@lincoln.ne.gov>
Sent: Friday, September 24, 2021 11:47 AM
To: Donna K. Garden <DGarden@lincoln.ne.gov>
Subject: FW: Surplus property - Pershing block

Donna, Please see the surplus property email below. I assume we have utilities there that we'll need easements? liz

From: Michelle R. Backemeyer <MBackemeyer@lincoln.ne.gov>
Sent: Wednesday, September 22, 2021 3:35 PM
To: Chad E. Blahak <cblahak@lincoln.ne.gov>; Lynn Johnson <ljohnson@lincoln.ne.gov>; 'swieska@lps.org'

<swieska@lps.org>; 'John.Jensen@unl.edu' <john.jensen@unl.edu>; David R. Cary <dcary@lincoln.ne.gov>; 'Paul Zillig' <pzillig@lpsnrd.org>; Wayne B. Mixdorf <WMixdorf@lincoln.ne.gov>; Shana Sprackling <ssprackling@les.com>; jason.jackson@nebraska.gov; Elizabeth D. Elliott <Elizabeth.Elliott@lincoln.ne.gov>; Patrick V. Borer <PBorer@lincoln.ne.gov>; Brian Jackson <LPD742@cjis.lincoln.ne.gov>; Pat Leach <PLeach@lincoln.ne.gov>
Cc: 'brendon.schmidt@nebraska.gov' <brendon.schmidt@nebraska.gov>; Wicken, Todd <Todd.Wicken@nebraska.gov>; Daniel K. Marvin <DMarvin@lincoln.ne.gov>; Steve R. Owen <sowen@lincoln.ne.gov>; David A. Derbin <DDerbin@lancaster.ne.gov>; Hallie E. Salem <HSalem@lincoln.ne.gov>

Subject: RE: Surplus property - Pershing block

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Michelle R. Backemeyer

From: Lynn Johnson
Sent: Thursday, September 23, 2021 11:54 AM
To: Michelle R. Backemeyer
Subject: RE: Surplus property - Pershing block

Thanks Michelle. Parks and Recreation does not interests in this property. Our interest is primarily in the interface between the new development and improvements on Centennial Mall. Lynn

From: Michelle R. Backemeyer <MBackemeyer@lincoln.ne.gov>
Sent: Wednesday, September 22, 2021 3:35 PM
To: Chad E. Blahak <cblahak@lincoln.ne.gov>; Lynn Johnson <ljohnson@lincoln.ne.gov>; 'swieska@lps.org' <swieska@lps.org>; 'john.jensen@unl.edu' <john.jensen@unl.edu>; David R. Cary <dcary@lincoln.ne.gov>; 'Paul Zillig' <pzillig@lpsnrd.org>; Wayne B. Mixdorf <WMixdorf@lincoln.ne.gov>; Shana Sprackling <ssprackling@les.com>; jason.jackson@nebraska.gov; Elizabeth D. Elliott <Elizabeth.Elliott@lincoln.ne.gov>; Patrick V. Borer <PBorer@lincoln.ne.gov>; Brian Jackson <LPD742@cjis.lincoln.ne.gov>; Pat Leach <PLeach@lincoln.ne.gov>
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Michelle R. Backemeyer

From: Paul Zillig <pzillig@lpsnrd.org>
Sent: Wednesday, September 22, 2021 4:02 PM
To: Michelle R. Backemeyer
Subject: RE: Surplus property - Pershing block

Michelle:

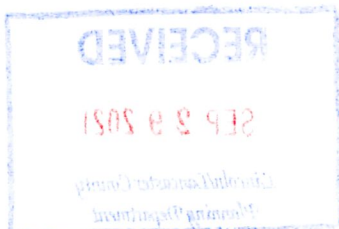
The LPSNRD doesn't have any desire to purchase the property or retain an easement.

Paul

From: Michelle R. Backemeyer <MBackemeyer@lincoln.ne.gov>
Sent: Wednesday, September 22, 2021 3:35 PM
To: Chad E. Blahak <cblahak@lincoln.ne.gov>; Lynn Johnson <ljohnson@lincoln.ne.gov>; 'swieska@lps.org' <swieska@lps.org>; 'john.jensen@unl.edu' <john.jensen@unl.edu>; David R. Cary <dcary@lincoln.ne.gov>; Paul Zillig <pzillig@lpsnrd.org>; Wayne B. Mixdorf <WMixdorf@lincoln.ne.gov>; Shana Sprackling <ssprackling@les.com>; jason.jackson@nebraska.gov; Elizabeth D. Elliott <Elizabeth.Elliott@lincoln.ne.gov>; Patrick V. Borer <PBorer@lincoln.ne.gov>; Brian Jackson <LPD742@cjis.lincoln.ne.gov>; Pat Leach <PLeach@lincoln.ne.gov>
Cc: 'brendon.schmidt@nebraska.gov' <brendon.schmidt@nebraska.gov>; Wicken, Todd <Todd.Wicken@nebraska.gov>; Daniel K. Marvin <DMarvin@lincoln.ne.gov>; Steve R. Owen <sowen@lincoln.ne.gov>; David A. Derbin <DDerbin@lancaster.ne.gov>; Hallie E. Salem <HSalem@lincoln.ne.gov>
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LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

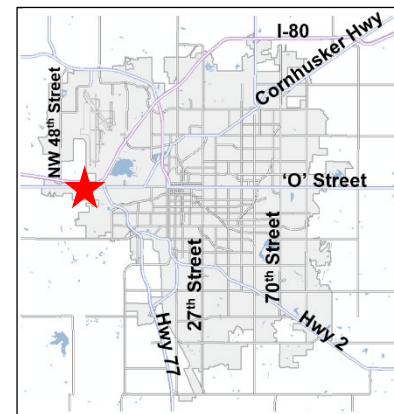
FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Comprehensive Plan Conformance 21023	FINAL ACTION? No	DEVELOPER/OWNER M I Industries Inc.
PLANNING COMMISSION HEARING DATE October 27, 2021	RELATED APPLICATIONS CZ21035	PROPERTY ADDRESS/LOCATION 3301 W O Street

RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

BRIEF SUMMARY OF REQUEST

Review as to conformance with the 2040 Lincoln-Lancaster County Comprehensive Plan, a proposed amendment to the West O Street Redevelopment Plan that identifies the Instinct Redevelopment Project-Center of Excellence. The Project includes the construction of an approximately 250,000 square foot production facility, warehouse and office building. The Project site is located generally west of SW 32nd Street on the south side of W O Street. This development is Phase II of the Nature's Variety Redevelopment Project undertaken in 2017 with the name now branded as Instinct Redevelopment Project.



JUSTIFICATION FOR RECOMMENDATION

The Project in general is appropriate as it will support the West O Street Redevelopment Plan goals through additional industrial development.

APPLICATION/STAFF CONTACT

Ernie Castillo
City of Lincoln Urban Development Dept
(402) 441-7855
ecastillo@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

This project is consistent with the Comprehensive Plan as it will further the goal that commercial and industrial centers in Lancaster County be in existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently utilize existing infrastructure.

COMPREHENSIVE PLAN SPECIFICATIONS:

P. 1.9 - This site is designated for commercial and industrial on the 2040 Lincoln Area Future Land Use Plan with commercial designation on the north side of the property along W O Street and industrial designation to the south.

P. 5.2 - Guiding Principles:

- Provide flexibility to the marketplace in siting future commercial and industrial locations.
- Strive for predictability for neighborhoods and developers

P 5.5 - Commercial and Industrial Development Strategies:

It is the policy that commercial and industrial centers in Lancaster County be located:

- In existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently utilize existing infrastructure.

ANALYSIS

1. This is a Comprehensive Plan Conformance review for an amendment to the West O Street Redevelopment Plan that identifies the Instinct Redevelopment Project. The Project will include the construction of an approximately 250,000 square foot production facility, warehouse and office building (the "Facility"). The Facility would be connected to the existing buildings on the Project Site. The Site is located generally west of SW 32nd Street on the South side of West O Street and includes approximately 5.7 acres for the Facility. This Project is identified as the "Center of Excellence" within the Company.
2. Other than the two buildings and parking lots currently located on the Project Site directly adjacent SW 32nd Street, much of the area remains vacant. The proximity of West O Street and Interstate 80 to the north underscore the need for redevelopment of the Project Site in order to enhance the West O Street corridor as an entryway into the City of Lincoln.
3. The Facility will meet LEED certifications for a manufacturing building. There are less than 10 pet food LEED Certified manufacturing site in the United States. The environmentally friendly facility focuses on environmentally friendly products. Further expansion of the manufacturing space is anticipated in the future, but this Project will focus on the current expansion of the Project Site.
4. The goal of the Project is to revitalize and strengthen the business community in the West O Street Redevelopment Area through the development of the Facility and additional improvements as part of the Project. The Project will assist in the effort to remove blight and substandard conditions on the Project Site and in the West O Street Redevelopment Plan Area. Further, it will enhance the West O Street Corridor as an entryway to the City of Lincoln.
5. The Project is consistent with goals in the Comprehensive Plan as it is the policy of the City of Lincoln and Lancaster County that commercial and industrial centers in Lancaster County be in existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently utilize existing infrastructure. The Project is furthermore consistent with the Future Land Use Plan which identifies the site for industrial and commercial uses with commercial zoning along West O Street directly and industrial zoning to the south.
6. The Project intends to use the SW 32nd Street entrance to the Project site for employees and utilize an additional access point to West O Street that is located west of SW 32nd Street for truck traffic. A turn lane will be required for the access point off West O Street.
7. The estimated total cost to implement this project is \$180 million which includes up to \$3,607,264 in tax increment financing. Upon completion of the Project, the assessed value of the Project site will increase

approximately \$16,002,500 as a result of the private investment for the Project. This will result in an increase in estimated annual property tax collections during the 15-year TIF period of approximately \$322,128, which will be available to finance the costs of the public improvements related to the Project. The public investment of approximately \$3.6 million will leverage approximately \$180 million in private sector resources. The TIF funds shall be subject to further adjustment as project costs are defined.

8. Since the Phase 1 project site is included in the Project site and the Phase 1 project is included within the Center of Excellence Project, the tax increment created by Phase I will be included in the base value of this Project, thus adding the Phase 1 tax increment of approximately \$25,500 annual to the tax rolls much sooner than anticipated. This is a positive impact that offsets the tax increment created by the Project, resulting in a net effective public investment of approximately \$281,400 annual of approximately \$3.15 million overall.
9. The Project represents a significant investment in the West O Street Redevelopment Area. Tax increment funded redevelopment activities may include site acquisition costs, site preparations and grading, demolition, extension of utilities, streetscape improvements, building and energy efficiency enhancements and other public improvements in the West O Street Redevelopment Area.
10. It is not anticipated that the Project will have an adverse impact on employers and employees of firms locating or expanding within the boundaries of the area of the Project. It is anticipated that the Project will create an additional approximately 120 jobs in the City of Lincoln. In addition, it is anticipated that the Project will consolidate Instinct operations at this campus and retain the approximately 100 jobs in the Lincoln market which will strengthen the West O Street corridor business community.
11. Related Change of Zone 21035 is to change the zoning from H-3 (Highway Commercial) to I-1 (Industrial) on approximately 6.56 acres located west of SW 32nd Street on the south side of W O Street. The change of zone will adjust the boundary line between the two districts by extending it 325 feet to the north while keeping approximately 300 feet of H-3 zoning along W O Street. The intent of this proposal is to allow for the proposed building and site that which be an industrial use that would otherwise not be allowed in the H-3 zoning. The Planning Commission recommended conditional approval of the Change of Zone application with the approval subject to a zoning agreement will require the traffic related improvements identified by Lincoln Transportation and Utilities and any additional as determined by required traffic study. It will also require that a preliminary plat is submitted that will include the required storm water management information.
12. The project will be required to be reviewed by the Urban Design Committee (UDC) since TIF is being requested. It is tentatively scheduled for review at the November 2 UDC meeting.

EXISTING LAND USE & ZONING: Vacant; H-3, I-1

SURROUNDING LAND USE & ZONING

North: Office, Warehouse; H-3 (Highway Commercial)
South: Pasture, Grassland; I-1 (Industrial)
East: Commercial; H-3 (Highway Commercial)
West: Pasture, Grassland; H-3 (Highway Commercial)

APPROXIMATE LAND AREA: 5.7 acres

Prepared by

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

October 14, 2021

Applicant: Dan Marvin, Urban Development Department
City of Lincoln
555 S. 10th Street, Suite 205
Lincoln, NE 68508
(402) 441-7126 or dmarvin@lincoln.ne.gov

Contact: Ernie Castillo
555 S. 10th Street, Suite 205
Lincoln, NE 68508
(402) 441-7855 or ecastillo@lincoln.ne.gov

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CPC/21000/CPC21023 Instinct Redevelopment Project.gjw.docx>



URBAN DEVELOPMENT DEPARTMENT
555 South 10th Street, Suite 205 | Lincoln, NE 68508
402-441-7606 | lincolnne.gov

September 29, 2021

David Cary, Planning Director
City of Lincoln-Lancaster County Planning Department
555 S. 10th
Lincoln, NE 68508

Dear David:

Enclosed is an amendment to the West O Redevelopment Plan that identifies the Instinct Redevelopment Project - Center of Excellence (formerly known as Nature's Variety). The project is Phase II of the original Nature's Variety redevelopment project. The developer plans on consolidating operations on this site by constructing an approximately 250,000 square foot production facility.

Please forward this plan amendment to the Planning Commission for their earliest consideration for Comprehensive Plan compliance. My understanding is that this should be on the October 27, 2021, agenda.

If you have questions or need additional information, please contact me at 402-441-7855 or at ecastillo@lincoln.ne.gov.

Sincerely,

A handwritten signature in black ink, appearing to read 'Ernie Castillo'.

Ernie Castillo

Cc: Dan Marvin, Director, Urban Development Department
Dallas McGee, Urban Development Department

**AMENDMENT TO THE
WEST O STREET REDEVELOPMENT PLAN**

Instinct Redevelopment Project – Center of Excellence

1. Introduction

Phase I of the Nature's Variety Redevelopment Project was approved in 2017 to redevelop certain land located in the West O Street Redevelopment Area. At that time, the Nature's Variety Redevelopment Project was contemplated as a multi-phased project. The Amendment to the West O Street Redevelopment Plan for the Nature's Variety Redevelopment Project identified a potential Phase II of the project.

Since the implementation of the Nature's Variety Redevelopment Project in 2017, Nature's Variety has undergone a corporate rebranding and is now known as Instinct Pet Foods. The project presented herein is Phase II of the Nature's Variety Redevelopment Project but will be referred to herein as the Instinct Redevelopment Project to be consistent with the redeveloper's branding and all signage and marketing materials that will be created as part of this redevelopment project. To avoid any confusion, Nature's Variety the same company, and the company will be referred to as Instinct in this document when referring to the previous Phase I or this Phase II.

2. Project Description

The project site includes the following parcels of land:

- EDM INDUSTRIAL CENTER 1ST ADDITION, Lot 1, & VAC ROW (INST#2021-03509)
- S29, T10, R6, 6th Principal Meridian, LOT 111 NE
- S29, T10, R6, 6th Principal Meridian, LOTS 69 & 70 NW

Instinct currently operates a freeze-drying facility in an approximately 24,000 square foot building, which was constructed on the Project Site in 2017-2018 as Phase 1 of the Project. Instinct also uses a second building on the Project Site, which is approximately 20,000 square feet, as its raw processing center. In addition to its operations on the Project Site, Instinct operates other aspects of its business at 6501 Cornhusker Highway and 6200 North 56th Street, Lincoln, Nebraska.

Instinct intends to consolidate its operations into a single campus located on the Project Site by constructing an approximately 250,000 square foot production facility, warehouse and office building (the "Facility"). The Facility would be connected to the existing buildings on the Project Site. The construction of the Facility together with all ancillary improvements and connection to the existing buildings to create a single campus is referred to herein as the "Project". A preliminary site plan for the Project is depicted on Exhibit "A". This Project is identified as the "Center of Excellence" within the Company. Further expansion of the manufacturing space as part of the Center of Excellence is anticipated in the future, but this Project will focus on the current expansion on the Project Site.

The Facility will meet LEED certifications for a manufacturing building. There are less than 10 pet food LEED Certified manufacturing sites in the United States. The environmentally friendly Facility focuses on environmentally friendly products. Instinct's manufacturing process for "raw" pet food does not include cooking or fermenting, meaning the Facility will be a non-odorous with less noise than a typical pet food manufacturing plant.

The goal of the Project is to revitalize and strengthen the business community in the West O Street Redevelopment Area through the development of the Facility and additional improvements as part of the Project. The Project will assist in the effort to remove blight and substandard conditions on the Project Site and in the West O Street Redevelopment Area and will enhance the West O Street corridor as an entryway to the City of Lincoln, in furtherance of the purposes set forth in the West O Street Redevelopment Plan. See Project Area map on the right.



Instinct Redevelopment: Project Area

 Instinct Project

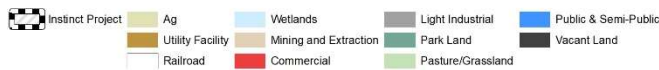


Other than the two buildings and parking lots currently located on the Project Site, much of the Project Site remains vacant. Surrounding land uses include commercial and industrial uses to the north and east, and a significant amount of undeveloped, vacant land to the west. The proximity of West O Street and Interstate 80 to the north of the Project Site underscore the need for redevelopment of the Project Site in order to enhance the West O Street corridor as an entryway to the City of Lincoln, while the proximity of the railway to the south makes the Project Site an ideal location for industrial development.

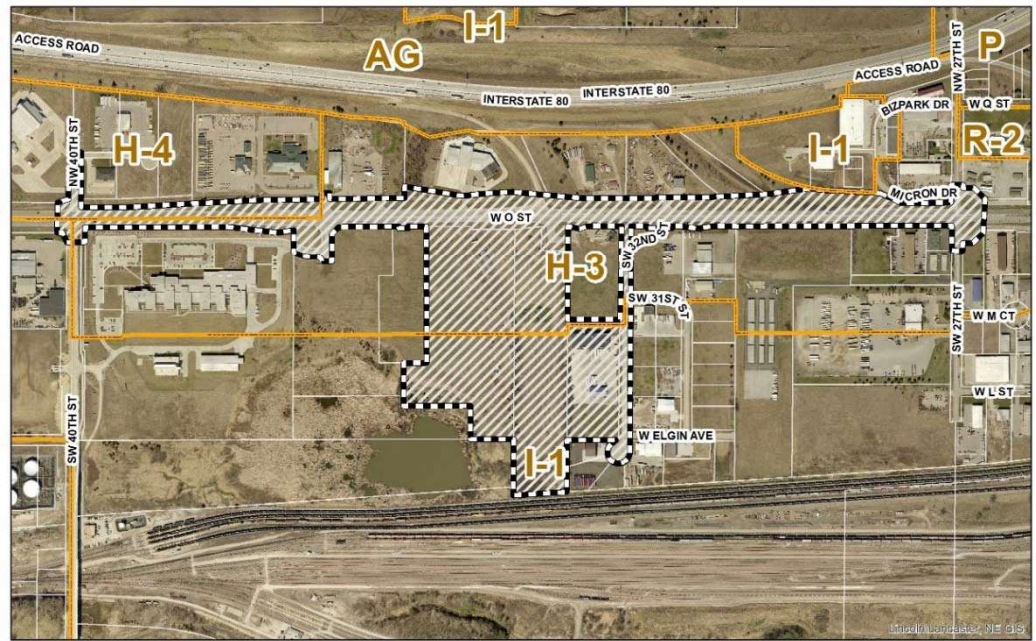
See the current land use map below.



Instinct Redevelopment: Current Land Use



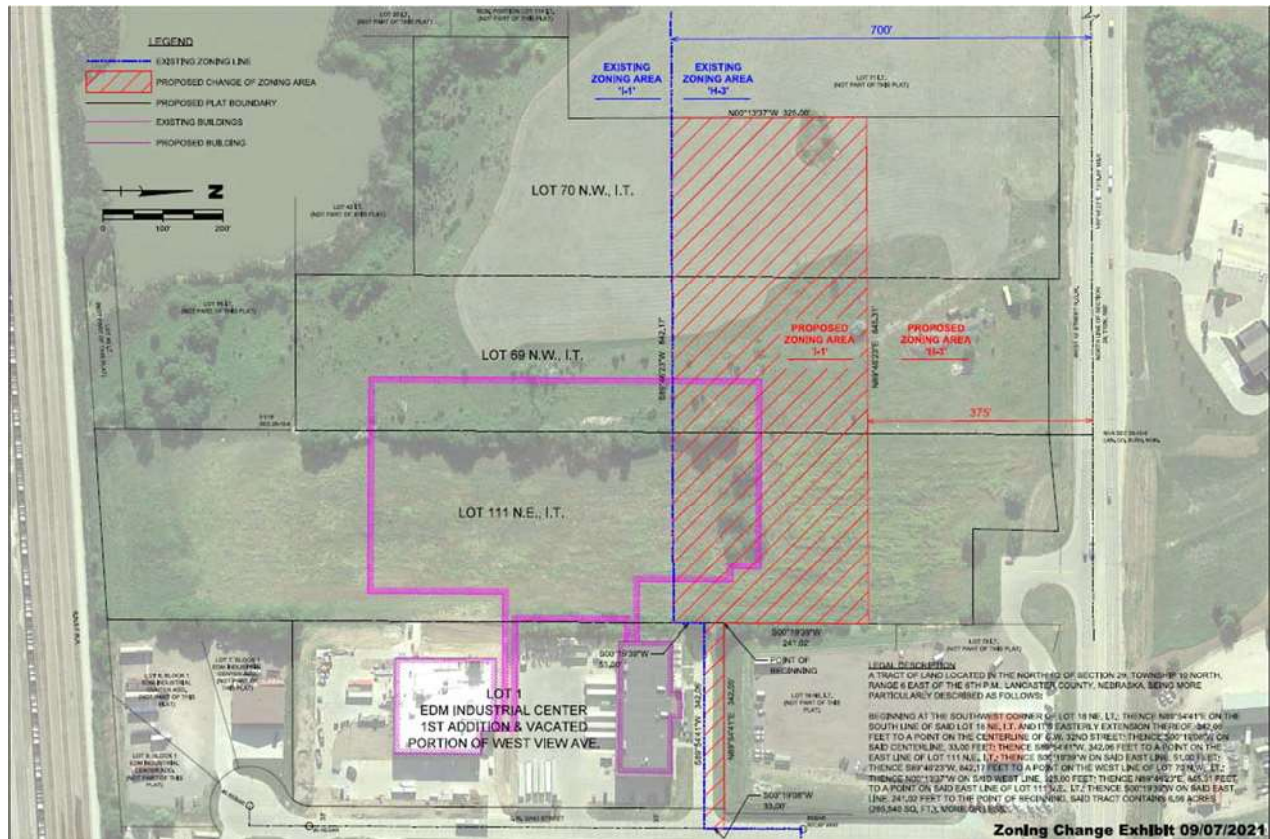
The Project Site is currently zoned with a combination of the I-1 Industrial District and the H-3 Highway Commercial District, which provides for development of light and heavy industrial uses and is characterized by a relatively high intensity of use and land coverage. The land surrounding the Project Site is zoned I-1 Industrial District as well. Nearby zoning includes the H-4 General Commercial District and the H-3 Highway Commercial District along West O Street, and the AG Agriculture District further north and west. Existing zoning is shown to the right.



Instinct Redevelopment: Current Zoning

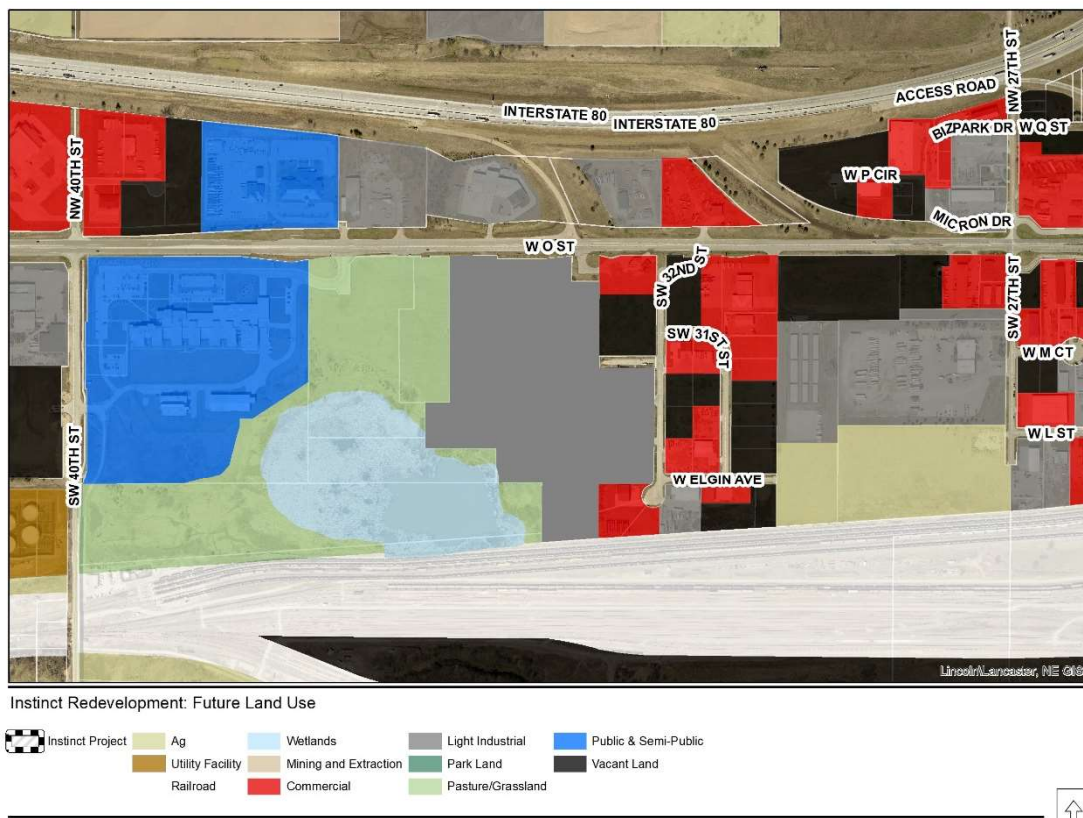


An application has been submitted to the Planning Commission requesting a change of zoning to increase the portion of the area zoned I-1. This would allow for the full development of the Center of Excellence and would retain approximately 375 feet of H-3 Highway Commercial District adjacent to West O Street. A map of the proposed zoning change (shown in relation to the Facility) is set forth below:



The Project is consistent with the West O Street Redevelopment Plan and is intended to support private sector commercial and industrial development in the West O Street Redevelopment Area. The Project is also consistent with the LPlan 2040, the Lincoln-Lancaster County 2040 Comprehensive Plan. Chapter 5 (Business & Economy) of LPlan 2040 indicates that it is the policy of the City of Lincoln and Lancaster County that commercial and industrial centers in Lancaster County be located in existing underdeveloped or redeveloping commercial and industrial areas in order to remove blighted conditions and to more efficiently utilize existing infrastructure. Redevelopment of the Project Site into an industrial facility is also consistent with the 2040 Lincoln Area Future Land Use Plan.

Future land use is shown on the map below.



The Project represents a significant private investment in the West O Street Redevelopment Area. Tax increment funded redevelopment activities may include: site acquisition costs, site preparation and grading, demolition, extension of utilities, streetscape improvements, building and energy efficiency enhancements, and other public improvements in the West O Street Redevelopment Area.

3. Statutory Elements

- **Property Acquisition, Demolition, and Disposal:** The proposed redeveloper currently controls the Project Site. It is not anticipated that the Project will require any material demolition or disposal although the expansion project will be connected to the existing improvements which will require some minor exterior demolition. No relocation of families or businesses will occur as a result of the Project.
- **Population Density:** The Project consists of the construction of an expansion project consolidated the various uses located around the City into a new production/office facility which will be approximately 250,000 square feet. The project does not include the construction of any residential units. As a result, the Project is not expected to affect the population density in the West O Street Redevelopment Area.

- **Land Coverage:** Land coverage will increase as the Project Site is substantially vacant. Once constructed, the Facility will be approximately 250,000 square feet, which will cover approximately 5.7 acres. The Project is currently going through the subdivision process and will comply with the applicable land-coverage ratios and zoning requirements of the City of Lincoln. Approval of the redevelopment plan for the Project does not change the applicant's requirement to obtain all necessary land use approvals for the Project.
- **Traffic Flow, Street Layouts, and Street Grades:** The Project is likely to increase traffic flow to the Project Site due to an increased presence of Instincts employees and visitors traveling to and from the Project Site. However, the consolidation of all of Instinct's operations into the Center of Excellence on the Project Site should reduce Instinct's inter-facility truck traffic in the City of Lincoln, thus providing a significant benefit to traffic when considering the City as a whole. The Project will have clear and available access to West "O" Street, an arterial street in Lincoln. The Project intends to utilize the SW 32nd Street entrance to the Project Site for employees and utilize the additional existing access point to West O Street that is located west of SW 32nd Street for truck traffic. Instinct is undertaking a traffic study in connection with the Change of Zone application and will take all actions relating to the additional access point that are reasonably required based on the results of the traffic study.
- **Parking:** The Project will include a surface parking lot adjacent to the Facility, which will meet the parking requirements of the I-1 Industrial District.
- **Zoning, Building Code, and Ordinances:** The Project Site is currently zoned I-1 Industrial District and H-3 Highway Commercial District, and the Project is a permitted use in such districts. As stated above, Instinct will need to change the zoning map to increase the portion of the area zoned I-1 to support the development of the Facility. This would change the boundary line between the I-1 and H-3 zoning districts on the Project Site but would retain approximately 375 feet of H-3 Highway Commercial District adjacent to West O Street. A change of zone application with the request has been submitted to the Planning Commission. The two parcels owned by the Redeveloper will be re-platted into one (1) lot prior to project implementation. All applicable building code requirements and ordinances will be satisfied. Approval of the redevelopment plan for the Project does not change the applicant's requirement to obtain all necessary land use approvals for the Project.

4. Proposed Cost and Financing

The estimated total cost to implement the Project is approximately \$180,000,000. This Project cost is inclusive of the anticipated public financing and tax increment financing of approximately \$3,607,264. The project cost will be finalized as the actual size of the Facility and construction costs are determined. The source of the public funds for these improvements will be the tax increment generated from the private developments on the Project Site. However, funding sources and uses will be negotiated

and identified in a Redevelopment Agreement, subject to approval by the Mayor and City Council.

Cost Benefit Analysis

As required by the Nebraska Community Development Law (Neb. Rev. Stat. § 18-2113), the City has analyzed the costs and benefits of the proposed Project, as follows:

- **Public Tax Revenues:**

The 2021 assessed value of the Project Site is \$3,997,500. The final assessed valuation of the Project Site is anticipated to be approximately \$20,000,000.

Tax Increment Financing Analysis		
Description		Amount
Base Value	Current Valuation	\$3,997,500
Not to Protest Value	Anticipated Completed Valuation	\$20,000,000
Increment Value	= Completed Value – Base Value	\$16,002,500
Annual TIF Increment	= Increment x est. levy (2.012986)	\$322,128
TIF Indebtedness Amount	= TIF Increment x 15 years @ 4.0%	\$3,607,264

Upon completion of the Project, the assessed value of the Project Site will increase by approximately \$16,002,500 as a result of the private investment for the Project. This will result in an increase in estimated annual property tax collections during the 15-year TIF period of approximately \$322,128, which will be available to finance the costs of construction of the public improvements related to the Project. The public investment of approximately \$3.6 million will leverage approximately \$180 million in private sector resources. The TIF funds shall be subject to further adjustment as project costs are defined.

Additionally, since the Phase I project site is included in the Project Site and the Phase I project is included within the Center of Excellence Project, the tax increment created by Phase I will be included in the base value of this Project, thus adding the Phase I tax increment of approximately \$25,500 annually to the tax rolls much sooner than anticipated. This is a positive impact that offsets the tax increment created by the Project, resulting in a net effective public investment of approximately \$281,400 annually or approximately \$3.15 million overall.

The Urban Development Department believes that the private and public improvements as designed and proposed in this plan amendment would not occur without the utilization of tax increment financing in the West O Street Redevelopment Area. It would not be economically feasible for the redeveloper to construct the Project improvements without tax increment financing because the existing site conditions constitute a barrier to development that cannot be adequately remedied without the use of tax increment financing.

Public investment may assist with the costs of site acquisition costs, site preparation and grading, demolition, extension of utilities, streetscape improvements,

building and energy efficiency enhancements, and other public improvements in the West O Street Redevelopment Area.

- ***Public Infrastructure and Community Public Service Needs Impacts:***

It is not anticipated that the Project will have an adverse impact on existing public infrastructure. The Project will utilize the incremental tax revenues for installation of utilities and other public infrastructure improvements in the West O Street Redevelopment Area. Additionally, the Project may result in additional traffic improvements to West O Street, depending on the results of the traffic study that is being undertaken in connection with the change of zone for the Project. It is not anticipated that the Project will not have an adverse impact on City services, but instead will generate additional revenue providing support for those services.

- ***Employment within the Redevelopment Project Area:***

It is not anticipated that the Project will have an adverse impact on employers and employees of firms locating or expanding within the boundaries of the area of the Project. It is anticipated that the Project will create an additional approximately 120 jobs in the City of Lincoln. In addition, it is anticipated that the Project will consolidate Instinct operations at this campus and retain the approximately 100 jobs in the Lincoln market which will strengthen the West O Street corridor business community.

- ***Employment in the City outside the Redevelopment Project Area:***

The anticipated job creation resulting from the construction of the Facility on the Project Site is not expected to adversely affect employment in the City outside the Redevelopment Project Area. Instead, the removal of blight and substandard conditions from the Project Site and the West O Street Redevelopment Area is anticipated to enhance the West O Street corridor as an entryway to the City of Lincoln, attracting further commercial and industrial development and creating additional jobs in the West O Street Redevelopment Area and the City of Lincoln as a whole. The Project should increase the need for services and products from existing businesses in and around the West O Street Redevelopment Area. The Project will significantly increase the employment at Instinct and will lead to additional investment in subsequent phases.

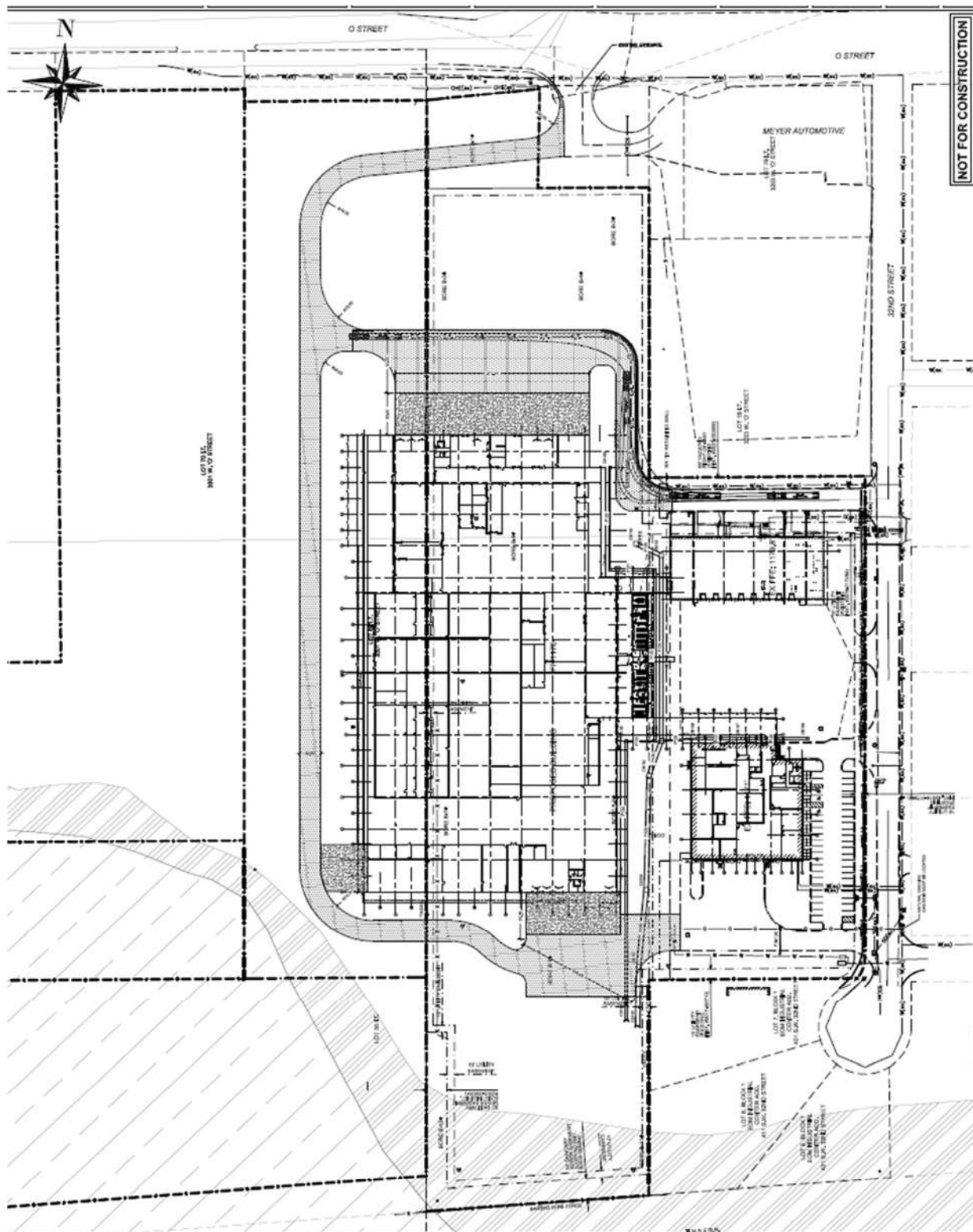
- ***Other Impacts:***

The development of the Project will eliminate the existence of blight and substandard conditions and will attract employers to the West O Street Redevelopment Area and the City of Lincoln. The Project is consistent with the policy of LPlan 2040 and with the West O Street Redevelopment Plan.

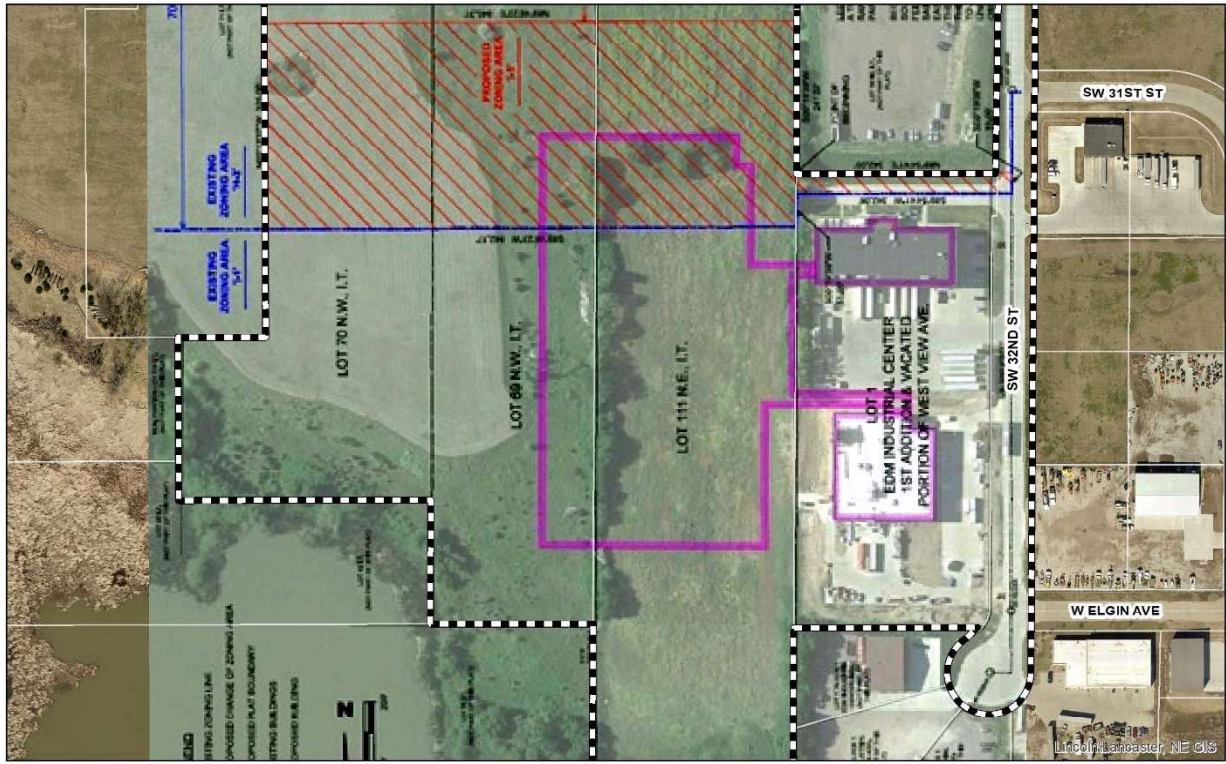
The Project should have a positive impact on private sector businesses in the West O Street Redevelopment Area and in the City and will attract additional private investment in and around the West O Street Redevelopment Area. In furtherance of the goals of the West O Street Redevelopment Plan, the Project will enhance the West O Street corridor as an entryway introducing visitors and residents to the City of Lincoln and will strengthen the West O Street business community.

While the use of tax increment financing will defer receipt of a majority of the incremental ad valorem real property taxes generated by the Project for up to 15 years, there will be additional revenue generated by the Project from, for example, personal property taxes on equipment installed in the facility. Upon completion of the 15 year TIF period, the Project will benefit the community through higher property tax revenue.

Exhibit "A" **Preliminary Site Plan**



Site Map



Instinct Redevelopment: Site Map

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Comprehensive Plan Conformance 21024

FINAL ACTION?
No

DEVELOPER/OWNER
Assurity Real Estate Development Inc

PLANNING COMMISSION HEARING DATE
October 27, 2021

RELATED APPLICATIONS
CZ08066C, SAV21006

PROPERTY ADDRESS/LOCATION
N 22nd Street and P Street

RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

BRIEF SUMMARY OF REQUEST

Review as to conformance with the 2040 Lincoln-Lancaster County Comprehensive Plan, a proposed amendment to the Antelope Valley Redevelopment Plan that identifies the Antelope Square Apartments Redevelopment Project. The Project includes a 152 unit multi-family housing project located on one city block bounded by 22nd, 23rd, Q and P Streets. The project will include underground parking to serve the units which range from studios to two bedroom townhouse units.



JUSTIFICATION FOR RECOMMENDATION

The project is consistent with the Comprehensive Plan and the Antelope Valley Redevelopment Plan through encouragement of residential infill redevelopment with new buildings, associated parking and connecting streetscape enhancements that will strengthen the connection of this neighborhood to downtown.

APPLICATION/STAFF CONTACT

Ernie Castillo
City of Lincoln Urban Development Dept
(402) 441-7855
ecastillo@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The project is consistent with the goals in the Comprehensive Plan because it will further usage of the community's investment in infrastructure through higher density residential development within the existing City. Further, the project will provide housing in a location close to major transportation corridors, public transit, and within walking distance to the major employment and education center of downtown. This project, with conditions in the planned unit development, is generally consistent with the Comprehensive Plan.

COMPREHENSIVE PLAN SPECIFICATIONS:

p. 1.2 The community continues its commitment to a strong Downtown. A strong, vital Downtown provides a common center for all of Lincoln and Lancaster County and will be a catalyst for future growth. Lplan 2040 acknowledges Downtown's unique role and will guide decisions that will maintain Downtown's vitality and enhance its contribution to the quality of life of all Lincoln and Lancaster County.

p. 1.3 Downtown Lincoln is promoted as vibrant mixed use neighborhood, offering choices for residential lifestyles and daily needs commerce in a walkable and bicycle-friendly environment.

p. 1.9 The area is shown as Urban Residential Density on the Future Land Use map.

p. 2.7 Lincoln will continue to have managed and contiguous growth, including strengthening our Downtown core.

p. 2.8 Mixed use redevelopment, adaptive reuse, and well-designed and approximately-placed infill development, including residential, commercial and retail uses, are encouraged.

p. 5.4 The City should preserve and enhance Downtown's role as...A major focus for new residential reuse, infill, and redevelopment.

P. 6.1 The primary focus for new dwelling units is the "Greater Downtown" which includes Downtown proper, Antelope Valley, the Haymarket, South Haymarket, Telegraph District and Innovation Campus.

P. 6.3 Support development and implementation of the Downtown Master Plan, South Haymarket Neighborhood Plan and the Antelope Valley Redevelopment Plan.

p. 6.3 Strategies for Greater Downtown...Maintain the urban environment, including a mix of land uses with a major focus on residential uses.

DOWNTOWN MASTER PLAN SPECIFICATIONS:

P. 37 A healthy downtown supports and is supported by its surrounding neighborhoods. At its eastern edge, Downtown Lincoln abuts the Antelope Valley area, and this junction is of crucial importance to both of these essential parts of Lincoln.

ANTELOPE VALLEY REDEVELOPMENT PLAN SPECIFICATIONS:

P. 57 The Mixed Use (MU) area east of traditional downtown is intended to accommodate a wide variety of land uses compatible with adjacent residential areas and supportive of downtown as the community's center. Within this wider area, certain subdistricts should be encouraged through incentives and regulations. Residential uses are encouraged throughout the MU area to capitalize on public investment and to provide a variety of housing options near the downtown core. In particular, high-density, high-amenity urban residential uses are very desirable between 17th St. and the new Antelope Creek and park. Improvements in the "triangle" bounded by 19th St., the Creek, and O Street should be strongly encouraged to foster development of an "urban village"— Haymarket without the history. South of O Street and east of 17th Street there is an opportunity to strengthen housing in proximity to the Capitol and other employment centers.

P. 68 C. Urban Design Principles: 1. Development should avoid a suburban style and instead be pedestrian oriented and varied with strong streetscapes reinforced by quality buildings.

P. 68 C. Urban Design Principles: 2. Building entrances should be given emphasis or "pride of place", placed on the street to enhance street level activity.

P. 68 C. Urban Design Principles: 5. Streetscapes should be designed as attractive public spaces with ample room for sidewalks and street trees, encouraging pedestrian movement.

P. 68 C. Urban Design Principles: 6. Buildings should be designed to be compatible, in form and proportion, with the neighboring buildings and should include a variety of forms, materials and colors, yet these elements should be composed to maintain a complementary appearance.

P 68 C. Urban Design Principles: 7. Buildings should include a richness of architectural detail to help define their scale and extend to the sidewalk in front of the property for pedestrian access and visual rhythm and interest.

P 68 C. Urban Design Principles: 12 Include a variety of uses in places that receive the most foot and car traffic to strengthen the most interesting and vital parts of town.

ANALYSIS

1. This is a Comprehensive Plan Conformance Review for the Antelope Valley Redevelopment Plan that identifies the Antelope Square Apartments Redevelopment Project. The project is located on approximately 2.07 acres and includes construction of two connected buildings of varying heights with apartments and townhomes located generally between 22nd and 23rd Street on the north side of P Street. Underground parking will be accessed via a ramp from N. 22nd Street at the current location of the public alley which has a vacation petition to allow the project to move forward. The project consists of 152 dwellings with 154 parking stalls at a ratio of 1 stall per dwelling unit.
2. The goal of the project is to revitalize and strengthen the residential community in Antelope Village district through development of a new 152 unit residential complex as part of the redevelopment plan. The project will make positive contributions to the continued removal of blight and substandard conditions in the redevelopment area.
3. The public investment is projected to be approximately \$5.5 million. These public investments will leverage the private investments of approximately \$26.5 million. Upon completion of the project, the assessed value of the property will increase by an estimated \$21.7 million. Thus, for every City Tax Increment Financing (TIF) dollar invested, there will be \$4.75 of private investment.
4. While the project is not located within the boundaries of the Downtown Master Plan, it is located on the boarder and will have an impact. The Plan recognizes the health of downtown is supported by surrounding neighborhoods. The project will add at least 152 new residents at its eastern edge, supporting more users and potential employees in downtown.
5. The project is consistent with the goals of the Antelope Village Redevelopment Plan. Specifically, the project will add pedestrian oriented housing that enhances activity on the street. The design of the building with varying heights is compatible with neighboring buildings.
6. The project is consistent with goals in the Comprehensive Plan by increasing density adjacent to downtown which has infrastructure and proximity to transportation facilities to support the increased traffic. The proposed project includes a mix of housing types including multifamily and townhomes and varies the overall height to fit with the neighborhood character of adjacent block faces. Additionally, the project aids in the implementation of the Antelope Valley Redevelopment Plan.
7. The project was reviewed by the Urban Design Committee at their August 3, 2021 meeting. Members of the committee supported the density and full build out on the block. The UDC approved the project unanimously.
8. Related Change of Zone 08066C is an amendment to the Antelope Village Planned Unit Development which

includes waivers to height, setbacks, and density. Planning Commission recommended approval of the application along with SAV21006 to vacate the entire east-west alley located midblock at their October 13, 2021 meeting.

EXISTING ZONING: B-3 Commercial and R-6 Residential

EXISTING LAND USES: Vacant

SURROUNDING LAND USE AND ZONING:

North:	Single Family Attached; Auto Repair	R-6 Residential District
South:	Used vehicle sales	B-4 Lincoln Center Business District
East:	Single Family Attached; Open Space	R-6 Residential District
West:	Antelope Creek	B-4 Lincoln Center Business District

APPLICATION HISTORY

Feb. 2009	Change of Zone 08066 Antelope Village PUD was approved to foster a transitional area of residences and other compatible uses between the urban mixed use area of Downtown/Antelope Valley and O Street and the residential neighborhood to the north and east. The PUD was divided into three areas: mixed use, neighborhood business, and residential.
Sept. 2017	Administrative Amendment 17043 was approved to the Antelope Village PUD to add 14 residential lots to the site plan and modify setbacks.
May 2020	Change of Zone 08066A changed the zoning from R-6 (Residential) to R-6 Planned Unit Development (PUD) and expanded the existing Antelope Village PUD by 1.04 acres to accommodate a planned 12-unit apartment building project at the northeast corner of N 24th Street and Q Street.
May 2020	Comprehensive Plan Conformance 20004 approved an amendment to the Antelope Valley Redevelopment Plan that identifies the Hepburn Square Redevelopment Project. The Project includes the redevelopment of the currently vacant northeast corner of 24th & Q Streets.
June 2020	Change of Zone 08066B approved an amendment to increase the boundary of the PUD and approve the 2236 R Street Redevelopment project which included infill housing and retention of an existing commercial use.

APPROXIMATE LAND AREA: 2 acres

Prepared by

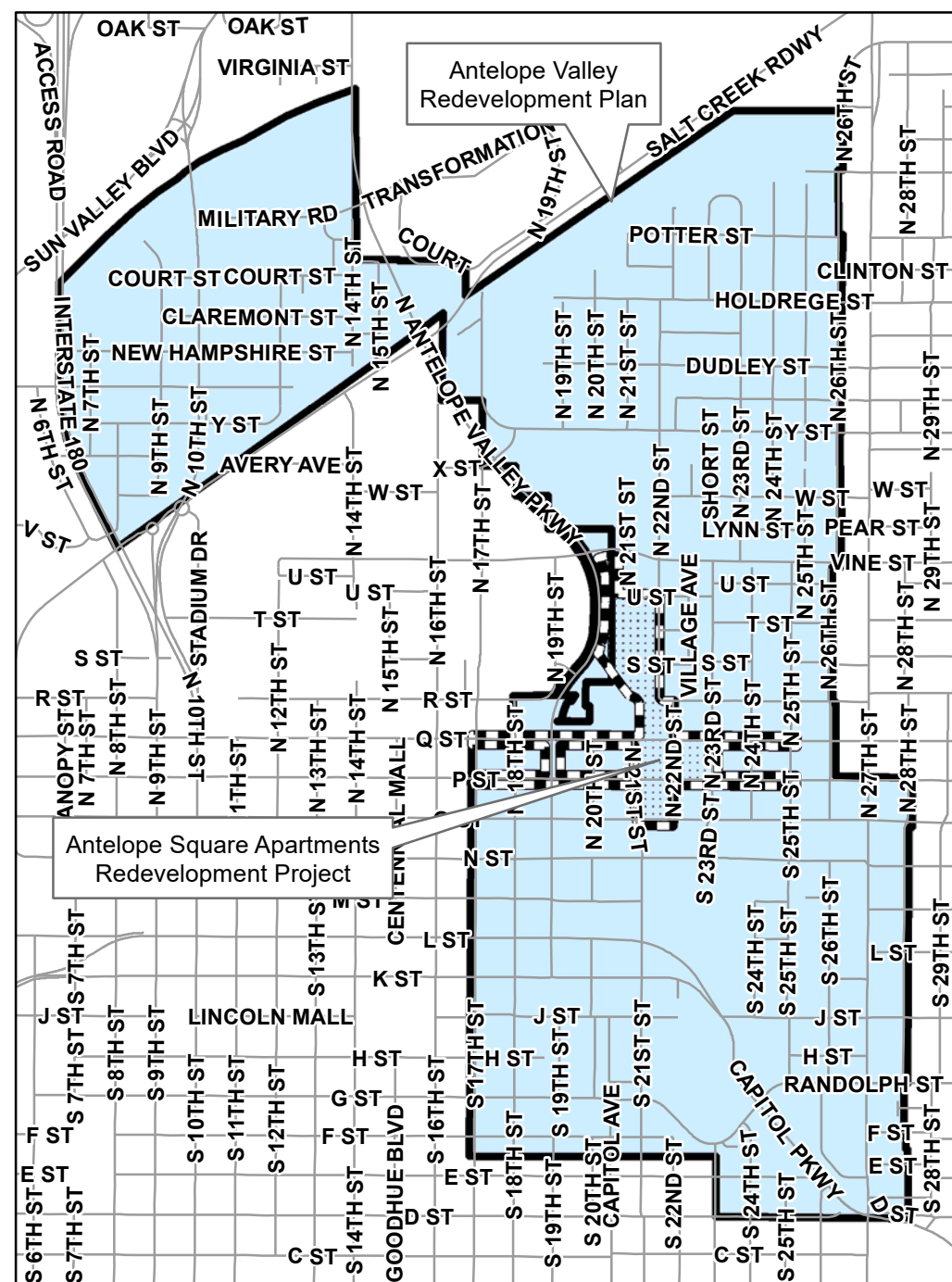
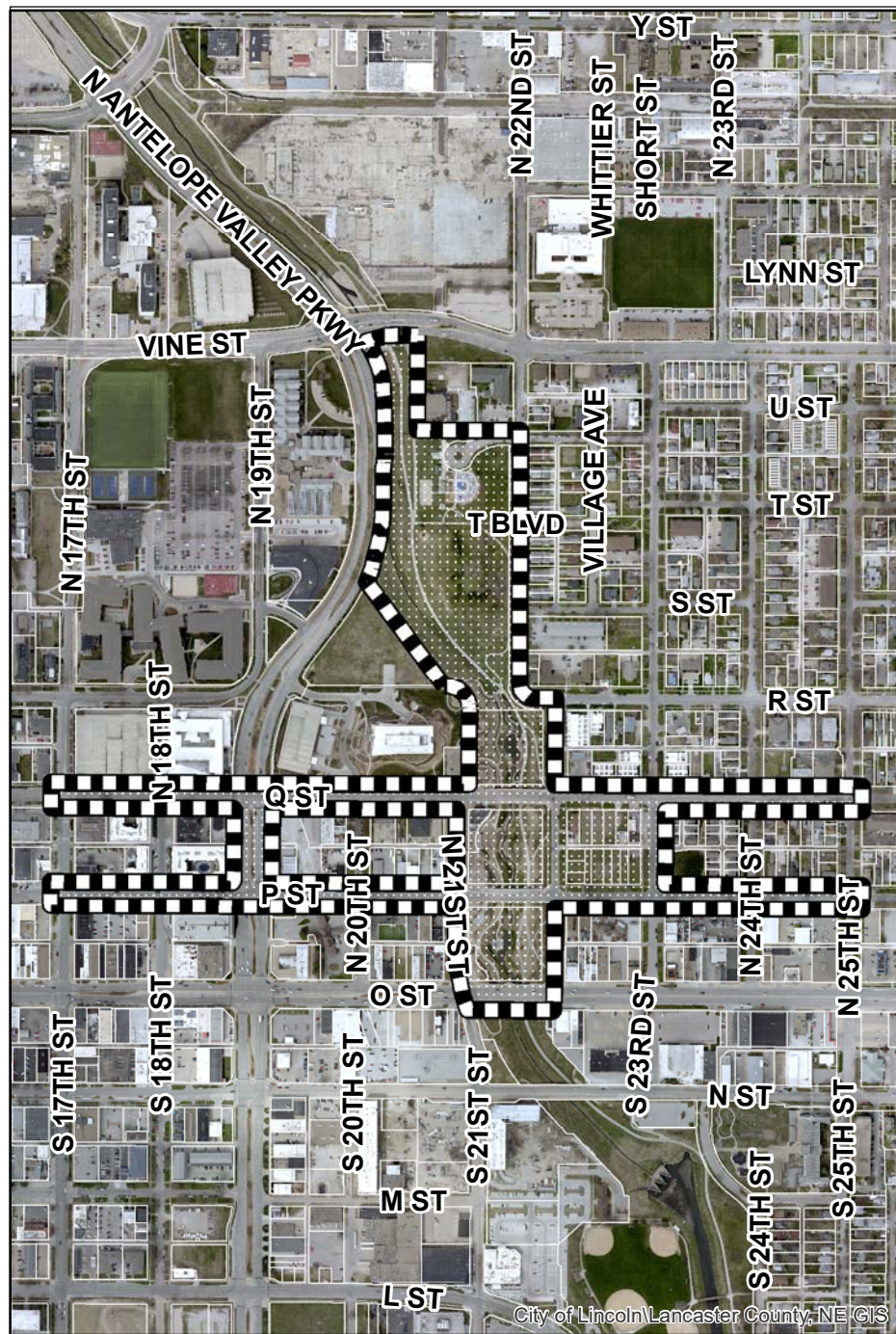
Stephanie Rouse, Planner
(402) 441-6373 or srouse@lincoln.ne.gov

Date: October 14, 2021

Applicant: Dan Marvin, Urban Development Department
City of Lincoln
555 S. 10th Street, Suite 205
Lincoln, NE 68508
(402) 441-7126 or dmarvin@lincoln.ne.gov

Contact: Ernie Castillo
555 S. 10th Street, Suite 205
Lincoln, NE 68508
(402) 441-7855 or ecastillo@lincoln.ne.gov

F:\DevReview\CPC\ \CPC1 Redevelopmenhttps://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CPC/21000/CPC21024 Antelope
Square Apartments.slr.docxt Plan Amendment.XXX.docx



Comprehensive Plan Conformance #21024

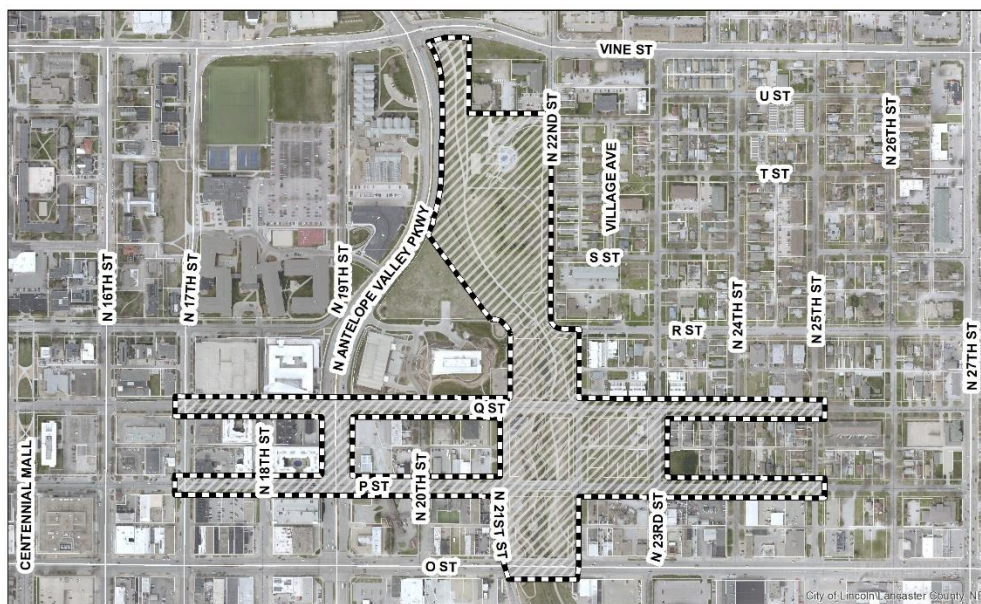
**Antelope Valley Redevelopment Plan
Antelope Square Apartments Redevelopment Project**




Antelope Square Apartments Redevelopment Project

1. Project Description

The Antelope Square Apartments Redevelopment Project (the “Project”) includes the redevelopment of a portion of one city block into 152 for rent apartments. The project will include a diversity of units from studios, one bedroom units, two bedroom units and two bedroom townhouse units. It will also include underground parking to serve the units. The Project is on the block bounded by 22nd Street, 23rd Street, Q Street and P Street. (See Project Area map, below.)

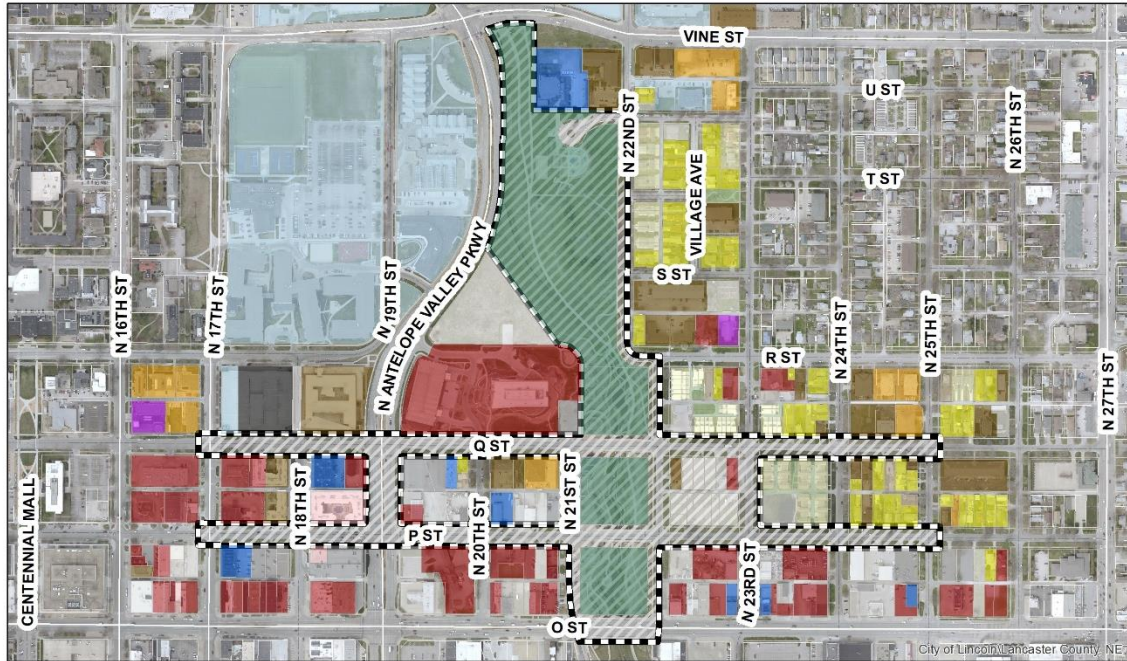


Antelope Square Apartments Redevelopment: Project Area

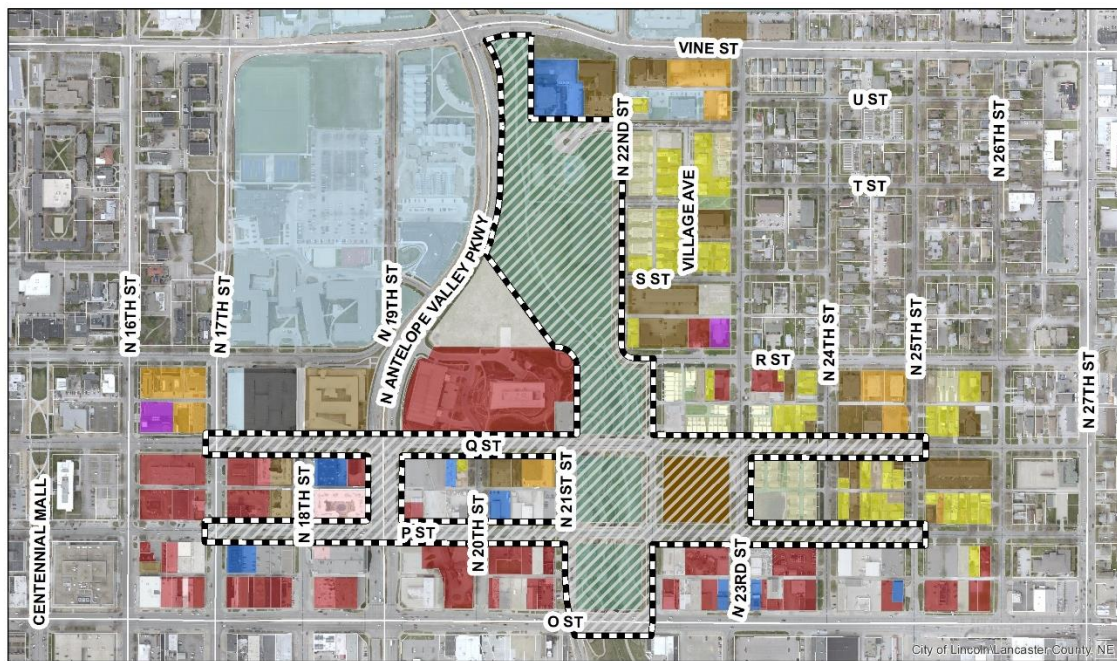
 Antelope Square Apartments

The Project area covers approximately 2.1 acres. The goal of this project is to strengthen the Lincoln community by providing in-fill residential dwelling units and opportunities for market rate and low income renters through the redevelopment of existing underutilized and deteriorating real property east of Downtown Lincoln. The Project will remove blighted and substandard conditions and will make positive contributions to the area. The Project will increase the security and safety in the Antelope Valley Redevelopment Area through the removal and redevelopment of certain blighted and substandard conditions. The existing land uses are residential, vacant and automotive repair. Surrounding land uses include residential, office, and park open space.

The Project is consistent with the goals of the *Antelope Valley Redevelopment Plan* and the *Downtown Master Plan* and is intended to support private sector residential development in this redevelopment area. Publicly funded redevelopment activities may include site acquisition, streetscape and other public area enhancements, energy efficiency improvements, façade enhancements, and other public improvements in the project area. The Project is consistent with the goals of the *Antelope Valley Redevelopment Plan* and the Antelope Valley Future Land Use Map, which identifies the area as medium density, a use which specifically encourages new mixed income housing projects. The project site is currently located in the Antelope Village Planned Unit Development (PUD). (See the Current Land Use Map and Future Land Use Map below.)



Antelope Square Apartments Redevelopment: Current Land Use



Antelope Square Apartments Redevelopment: Future Land Use

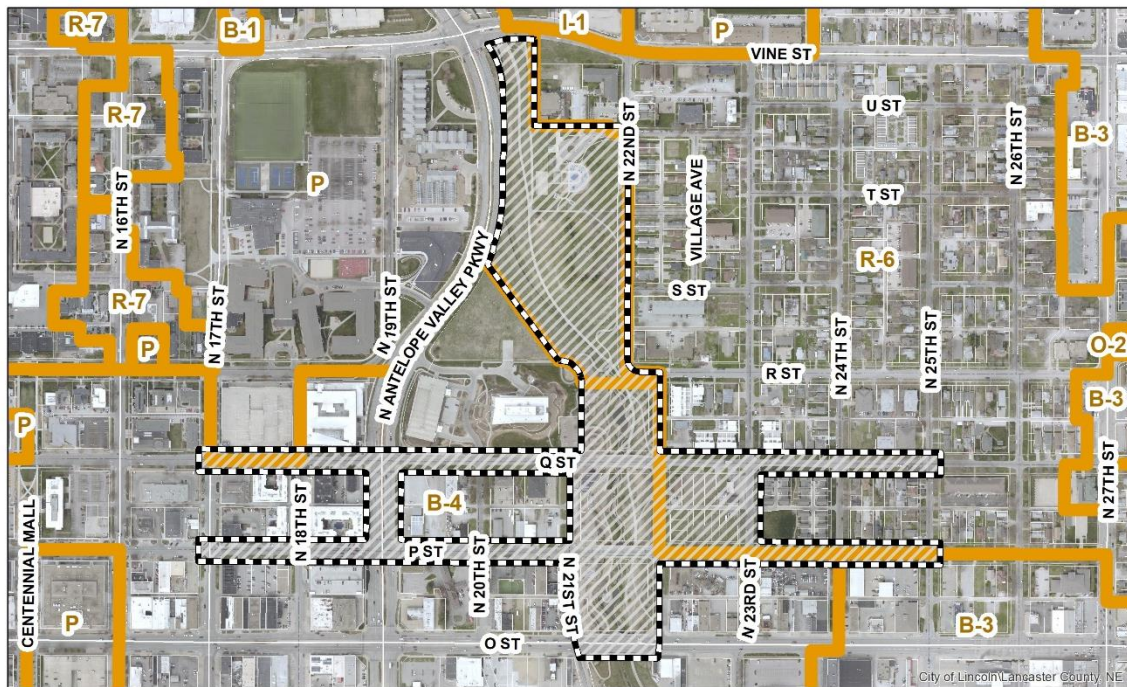


The Project consists of 152 total apartment units. The project will take up the entire block between P and Q Streets and 22nd and 23rd Street. The apartment project will also include 154 parking stalls on site underground and common areas on the first floor such as a business center, workout facilities, a pool area and meeting space for the public and residents.

2. Statutory Elements

• **Property Acquisition, Demolition, and Disposal:**

The proposed redeveloper currently controls the entire block of the project area, however, public land will be negotiated for sale to the developer through the redevelopment agreement process which will include the alley. Demolition will include clearing structures on the property, including any required environmental remediation and any necessary capping, removal or replacement of utilities and site preparation. (See the Current Zoning Map below).



Antelope Square Apartments Redevelopment: Zoning

Antelope Square Apartments Zoning



• **Population Density:** The Project will not have a significant impact on the project area's population density. The project areas population density will increase as the existing three commercial buildings will be removed as well as the prior nine single family houses and three multifamily apartments which included approximately twelve total apartments.

• **Land Coverage:** Land coverage and building density will be altered with construction of the Project. The project will consist of a 4 story area, a 3 story area and a 2 story section of the property which will blend into the neighborhood. There will be a lower level area with parking under the living space which will be a ring around the property. The parking will include 13 surface parking spots in the center of the courtyard. The center will also include a pool area and other tenant areas on the first floor as well as circulation to the garage and walkways.

- **Traffic Flow, Street Layouts, and Street Grades:** The project is not likely to result in a significant increase in traffic. There is no impact to street layouts or grades and no streets will be vacated. As part of the Project, the redeveloper intends to abandon the east/west alley between P and Q streets. The redeveloper plans to also add angled parking along 22nd Street in front of the new project.

- **Parking:** The Project will include underground parking for each unit along with shared driveways for each building. The Project will meet the 1 stall to 1 unit requirements for parking with the parking structure under the project as well as the surface stalls in the courtyard. The redeveloper also plans to add angled street parking along 22nd street as well as maintain the parallel parking along P, Q and 23rd Streets.

- **Zoning, Building Code, and Ordinances:** Zoning will remain unchanged as the existing PUD allows for the residential development that is being proposed. The PUD is being modified to allow the density of the project. The current PUD is split between two uses currently so the modified PUD will address the changes into one zoning district within the PUD. The Project will require the subdivision of the existing parcels and the project area will need to be re-platted.

3. Financing and Cost

Benefit Analysis

As required by Nebraska Community Development Law (Neb. Rev. Stat. 18-2113), the City has analyzed the costs and benefits of the proposed Project including:

- **Public Tax Revenues:**

The public investment of a projected \$5,500,000.00 will leverage the private investment of approximately \$26,500,000.00 resulting in approximately \$4.75 in private investment for every City TIF dollar spent. The assessed value of the property will increase by an estimated \$21,705,250.00. The Urban Development Department believes that the public improvements and enhancements proposed in this plan amendment would not occur “but for” the Tax Increment Financing generated by private redevelopment within the project area. Project improvements would not be achievable to the extent shown without TIF. Public investment may assist in site acquisition, demolition, and site preparation; design and construction of utility improvements; design and construction of streetscape and right-of-way improvements; façade enhancements; energy enhancements; and other public improvements and enhancements allowed under the Community Development Law.

- **Public Infrastructure and Community Public Services Needs Impacts and local tax impacts:** It is not anticipated the Project will have an adverse impact on existing public infrastructure or City services.

- **Employment Within & Outside the Redevelopment Project Area:** The Project will not have any adverse impact on employment within or outside the redevelopment project area.

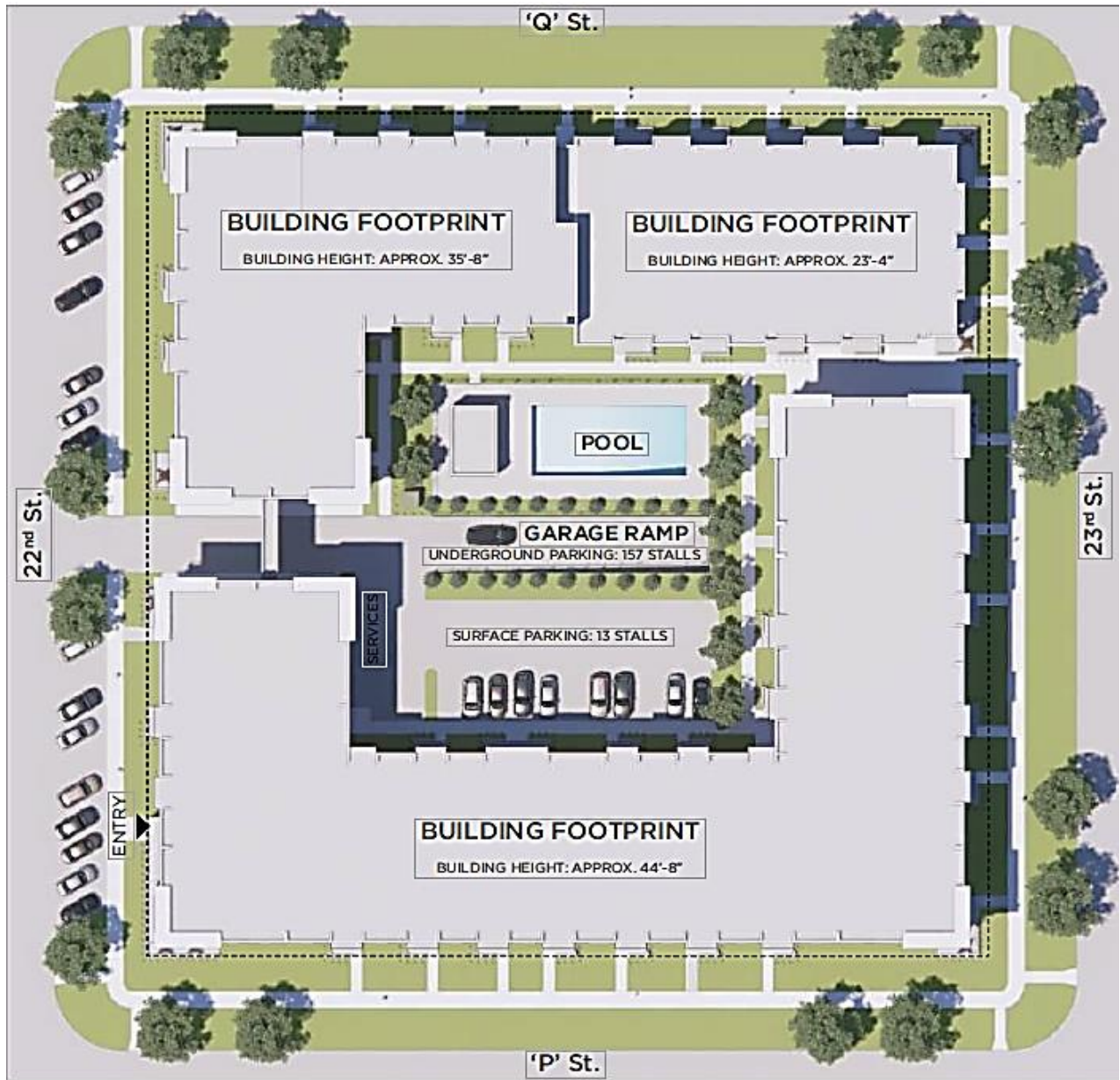
- **Impacts on Student Populations of the School District:**

Impacts on the Student populations of school districts within the City. The Project is not expected to have a material impact on student populations of school districts in the City of Lincoln. The Project consists of 152 residential dwelling units and some portion of these units may become occupied by families with children, however, it is unlikely that all or a majority of the units would be occupied

by families or that the number of children would have a material impact on the population of any school within the City.

• ***Other Impacts:*** The project will be a major improvement to the area and will increase the available housing opportunities within the Antelope Valley Redevelopment Area. The Project should have a positive impact on private sector businesses in the Redevelopment Area and the City and should encourage additional private development in and around the area. The Project is not anticipated to impose a burden or have a negative impact on other local area employers but should increase the need for services and products from existing businesses. While the use of tax increment financing will defer receipt of a majority of the incremental ad valorem real property taxes generated by the Project for up to 20 years, there will be additional revenue generated, including sales tax paid by the residents of the Project. Upon completion of the 20-year collection, the Lincoln community will benefit through the higher property tax payments.

Site Plan



SINCLAIR HILLE ARCHITECTS

August 3, 2021

MEETING RECORD

Advanced public notice of the Urban Design Committee meeting was posted on the County-City bulletin board and the Planning Department's website.

NAME OF GROUP:	URBAN DESIGN COMMITTEE
DATE, TIME AND PLACE OF MEETING:	Tuesday, August 3, 2021, 1:00 p.m., County-City Building, City Council Chambers, 555 S. 10 th Street, Lincoln, NE.
MEMBERS IN ATTENDANCE:	Mark Canney, Emily Deeker, Jill Grasso, Peter Hind and Tom Huston; (Gil Peace and Michelle Penn absent).
OTHERS IN ATTENDANCE:	Stacey Hageman and Teresa McKinstry of the Planning Dept.; Todd Ogden; Brett West; Michael Penn; and other interested citizens.

Acting Chair Huston called the meeting to order and acknowledged the posting of the Open Meetings Act in the room.

Huston introduced the newest member of the Committee, Jill Grasso.

Huston then called for a motion approving the minutes of the regular meetings held May 4, 2021, June 1, 2021 and July 6, 2021. Motion for approval made by Hind, seconded by Canney and carried 5-0: Canney, Deeker, Grasso, Hind and Huston voting 'yes'; Peace and Penn absent.

DIGITAL KIOSK AT 14TH & P

Members present: Canney, Deeker, Grasso, Hind and Huston; Peace and Penn absent.

Todd Ogden appeared. He stated this application is for a digital kiosk in downtown. They were able to encumber some of their funds that would have been used for other items such as Zoofest for example, that didn't happen due to the Covid pandemic. He believes this fits with supporting our businesses. He showed a model of the kiosk that they have ordered. It will be either silver or dark silver colored. Most of the kiosk is the digital element itself. It is set up to promote events going on and a business directory. It will work with the website. There could also be some dynamic features. Nanonation is the company doing the kiosk. Given the proposed location, this is the only location on 'P' Street where there isn't a light pole. This is one of the most heavily trafficked intersections due to University of Nebraska Lincoln (UNL) traffic.

Huston inquired where this will be located in the right-of-way. Ogden responded that they have met with Lincoln Transportation and Utilities (LTU) and Urban Development and it was determined it would fit within LTU's height ordinance. He showed the location on a map.

Canney asked if the kiosk will be one sided or two. Ogden believes two. It would be set up for one person or two to use at the same time. Canney asked if the Downtown Lincoln Association (DLA) will keep up the programming or will this duty fall onto Nanonation. Ogden replied it will be the responsibility of DLA. This will be owned by the City, but the DLA will purchase the programming and program the events and information.

Hind sees that this would take the place of a light pole location. He questioned why it can't be off to one side. Why does it have to be in the middle? Ogden doesn't think there is a preference on their end. He believes this is due to LTU location of utilities. They will continue to work LTU on the location. Hind sees two stone benches at the corner. This could make it somewhat congested. We want to make sure this area has a good relationship with snow removal. Ogden stated that DLA does the snow removal for intersections and Americans with Disabilities Act (ADA) ramps. This would be a DLA snow removal location. Hind would like to see this closer to the pedestrian area. Ogden agrees if LTU would allow it.

Huston asked about graffiti removal. Ogden stated they have a graffiti removal machine that they use in other areas.

Canney inquired if a camera is involved in the kiosk to see who is using it or if someone is vandalizing it. Ogden is not aware of any camera. Canney knows there have been some instances of happenings downtown.

Canney asked if there is a speaker in the kiosk. Ogden believes there is an option for a speaker if utilities allow it. The wattage and voltage need to be in place for it to be connected property.

Deeker wondered about the life span of the screen and components. Ogden believes it is ten years. He believes some of the panels can be replaced. He thinks Nanonation has done the Nebraska Crossing signs in Gretna, NE and they have lasted longer than anticipated.

Canney asked if the goal is to replace other kiosks with this. Ogden believes perhaps at some point, with the redesign of 'O' Street. It would be nice to have a digital kiosk. There would be a lot more hoops to go through with the Haymarket historic district. He would like to see one per district such as the Telegraph District, Haymarket District, etc.

Huston believes this could be a first step in event marketing. Ogden stated they did a survey that found more people want to know what is happening downtown. This could be huge and a strategic element.

ACTION:

Deeker moved approval with an amendment suggesting that Lincoln Transportation and Utilities or Downtown Lincoln Association investigate placing the kiosk in the seating area outside the main traffic way, seconded by Hind and carried 5-0: Canney, Deeker, Grasso, Hind and Huston voting 'yes'; Peace and Penn absent.

ANTELOPE VALLEY MULTI-FAMILY PROJECT UPDATE

Members present: Canney, Deeker, Grasso, Hind and Huston; Peace and Penn absent.

Brett West with Assurity is the developer on the project, along with Brester Construction and CIP. He was able to acquire the seven plex on the corner. It is under contract. This is a collaboration.

Michael Penn stated they presented this application at the June 2021 Urban Design Committee meeting. At that time, this little piece of property was not part of the project. This is to update the committee on the changes. They are now going to fold this piece into the project. They have added 24 additional apartments along with some additional parking. There will be 170 parking spots altogether. There will also be some street parking. On the full length of the west block, they are proposing the diagonal parking be extended the full length of the block. A three story building is being proposed for that block. Traffic is being kept as far to the west as possible. Previously, there was a two story project that faced north. We slid that building to the right and connected it. The structures are similar. This project is not taller from what was previously proposed, just more units. The aesthetic of the project hasn't changed from the last time they presented to this committee. The materials haven't changed either. There will be two story lofts at the corner. He showed the entrance. Overall, he believes this is the same project that was previously presented. He feels this has moved in a good direction.

Huston understands the project has grown by 24 units. He inquired what the final count is for units. Penn responded 152. There is still more parking within the boundaries than units. Huston thinks completion of the block is a great thing. He pointed out how hard it is to complete an entire block.

Canney appreciates the assemblage and the development of this block. This is a positive step. With regard to parking with Union Plaza across the street, he wondered if this parking will be reserved for occupants or the public. Penn responded there is public parking to the west. This will this have the same restrictions as downtown. This will be open primarily for folks visiting. Residents will park underground.

Huston asked if the applicant is comfortable with the parking ratio. West replied the ratio is around 1:1. There is a lot of street parking around this. Huston believes that part of the beauty of adding density to downtown is that you don't have to have a car. It is part of the package for reduction of parking stalls for multi-family.

Hind inquired if there will be an elevator. West responded yes. The area to the right is a direct entry to the units. By creating a bridge, the move ins and move outs are handled. Hind asked if these will be all rental. West replied yes.

Huston stated that increasing density is exactly what we want. Hind likes the looks of the building from edge to edge. It is fully utilizing the property.

West stated there will be amenities for the tenant, no retail. This is part of a package that went to the State to apply for a low income housing grant. We put in a community room that could be rented for events.

Huston appreciates the applicant coming back to show the changes. This is what we want near downtown.

ACTION:

Hind moved approval of the project as presented , seconded by Huston and carried 5-0: Canney, Deeker, Grasso, Hind and Huston voting 'yes'; Peace and Penn absent.

West stated they are waiting for the grant to be approved. They can't do anything until that is done. They hope to get a shovel in the ground at the end of this year. They anticipate it being 18 months from then that this will open.

Huston thinks this looks good. The other committee members agreed.

There being no further business, the meeting was adjourned at 1:35 p.m.

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

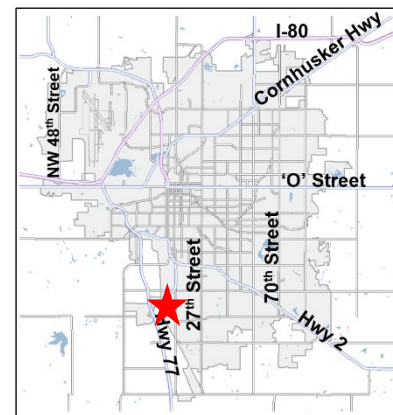
FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Special Permit #531H	FINAL ACTION? Yes	DEVELOPER/OWNER Yankee Hill Townhomes
PLANNING COMMISSION HEARING DATE October 27, 2021	RELATED APPLICATIONS None	PROPERTY ADDRESS/LOCATION Maple View Drive and Carlton Drive

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for an amendment to the Wilderness View Townhomes subarea of the Salt Valley View Community Unit Plan (CUP) to add 17.88 acres to the CUP boundary and increase the number of dwelling units in the Wilderness View Townhomes subarea from 174 to 218. Waivers are requested to street design and to allow more than 40 dwelling units with one access in and out.



JUSTIFICATION FOR RECOMMENDATION

Attached single family residential is an appropriate land use for this site. Subject to the conditions of approval, the proposal is in conformance with the Comprehensive Plan. The waiver for number of units on a dead-end street is acceptable because there are no feasible locations to add a second access. A second access to Warlick Boulevard is required as a condition prior to final platting. This is a continuation of a previous condition of approval to increase resident and emergency access for the entire CUP. The waivers to street design are necessary due to constraints such as steep grades.

APPLICATION CONTACT

Mike Eckert
(402) 434-8494
meckert@civildg.com

STAFF CONTACT

Rachel Christopher
(402) 441-7603
rchristopher@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The request is consistent with the 2040 Comprehensive Plan, which identifies future urban density residential land uses and supports a mix of housing types to serve a diverse population. The proposed development provides for approximately 2.5 dwelling units per acre, which is below the typical urban density but the boundary includes a large amount of unbuildable area with steep topography, floodplain, and a conservation easement.

WAIVERS

1. Allow more than 40 units on a permanent dead-end street. (Recommend Approval)
2. Waive cul-de-sac turnarounds on both ends of S. 7th Street (shown on plans as S. 8th Street) (Recommend Approval)
3. Allow a non-standard cul-de-sac for Maple View Court. (Recommend Approval)

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

P. 12.3 - This site is shown as future urban density residential on the 2040 Lincoln Area Future Land Use Plan.

P. 12.4 - Urban Residential. Multi-family and single family residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre.

P. 7.2 - Neighborhoods & Housing Guiding Principles

- Encourage public investment in neighborhood infrastructure and services such as parks, pools, libraries, and neighborhood business districts.
- Distribute and preserve affordable housing throughout the community to be near job opportunities and to provide housing choices within existing and developing neighborhoods.
- Make available a safe residential dwelling for all citizens.
- Provide a wide variety of housing types and choices for an increasingly diverse and aging population.
- Provide flexibility to the marketplace in siting future residential development locations.
- Strive for predictability for neighborhoods and developers for residential development and redevelopment.
- Encourage acreages to develop in appropriate areas and preserve farmland.

P. 7.4 - Strategies for Neighborhoods and Housing

- Discourage residential development in areas of environmental resources such as endangered species, saline wetlands, native prairies, and in floodplain corridors.
- Encourage preservation or restoration of natural resources within or adjacent to development.
- Encourage substantial connectivity and convenient access to neighborhood services (stores, schools, parks) from residential areas.
- Incorporate interconnected networks of streets, transit, trails, and sidewalks with multiple connections within and between neighborhoods and commercial centers to maximize access and mobility to provide alternatives to and reduce dependence upon the automobile.
- Provide sidewalks on both sides of all streets, or in alternative locations as allowed through design standards or review process.

P. 7.4-7.8 - Strategies for Developing Neighborhoods

- Encourage new development to achieve densities greater than five dwelling units per gross acre.

ANALYSIS

1. This is a request to amend the Wilderness View Townhomes subarea of the Salt Valley View CUP to add 17.88 acres with 44 additional dwelling units. The units will be single family attached dwellings. The area being added to the CUP is located south of the existing Wilderness View townhome development and bounded by Wilderness Park on the west and Densmore Park on the south.
2. The site is within City limits. The existing R-2 Residential zoning will remain. The Design Standards for Community Unit Plans allow up to 5.80 dwelling units per acre in the R-2 district. The 17.88-acre application area would allow up to 103 dwelling units which includes 59 leftover units as unassigned. All streets will be private. Much of the west side is under conservation easement and floodplain and is unbuildable.
3. The dwellings appear to meet the recommended spacing of 300 feet from the railroad tracks on the west side. There will be a buffer area between the tracks and the residential lots within the conservation easement that is not proposed for development.
4. The Rock Island trail is adjacent to the boundary on the south side. A trail connector sidewalk will be installed and maintained by the developer. Details of the trail connection will be determined in future meetings between the developer and the Parks and Recreation Department.
5. There is currently only one street access point at Creekside Trail providing ingress and egress to Warlick Boulevard for the entire residential area south of Warlick Boulevard including the Ruskin Place Apartments. It has long been recognized that a second access to Warlick Boulevard is needed. This was also a previous condition in the CUP to work towards getting the driveway completed. The appropriate access is a private driveway connection through the

Ruskin Place apartments private roadway across the adjacent property to the northeast owned by Information Technology, Inc. to Warlick Boulevard. Most of the driveway on the Information Technology, Inc. property has already been constructed. The remaining connection over to the Ruskin Place Apartments is required prior to final platting the new proposed lots. The apartment owner would not be allowed to close or block the access. A public access easement over the portion of the connection through Ruskin Place Apartments would be required if and when they request a planning action in the future.

6. Waivers are requested to the Subdivision Ordinance and Urban Public Street Design Standards.

Waiver to Section 26.23.080 to allow more than 40 dwelling units on a permanent dead-end street.

The proposed units can only be accessed through one way in and out, Maple View Court. The Subdivision Ordinance limits the number of dwellings on a dead-end street to provide more than one route of entry and exit from a development. The waiver is appropriate of the minor increase above 40 units (44 units are proposed) and because a second street connection is not possible at this location. To the west is conservation easement and steep grades down to an active rail line and to the south and east is Densmore Park. The potential to add a street connection to Densmore Park was explored but was not supported by the Parks and Recreation Department.

Waiver to Section 26.23.080 to provide cul-de-sac turnarounds on the ends of S. 7th Street (shown on the plans as S. 8th Street).

The waiver is appropriate because the steep topography limits the buildable area and feasibility of constructing full turnarounds. Perpendicular parking stalls are provided on 7th Street to permit orderly vehicle turnarounds. Lincoln Fire and Rescue (LFR) vehicles would need to back down the street in order to exit; however, LFR does not oppose the layout considering the circumstances and relatively short street length.

Waiver to the Private Roadway Design Standards to allow a non-standard cul-de-sac for Maple View Court.

Waivers to the private roadway design standards were needed to fit the cul-de-sac in the available space. Both roadway waivers are supported by Lincoln Transportation and Utilities (LTU).

7. A condition of approval would require screening on the north end of S. 7th Street to screen the backyards of the houses to the north from vehicle headlights. It is standard requirement when a new vehicle turnaround abuts existing residences.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Prairie Bowman Archery Club; R-2

SURROUNDING LAND USE & ZONING

North: Attached single family dwellings; R-2 and R-4

South: Densmore Park; P

East: Densmore Park and single family dwellings; P and R-1

West: Railroad tracks and Wilderness Park; AG and P

APPROXIMATE LAND AREA: 17.88 acres

LEGAL DESCRIPTION: Lot 29 I.T., located in the SE 1/4 of Section 14-9-6 and Lot 48, I.T., located in the SW 1/4 of Section 14-9-6, Lincoln, Lancaster County, Nebraska.

Prepared by

Rachel Christopher, AICP

Date: October 18, 2021

Owner/Applicant: Yankee Hill Townhomes, LLC
8410 Executive Woods Drive, Suite F
Lincoln, NE 68512
(402) 904-7800
blake@tuscan-y-townhomes.com

Contact: Civil Design Group, Inc.
8535 Executive Woods Drive, Suite 200
Lincoln, NE 68512
(402) 434-8494
meckert@civildg.com

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/SP/SP531H Wilderness View Townhomes.rkc.docx>

APPLICATION HISTORY - SPECIAL PERMIT #531H

Jul. 1964	Special Permit #283 for Salt Valley View CUP was approved by the City Council.
Jun. 1971	Special Permit #531 to amend Special Permit #283, Salt Valley View CUP, to provide an increase of 49 units in the CUP from 715 dwelling units to 764 units was approved by the City Council.
Jun. 1971	Special Permit #554 to amend the Salt Valley View CUP by adding 270 units (Ruskin Place Apartments) was approved by the City Council.
Jun. 1981	Special Permit #531D to amend Special Permit #283, Salt Valley View CUP, by increasing the total number of units in the CUP to 741 units was approved by the City Council.
Aug. 1981	Special Permit #531E to amend the Salt Valley View CUP to allow an increase in density of 63 units was approved by the City Council.
Feb. 1985	Administrative Amendment #445 to void Special Permit #531E, revert back to Special Permit #531B and delete Lot 70 I.T. from the CUP was approved by the Planning Director.
Jul. 2002	Administrative Amendment #02046 to Special Permit #531D to add two units to the Salt Valley View CUP was approved by the Planning Director.
May 2003	Administrative Amendment #03026 to Special Permit #531D to add one unit was approved by the Planning Director.
Nov. 2006	The Planning Commission approved Special Permit #531F to amend the Salt Valley View Community Unit Plan to add the Wilderness View Subarea that allowed 162 dwelling units, waived the required minimum lot width and minimum lot area, and reduced the rear yard to 20 feet. It also allowed sanitary sewer to run against street grades.
Jun. 2010	The Planning Director approved Administrative Order No.10018 to permit the construction of 8 additional dwelling units for a total of 62 units in the Wilderness View Townhome subarea to be built prior to the construction of the road connection between Norwood Drive and Warlick Boulevard.
Dec. 2010	The Planning Commission approved Special Permit #531G adding 4.77 acres and increasing the dwelling units in the Wilderness View Townhomes subarea from 152 to 174.

CONDITIONS OF APPROVAL - SPECIAL PERMIT #531H

Per Section 27.63.320 this approval permits the addition of 17.88 acres to the Community Unit Plan and an increase in proposed dwelling units in the Wilderness View Townhomes subarea from 174 to 218, with waivers to allow more than 40 units on a permanent dead-end street, waive the requirement to provide turnarounds on both ends of S. 7th Street, and allow a non-standard cul-de-sac for Maple View Court.

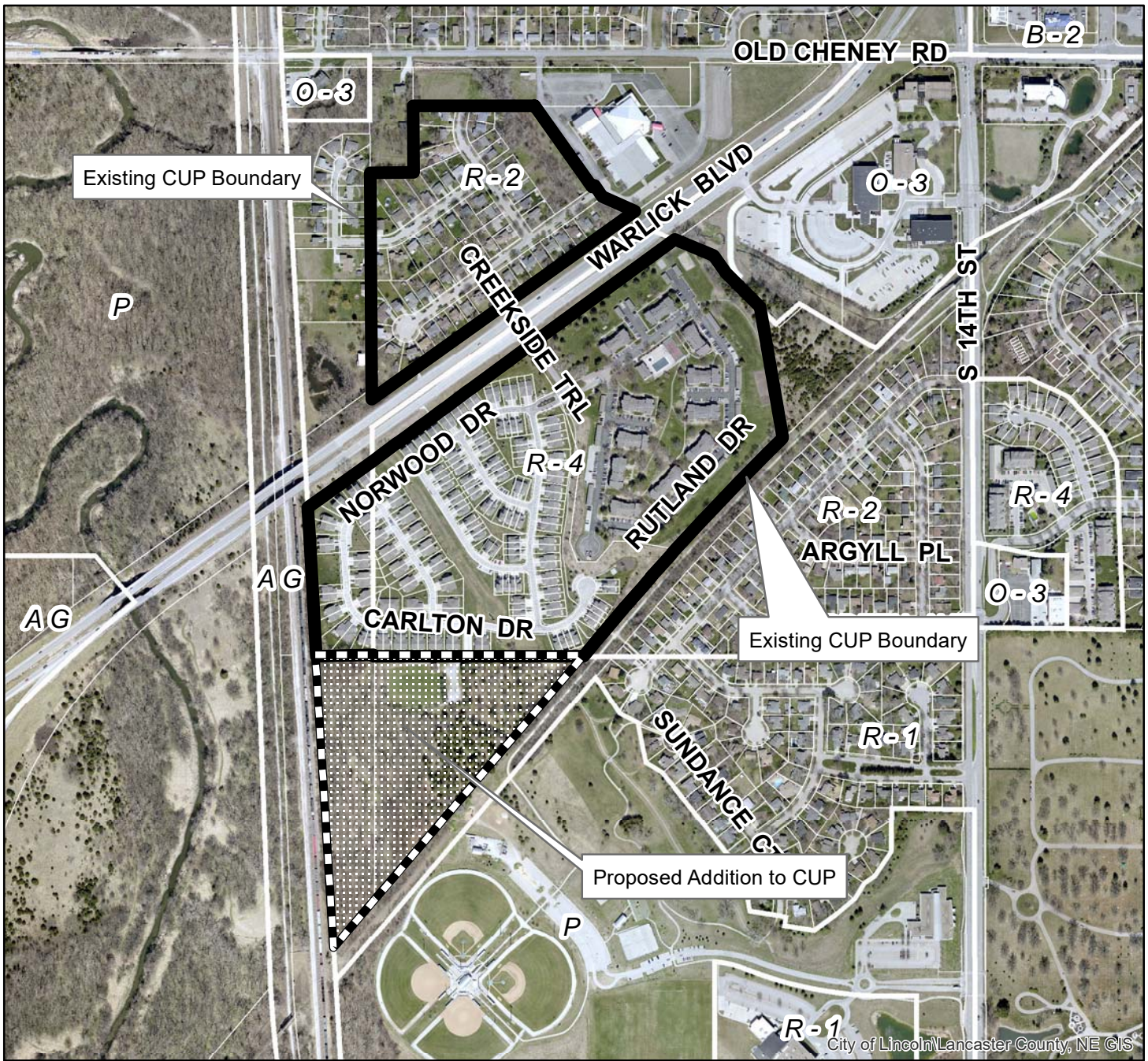
Site Specific Conditions:

1. Before a final plat is approved the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 2 copies with all required revisions and documents as listed below:
 - 1.1 Update the Project Location exhibit to include the new area.
 - 1.2 Change the name of S. 8th Street to S. 7th Street.
 - 1.3 Delete waiver #3 from the list of Approved Waivers as the standard minimum rear yard setback is 20 feet.
 - 1.4 Update the list of Approved Waivers.
 - 1.5 Show a driveway access from Norwood Drive in the Ruskin Place Apartments property to Warlick Boulevard connecting to the driveway on Lot 1, Brookridge First Addition.
 - 1.6 Update Note 18 to read, "No final plats shall be approved for area being added to the CUP with Special Permit #531H until the secondary access from Norwood Drive to Warlick Boulevard is constructed. Access through the Ruskin Place Apartments property must remain open."
 - 1.7 Add a note that reads, "Prior to approval of final plats, an approved demolition permit is required for the building at 6333 Maple View Drive."
 - 1.8 Add a note that reads, "Screening is required along the north end of S. 7th Street using the Design Standards for Screening and Landscaping, Section 7.4."
 - 1.9 Revise the label for the future trail connection to read, "Future trail connection to be designed and constructed by the developer to the satisfaction of Parks and Recreation."
 - 1.10 Address the following comments to the satisfaction of Watershed Management:
 - 1.10.1 Provide a Water Quality Maintenance Agreement for review.
 - 1.10.2 Submit information on existing contours.
 - 1.10.3 Submit additional culvert information.
 - 1.10.4 Demonstrate that the 100 Year Flow Path is contained.
2. Final plat(s) is/are approved by the City.

Standard Conditions:

3. The following conditions are applicable to all requests:
 - 3.1 Before occupying the dwelling units all development and construction shall substantially comply with the approved plans.

- 3.2 All privately-owned improvements, including landscaping and recreational facilities, shall be permanently maintained by the Permittee or an appropriately established homeowners association approved by the City.
- 3.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters be in substantial compliance with the location of said items as shown on the approved site plan.
- 3.4 The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.
- 3.5 The applicant shall sign and return the letter of acceptance to the City Clerk. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefor to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.
- 3.6 The site plan as approved with this resolution voids and supersedes all previously approved site plans, however all prior resolutions approving this permit remain in full force and effect as specifically amended by this resolution.

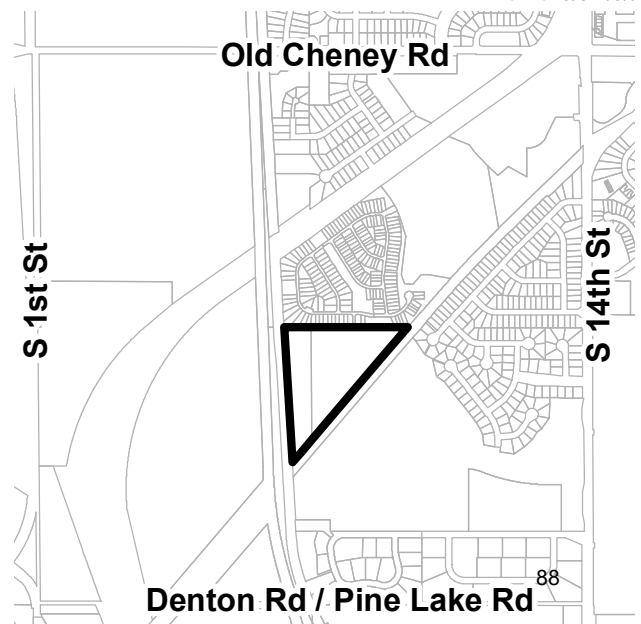
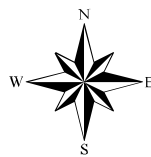
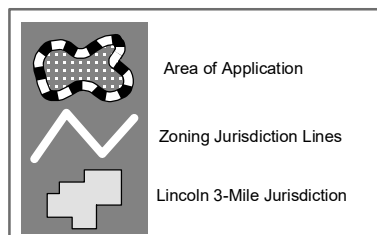


Special Permit #: SP531H
Wilderness View Townhomes CUP
Maple View Dr & Carlton Dr

Zoning:

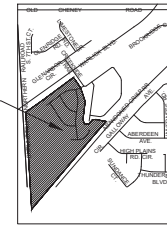
R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-7	Residential Transition District
B-1	Local Business District
B-2	Planned Neighborhood Business District
B-3	Commercial District
B-4	Lincoln Center Business District
B-5	Planned Regional Business District
H-1	Interstate Commercial District
H-2	Highway Business District
H-3	Highway Commercial District
H-4	General Commercial District
I-1	Industrial District
I-2	Industrial Park District
I-3	Employment Center District
P	Public Use District

One Square Mile:
 Sec.14 T09N R06E



Civil Design Group, Inc.
8535 EXECUTIVE WOODS DR., SUITE 200
LINCOLN, NEBRASKA 68512
Ph. 402-434-6484 Fax 866-215-8747
www.civldg.com

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ENGINEER:
CIVIL DESIGN GROUP, INC.
8535 EXECUTIVE WOODS DRIVE
SUITE 200
LINCOLN, NE 68512
402/476-1111

SURVEYOR:
ALLIED SURVEYING AND MAPPING, INC.
6120 S. 58TH STREET
SUITE 'A'
LINCOLN, NE 68516
(402)434-2686

SHEET INDEX:	
COVER SHEET	1
SITE PLAN	2
ENLARGED SITE/UTILITY PLAN	3
GRADING/DRAINAGE PLAN	4
PRELIMINARY STREET PROFILES	5

TOTAL ACRES (SALVAGE VEGET. C/P. BOUNDARY)	+ 126.60 ACRES
TOTAL 28.76 ACRES/50.00 DWELLING UNITS/2AC	+452 DWELLING UNITS
R-4. 45.34 ACRES/1.13 (10) DWELLING UNITS/AC	+676 DWELLING UNITS
TOTAL DWELLING UNITS ALLOWED	+ 1,128 DWELLING UNITS
EXISTING DWELLING UNITS (NORTH OF OLD CHENEY RD.)	= 344 DWELLING UNITS
EXISTING DWELLING UNITS (JURSON PLACE RIGHT-OF-WAY)	= 270 DWELLING UNITS
EXISTING DWELLING UNITS (THE MEADOWS)	= 100 DWELLING UNITS
TOTAL EXISTING DWELLING UNITS	= 714 DWELLING UNITS
TOTAL PROPOSED DWELLING UNITS SHOWN (WILDERNESS VIEW TOWNHOMES)	= 152 DWELLING UNITS
TOTAL DWELLING UNITS (EXISTING + PROPOSED)	= 866 DWELLING UNITS
UNASSIGNED UNITS	= 262 DWELLING UNITS

ADD LOT 45 I.T.	
R-2: 4.77 ACRES X 5.8 DWELLING UNITS/AC	= 27 ADDITIONAL DWELLING UNITS
TOTAL ADDITIONAL ADDITIONAL DWELLING UNITS SHOWN	= 22 DWELLING UNITS SHOWN
UNASSIGNED UNITS	= 267 DWELLING UNITS

ADD LOT 29 IT & 48 IT	
R-2: 17.88 X 5.8 DWELLING UNITS/AC	= 103 ADDITIONAL DWELLING UNITS
TOTAL ADDITION DWELLING UNITS SHOWN	= 44 DWELLING UNITS SHOWN
UNASSIGNED UNITS	= 326 DWELLING UNITS

RAY FARLEY ADDITION
SALT VALLEY VIEW
GERALDS REPLAT
A PORTION OF LOTS 2 & 3, BLOCK 1, WILDERNESS ESTATES
THE MEADOWS
THE MEADOWS FIRST ADDITION
LOT 91, NE 1/4 OF SECTION 14, T9N, R9E
WILDERNESS VIEW TOWNHOMES
WILDERNESS VIEW TOWNHOMES FIRST ADDITION

A SURVEY COMPOSED OF LOT 48 IRREGULAR TRACTS (SOUTHWEST QUARTER) AND LOT 29 IRREGULAR TRACTS (SOUTHEAST QUARTER), LOCATED IN SECTION 14, TOWNSHIP 9 NORTH, RANGE 6 EAST, OF THE 6TH P.M., LINCOLN, LANCASTER COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

REFERRING TO THE WEST QUARTER CORNER OF SECTION 14, THENCE EAST, ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 14, ON AN ASSUMED BEARING OF N 89°54'09" E FOR A DISTANCE OF 2385.62 TO A POINT ON THE EAST RIGHT-OF-WAY LINE OF THE BURLINGTON NORTHERN & SANTA FE RAILROAD, SAID POINT BEING THE NORTHWEST CORNER OF LOT 48 IRREGULAR TRACTS, SAID POINT ALSO BEING THE POINT OF BEGINNING.

THENCE N 84°50'49" E, ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 14 AND ON THE NORTH LINE OF LOT 48 IRREGULAR TRACTS, FOR A DISTANCE OF 293.617 FEET TO THE POINT OF BEGINNING; THENCE S 89°49'38" E, ALONG A CURVE WITH RADIUS OF 103.717 FEET, BEARING AN ARC OF 103.717 FEET TO THE NORTHEAST CORNER OF LOT 49 IRREGULAR TRACTS;

THENCE S 89°49'38" E, ON THE NORTH LINE OF THE SOUTHWEST QUARTER OF SECTION 14, CONTINUED, FOR A DISTANCE OF 103.717 FEET TO THE POINT OF BEGINNING; OR

THE NORTHEAST CORNER OF SAID LOT 29, SAID POINT BEING ON THE NORTHERLY EXTENSION OF THE WEST LINE OF SAID LOT 29, BEARING AN ARC OF 103.717 FEET TO THE EAST LINE OF SAID LOT 29, BEARING AN ARC OF 103.717 FEET TO THE POINT OF BEGINNING;

OR

THENCE S 67°03'04" W, ON THE NORTHERLY EXTENSION OF THE WEST LINE OF LOT 48, BEARING AN ARC OF 103.717 FEET TO THE POINT OF BEGINNING; OR

THE SOUTHWEST CORNER OF LOT 48, BEARING AN ARC OF 103.717 FEET TO THE SOUTH LINE OF SAID LOT 48, BEARING AN ARC OF 103.717 FEET TO THE POINT BEING ON THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 14, THENCE S 47°03'04" W, CONTINUED, FOR A DISTANCE OF 103.717 FEET TO THE POINT OF BEGINNING;







OR

CHICAGO ROCK ISLAND & PACIFIC RAILROAD FOR A DISTANCE OF 293.617 FEET TO THE POINT OF BEGINNING; OR

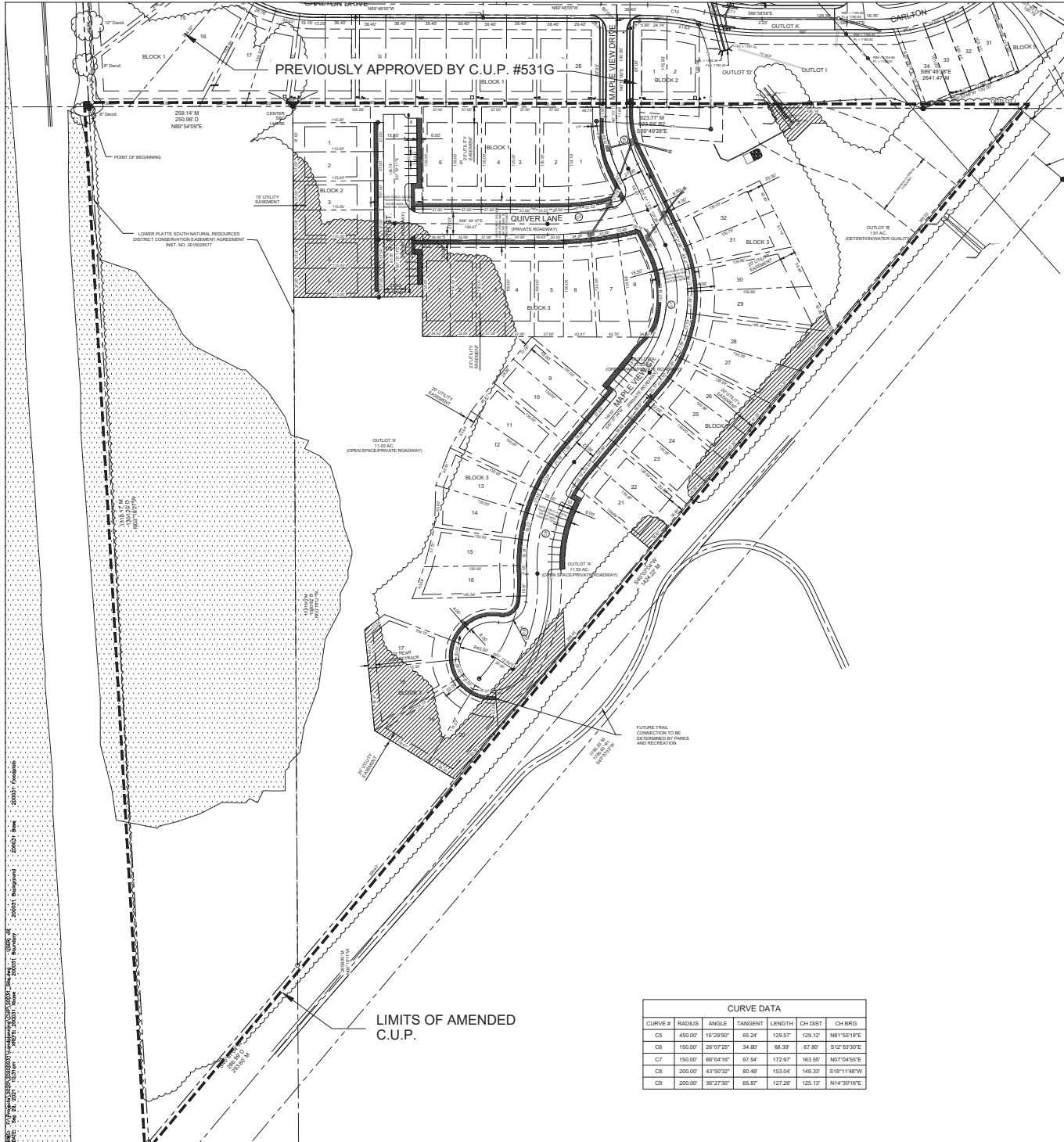
THE EAST LINE OF THE SOUTHWEST QUARTER OF SECTION 14, BEARING AN ARC OF 103.717 FEET TO THE EAST SIDE OF THE RIGHT-OF-WAY OF THE BURLINGTON NORFOLK AND SANTA FE RAILROAD, THENCE N 82°12'27" W, ON THE EAST SIDE OF THE RIGHT-OF-WAY OF THE BURLINGTON NORFOLK AND SANTA FE RAILROAD, BEARING AN ARC OF 103.717 FEET TO THE POINT OF BEGINNING, AND HAVING A CALCULATED AREA OF 17.88 ACRES MORE OR LESS.

SUBJECT TO ANY AND ALL EASEMENTS AND RESTRICTIONS OF RECORD.

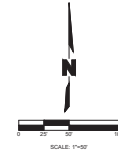
CURVE DATA						
CURVE #	RADIUS	ANGLE	TANGENT	LENGTH	CH DIST	CH BRG
C5	450.00'	16°29'50"	65.24'	129.57'	129.12'	N81°55'18"E
C6	150.00'	26°07'25"	34.80'	68.39'	67.80'	S12°53'07"E
C7	150.00'	66°04'16"	97.54'	172.97'	163.55'	N07°04'56"E
C8	200.00'	43°50'32"	80.49'	153.04'	149.33'	S08°11'48"W
C9	200.00'	36°27'30"	65.87'	122.26'	126.13'	N14°30'07"E

 PROPOSED ROW
 PROPOSED CENTERLINE
 COMMUNITY UNIT PLAN BOUNDARY
 PROPOSED SETBACK
 EASEMENT
 FOUND PROPERTY CORNER
 SET PROPERTY CORNER

PLEASE REFER TO APPROVED SP #531G
FOR INFORMATION OUTSIDE OF THE
LIMITS OF THE AMENDED C.U.P.



WILDERNESS VIEW TOWNHOMES FIRST ADD. AMENDED C.U.P. #531H



LEGEND

- C.U.P. BOUNDARY
- PROPOSED LOT LINE
- PROPOSED STREET CENTERLINE
- PROPOSED BUILDING ENVELOPE SETBACK
- PROPOSED EASEMENTS
- EXISTING WATER MAIN
- EXISTING SAN. SEWER
- PROPOSED WATER MAIN
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- EXISTING CURB INLET
- PROPOSED CURB INLET
- PROPOSED FIRE HYDRANT
- PROPOSED SANITARY MANHOLE
- EXISTING TREE MASS
- EXISTING TREE MASS TO BE REMOVED
- LIMITS OF FEMA 100 YEAR FLOODPLAIN

GENERAL NOTES

- ALL SANITARY SEWERS ARE TO BE 8" UNLESS OTHERWISE NOTED
- ALL WATER MAINS ARE TO BE 8" UNLESS OTHERWISE NOTED

CURVE DATA						
CURVE #	RADIUS	ANGLE	TANGENT	LENGTH	CH DIST	CH BRD
C5	450.00'	15°29'50"	55.24'	129.57'	129.12'	N81°55'18"E
C6	150.00'	26°07'25"	34.90'	66.39'	67.80'	S12°53'30"E
C7	150.00'	86°04'16"	97.54'	172.97'	163.56'	N07°04'50"E
C8	200.00'	43°50'32"	80.48'	153.04'	149.32'	S18°11'48"W
C9	200.00'	38°27'30"	65.87'	127.26'	125.13'	N14°30'16"E

REVISIONS

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WILDERNESS VIEW TOWNHOMES FIRST ADD. AMENDED C.U.P. #531H

LEGAL DESCRIPTION - WILDERNESS VIEW TOWNHOMES SUB AREA

A LEGAL DESCRIPTION OF A TRACT OF LAND COMPOSED OF "WILDERNESS VIEW TOWNHOMES FIRST ADDITION" (NORTHWEST QUARTER), "WILDERNESS VIEW TOWNHOMES FIRST ADDITION" (NORTHEAST AND NORTHWEST QUARTERS), LOT 48 (IRREGULAR TRACTS) (SOUTHWEST QUARTER) AND LOT 29 (IRREGULAR TRACTS) (SOUTHEAST QUARTER) ALL LOCATED IN SECTION 14, TOWNSHIP 4 NORTH, RANGE 4 EAST OF THE 6TH P.M. LINCOLN, LANCASTER COUNTY, NEBRASKA AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

REFERRING TO THE SOUTHWEST CORNER OF THE NORTHWEST QUARTER OF SECTION 14, THENCE EAST, ON THE SOUTH LINE OF THE NORTHWEST QUARTER OF SECTION 14, ON AN ASSUMED BEARING OF N 89°45'10" E FOR A DISTANCE OF 286.67 TO THE SOUTHWEST CORNER OF "WILDERNESS VIEW TOWNHOMES FIRST ADDITION", SAID POINT BEING THE POINT OF BEGINNING.

THENCE N 83°17'10" W, ON THE WEST LINE OF "WILDERNESS VIEW TOWNHOMES FIRST ADDITION" FOR A DISTANCE OF 84.47 TO THE NORTHWEST CORNER OF "WILDERNESS VIEW TOWNHOMES FIRST ADDITION";

THENCE ON THE NORTHWESTERLY LINES OF "WILDERNESS VIEW TOWNHOMES FIRST ADDITION" AND "WILDERNESS VIEW TOWNHOMES" THE FOLLOWING COURSES:

N 81°07'10" E FOR A DISTANCE OF 388.82;

THENCE N 83°20'14" E FOR A DISTANCE OF 840.41 TO THE NORTHEAST CORNER OF "WILDERNESS VIEW TOWNHOMES";

THENCE ON THE EASTERLY LINE OF "WILDERNESS VIEW TOWNHOMES" THE FOLLOWING COURSES:

S 89°15'50" E FOR A DISTANCE OF 152.75;

THENCE WITH A CURVE TURNING TO THE RIGHT WITH AN ARC LENGTH OF 188.85, WITH A RADIUS OF 415.02, WITH A CHORD BEARING OF S 26°52'15" E, WITH A CHORD DISTANCE OF 197.52;

THENCE S 18°38'30" E FOR A DISTANCE OF 306.00;

THENCE S 87°10'57" W FOR A DISTANCE OF 388.82;

THENCE S 21°54'34" E FOR A DISTANCE OF 93.22;

THENCE S 87°30'50" E FOR A DISTANCE OF 81.82;

THENCE N 49°49'55" E FOR A DISTANCE OF 122.22;

THENCE N 88°25'50" E FOR A DISTANCE OF 75.11;

THENCE S 79°18'12" E FOR A DISTANCE OF 207.45 TO THE MOST EASTERLY CORNER OF "WILDERNESS VIEW TOWNHOMES";

ON A CURVE TURNING TO THE LEFT WITH AN ARC LENGTH OF 438.97, WITH A RADIUS OF 1164.20, WITH A CHORD BEARING OF S 41°42'37" W, WITH A CHORD DISTANCE OF 438.97, TO THE SOUTHWEST CORNER OF LOT 29 (IRREGULAR TRACTS);

THENCE S 47°09'10" W, ON THE SOUTHWESTERLY LINE OF LOT 29 (IRREGULAR TRACTS), FOR A DISTANCE OF 1424.17 TO THE SOUTHEAST CORNER OF LOT 48 (IRREGULAR TRACTS);

THENCE S 48°10'04" W, ON THE SOUTHWESTERLY LINE OF LOT 48 (IRREGULAR TRACTS), FOR A DISTANCE OF 203.80 TO THE SOUTHWEST CORNER OF SAID LOT 48;

THENCE N 81°12'27" W, ON THE WEST LINE OF LOT 48 (IRREGULAR TRACTS), FOR A DISTANCE OF 135.16;

TO THE POINT OF BEGINNING, AND HAVING A CALCULATED AREA OF 48.11 ACRES MORE OR LESS.

SUBJECT TO ANY AND ALL EASEMENTS AND RESTRICTIONS OF RECORD.

GENERAL SITE NOTES

- THIS SPECIAL PERMIT CONTAINS A TOTAL OF 218 BUILDABLE LOTS.
- THE CURRENT ZONING IS R-2 AND R-4.
- THE MAXIMUM BUILDING HEIGHT SHALL NOT EXCEED 35 FEET.
- THE DEVELOPER RESERVES THE RIGHT TO BUILD ANYWHERE WITHIN THE BUILDING ENVELOPES.
- PUBLIC WATER & SANITARY SEWER LINES SHALL BE INSTALLED THROUGH EXISTING ORDERS AND DESIGNED AS REQUESTED BY THE CITY OF LINCOLN.
- PRIVATE ROADWAYS SHALL BE 27 FEET IN WIDTH (BACK TO BACK OF CURB), UNLESS OTHERWISE SPECIFIED AND SHALL BE SURFACED WITH 17" OF PORTLAND CEMENT 28" OF FILL AND CEMENT BASE AND 3" OF ASPHALT. THE BUILDING SHALL BE SET BACK FROM THE REAR LOT LINE.
- SIDEWALKS SHALL BE INSTALLED AS SHOWN ALONG PRIVATE ROADWAYS. SIDEWALKS SHALL BE 4 FEET IN WIDTH AND SHALL BE 4" THICK AND 1" THICK AT DRIVEWAY CROSSINGS. STREET TREES ON PRIVATE STREETS SHALL BE PLANTED AT LEAST FIVE (5) FEET FROM THE BACK OF SIDEWALK.
- ALL CURVILINEAR DIMENSIONS ARE CHORD LENGTHS.
- COMMON AND PUBLIC ACCESS EASEMENTS ARE HEREBY GRANTED OVER ALL PRIVATE ROADWAYS AND SIDEWALKS SHOWN.
- IN ADDITION TO WHAT IS ALLOWED BY 27.71.11 UNLICENSED DECKS MAY EXTEND MORE THAN THREE FEET ABOVE OR BELOW THE ADJACENT GROUND LEVEL AND MAY PROJECT IN TO A REAR YARD PROVIDED THIS PROJECTION BE AT LEAST 10 FEET FROM SAID REAR LOT LINE AND PROVIDED THE REAR LOT LINE ABUTS A LOT OR OUTLOT RESERVED FOR OPEN SPACE.
- EXISTING TOPOGRAPHICAL CONTOURS ARE IN NORTH AMERICA VERTICAL DATUM (NAVD83) 1988.
- THE DEVELOPER AGREES TO COMPLY WITH THE DESIGN STANDARDS OF THE CITY OF LINCOLN FOR EROSION CONTROL AND SEDIMENTATION DURING AND AFTER LAND PREPARATION TO PREPARE A SEDIMENT AND MAINTENANCE SCHEDULE BEFORE THE SITE GRADING IS DONE. THE DEVELOPER WILL BE RESPONSIBLE FOR CONTROLLING OF SITE EROSION EMISSIONS IN ACCORDANCE WITH LINCOLN LANCASTER COUNTY AIR POLLUTION REGULATIONS AND STANDARDS ARTICLE 2, SECTION 4. A COPY OF THE APPROVED EROSION CONTROL PLAN SHALL BE PROVIDED TO THE LINCOLN PARKS AND RECREATION DEPARTMENT.
- ANY RELOCATION OF EXISTING FACILITIES SHALL BE AT THE OWNER/DEVELOPER'S EXPENSE.
- A BLANKET UTILITY EASEMENT IS GRANTED OVER ALL OUTLOTS. ADDITIONAL EASEMENTS WILL BE GRANTED AT THE TIME OF THE FINAL PLAT.
- ALL OUTLOT AREAS ARE TO BE MAINTAINED BY THE DEVELOPER AND/OR FUTURE HOMEOWNERS ASSOCIATION.
- ALL PROPOSED INTERSECTIONS SHALL COMPLY WITH CHAPTER 235 SECTION 3.3.1.4 OF THE CITY OF LINCOLN DESIGN STANDARDS.
- ROADS SHALL COMPLY WITH SECTION 27.66 OF THE LINCOLN MUNICIPAL CODE.
- A TOTAL OF 68 DWELLING UNITS IS PERMITTED PRIOR TO THE CONSTRUCTION OF THE PREVIOUSLY REQUIRED SECOND ACCESS POINT WITH THE UNDERSTANDING THAT WILDERNESS VIEW TOWNHOMES LLC AGREES THAT ANY ADDITIONAL DWELLING UNITS ABOVE THE COUNT OF 68 WILL NOT BE ALLOWED UNTIL THE ACCESS CONNECTION PROJECT TO COMPLETE THE DRIVEWAY FROM NORWOOD DRIVE TO WILLOW BOULEVARD IS UNDER CONSTRUCTION.
- EXISTING TREES ALONG THE RAILROAD RIGHT OF WAY SHALL REMAIN TO SERVE AS THE REQUIRED SCREENING ADJACENT TO A RAILROAD R.O.W.
- "ATTACHED SINGLE FAMILY" LOTS SHALL HAVE A ZERO SETBACK ALONG THE COMMON WALL/PROPERTY LINE AND 5-FOOT SIDE YARD SETBACK OPPOSITE THE COMMON WALL/PROPERTY LINE. THESE SETBACKS SHALL REGULATE STRUCTURAL WALLS, ROOFS AND SHALL NOT RESTRICT OVERHANGS, PATIOS, DECKS, DOOR SWINGS OR WINDOW SWINGS FROM OVERHANGING THE SECOND FLOOR. ENCLOSURES ARE NOT ALLOWED OVER PROPERTY LINES AND MUST CONFORM TO BUILDING AND LIFE SAFETY CODES.
- LOT DIMENSIONS SHOWN ARE APPROXIMATE AND MAY VARY AT THE TIME OF FINAL PLAT.
- CORNER LOTS SHALL HAVE ONLY ONE FRONT YARD SETBACK APPLICABLE TO THE DRIVEWAY ENTRANCE OF THE LOT.
- THE PRINCIPAL STREET FACADE OF EACH DWELLING SHALL HAVE AT LEAST ONE DOOR. THE PRINCIPAL STREET FACADE OF EACH DWELLING SHALL ALSO HAVE A MINIMUM OF ONE WINDOW PER STORY ORIENTED TO THE STREET. IF THE DWELLING IS TWO STORIES IN HEIGHT, BOTH REQUIRED WINDOWS MAY BE LOCATED ON THE SECOND FLOOR. THE MINIMUM GLAZED AREA OF THE WINDOW SHALL BE FIVE SQUARE FEET.
- SEWERMAINS ARE NOT REQUIRED ON THE EAST SIDE OF MAPLE VIEW COURT, AS SHOWN, PROVIDED THAT A PEDESTRIAN SIDEWALK CONNECTION IS MADE TO THE ROCK ISLAND TRAIL AND THE DRIVEWAY.
- MINIMUM LOT OPENINGS SHALL BE SHOWN ON FINAL PLAT FOR LOTS ADJACENT TO FLOOD PLAIN.

APPROVED WAIVERS

- WAIVER OF MINIMUM LOT WIDTH FOR ALL LOTS.
- WAIVER OF MINIMUM LOT AREA REQUIREMENTS FOR ALL LOTS.
- WAIVER OF REAR YARD SETBACKS FOR ALL LOTS, TO BE SET AT 20' MINIMUM FOR ALL LOTS.
- WAIVER OF SANITARY SEWER RUNNING AGAINST STREET GRADE IN:
- NORWOOD DRIVE WEST OF GAWLEY STREET FOR 120'
- CARLTON DRIVE WEST OF MAPLE VIEW DRIVE FOR 320'
- WINDHAVEN DRIVE BETWEEN CARLTON CIRCLE AND GAWLEY STREET.
- GLENBROOK LANE AT THE INTERSECTION OF WINDHAVEN DRIVE.
- MAPLE VIEW DRIVE FROM THE SOUTH PROPERTY LINE TO CARLTON DRIVE.
- NORWOOD DRIVE GOING SOUTH ALONG CARLTON DRIVE (THAT PORTION RUNNING NORTHSOUTH).

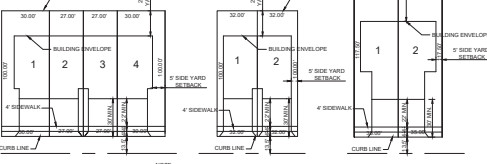
LIMITS OF AMENDED C.U.P.

LEGEND

- AMENDED C.U.P. BOUNDARY
- PROPOSED LOT LINE
- PROPOSED STREET CENTERLINE
- PROPOSED BUILDING ENVELOPE SETBACK
- PROPOSED EASEMENTS
- W EXISTING WATER MAIN
- S EXISTING SAN. SEWER
- W PROPOSED WATER MAIN
- S PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- IN EXISTING CURB INLET
- IN PROPOSED CURB INLET
- IN PROPOSED FIRE HYDRANT
- IN PROPOSED SANITARY MANHOLE
- EXISTING TREE MASS
- LIMITS OF FEMA 100 YEAR FLOODPLAIN

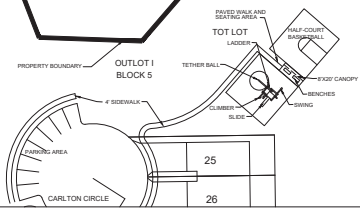
BOUNDARY CURVE DATA				
CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
CC	815.00'	138.82'	137.77'	N42°30'17"W
CC	11634.20'	638.57'	438.50'	N41°42'22"E

PARKING DATA				
PHASE	DWELLING UNITS	REQUIRED PARKING (PER UNIT)	PARKING SHOWN (GARAGES)	PARKING SHOWN (DRIVEWAYS & PARKING AREAS)
1	110	25	275	100
2	54	128	128	167
3	46	50	60	150
4	44	50	60	138
TOTAL	254	523	443	555



TYPICAL LOT DETAIL TOWNHOUSE

TYPICAL LOT DETAIL ATTACHED SINGLE FAMILY



RECREATION AREA DETAIL

PLEASE REFER TO APPROVED SP #531F FOR INFORMATION OUTSIDE OF THE LIMITS OF THE AMENDED C.U.P.

WILDERNESS VIEW TOWNHOMES FIRST ADD.
AMENDED COMMUNITY UNIT PLAN #531H

SITE PLAN

LINCOLN, NEBRASKA

SHEET 2 OF 5



Civil Design Group, Inc.

Consulting Engineers & Land Use Planners
Civil Design • Site Development • Planning & Zoning

September 29, 2021

Mr. David Cary, Director of Planning
City of Lincoln /Lancaster County
555 South 10th Street, Room 213
Lincoln, NE 68508

Re: Amendment to the Wilderness View Townhomes CUP SP #531H for 44 single-family attached lots. CDG Project # 2020-0031.

Dear Mr. Cary:

On behalf of the Wilderness View Townhomes, LLC we submit the enclosed application for an amendment to the Wilderness View Townhomes CUP. This application would permit 44 additional single-family attached homes on 17.8 acres of land..

With this application we are requesting a waiver to the requirement for cul-de-sacs on each end of S. 8th Street. This waiver is requested due to its short length and inability to grade the cul-de-sacs due very steep slopes. To mitigate this request off-street parking stalls have been added along this private street.

With this application we submit the following items:

Application for Administrative Amendment
Administrative Amendment Fee of \$206.00
Grading, drainage, paving profiles and utility plans via ProjectDox

I hope that this letter in conjunction with the plan sets assists you in reviewing this application. Please feel free to call me at (402) 434-8494 so that I can address any questions you may have.

Sincerely,

Mike Eckert, AICP

cc: Wilderness View Townhomes, LLC

1505 8 8 932

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Special Permit #21045

FINAL ACTION?
Yes

DEVELOPER/OWNER
Dave Johnson
davejohnson@studio951.net

PLANNING COMMISSION HEARING DATE
October 27, 2021

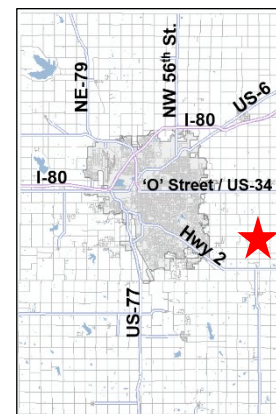
RELATED APPLICATIONS
None

PROPERTY ADDRESS/LOCATION
7005 S. 162nd St.

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for an Accessory Dwelling Unit (ADU) under Article 13.050 of the Lancaster County Zoning Regulations. The ADU is shown to be located on the 2nd floor of a stable. The lot is 20 acres.



JUSTIFICATION FOR RECOMMENDATION

The proposed ADU meets the requirements of Article 13.050. There should be no impact of the addition on the adjacent properties.

APPLICATION CONTACT
Dave Johnson, 402-617-6944
davejohnson@studio951.net

STAFF CONTACT
Tom Cajka, (402) 441-5662 or
tcajka@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The proposed ADU meets the goals of the Comprehensive Plan for providing alternative housing choices.

WAIVERS

None

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

- P. 7.2 Provide a wide variety of housing types and choices for an increasingly diverse and aging population.
- P. 7.4 The efficiency of our existing housing stock could also be improved by allowing accessory dwelling units (ADU). ADUs allow for multiple generations of a family to live on the same property, provide smaller, more affordable units as a part of an existing neighborhood fabric, and more sufficiently and cost effectively utilize existing infrastructure and resources.
- P. 7.5 An Accessory Dwelling Unit (ADU) is an additional, self-contained housing unit that is secondary to the main

residence. ADU's are sometime referred to as "Granny Flats" or "mother-In-Law Units" since many ADUs were initially constructed to provide for family members.

- P.7.5 Examine opportunities to revise the zoning code to legalize new ADUs where appropriate and adopt design standards to facilitate the harmonious implementation of this housing choice.

ANALYSIS

1. Accessory Dwelling Units (ADU) were added to the Lancaster County Zoning Regulations in December 2018. An ADU is an additional self-contained housing unit that is secondary to the main residence. An ADU can either be attached to the principal dwelling, be part of the principal dwelling, or be a separate building detached from the principal dwelling. The ADU contains its own kitchen, sleeping area and bathroom. ADU's are subordinate in size to the principal dwelling.
2. The following conditions are required for an ADU:
 - A. The lot area shall be 20 acres or larger.
The lot area is 20.03 acres.
 - B. The total floor area of the ADU shall not exceed the lesser of 1,000 square feet or 40% of the square footage of the principal dwelling, excluding garages, carports and space used for mechanical equipment, such as heating, utilities and water heater or pumps. Any other unfinished space in a basement is included in the square footage to allow it to be furnished in the future. The calculation for the principal dwelling shall be based on the floor area as of the date the special permit is filed.
The proposed ADU is 990 sq. ft. The principal dwelling is proposed to be 3,980 sq. ft. The principal dwelling has not been built but building permit has been submitted to Building and Safety. The ADU is 25% of the square footage of the principal dwelling. The ADU is allowed to be the lesser of 1,000 sq. ft. or 40% of the principal dwelling.
 - C. No more than 2 bedrooms are allowed in the ADU. Bedroom shall mean any room or space used or intended to be used for sleeping purposes.
The floor plan shows two bedrooms.
 - D. The owner of the lot is required to live on the property in either the principal dwelling or the ADU. The owner of the lot shall file with the Register of Deeds, a deed restriction agreement on the property stating that the accessory dwelling cannot be sold separately from the principal dwelling. The deed restriction agreement must be to the satisfaction of the County Attorney. The deed restriction agreement shall be filed prior to any building permit for the ADU.
The owner of the property will live in the principal dwelling.
 - E. The ADU must share the same access point to the public or private street as the principal dwelling.
The site plan shows the ADU sharing the driveway with the principal dwelling.
 - F. The ADU must meet the same setback requirements as the principal dwelling of the district. The height of the ADU must meet the height limit of the district for a dwelling but be no higher than the principal dwelling.
The ADU meets the AG setbacks of 50' front, 60' side and 100' rear. The ADU meets the height limit.
 - G. A detached ADU shall be located a distance no greater than 200 feet from the principal dwelling and must not be closer to the street right-of-way than the principal dwelling.
The ADU is set further back from the road than the main house.
 - H. The ADU must share utilities with the principal dwelling unless the owner can demonstrate a practical problem with sharing due to the topography or other unique site considerations.
The ADU and principal house will share the same well and septic system.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Farm ground AG-Agriculture

SURROUNDING LAND USE & ZONING

North:	Farm ground	AG-Agriculture
South:	Farm ground	AG-Agriculture
East:	Farm ground	AG-Agriculture
West:	Farm ground	AG-Agriculture

APPROXIMATE LAND AREA: 20 acres, more or less

LEGAL DESCRIPTION: Lot 21 Irregular Tract, located in the NE ¼ of Section 22-9-8, Lancaster County, NE

Prepared by

Tom Cajka, Planner

Date: October 11, 2021

Applicant: Dave Johnson
7130 S. 89th St. #1204
Lincoln, NE 68526
402-617-6944
davejohnson@studio951.net

Contact: Same as applicant

Owner: Same as applicant

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/SP/21000/SP21032 Waldrep AU.tjc.docx>

CONDITIONS OF APPROVAL - SPECIAL PERMIT #21045

Per Article 13.050 this approval permits an Accessory Dwelling Unit (ADU) of up to 990 sq. ft.

Site Specific Conditions:

1. Before receiving building permits the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 3 copies with all required revisions and documents as listed below:
 - 1.1 Add a title, Special Permit 21045
 - 1.2 Add a legal description
 - 1.3 Label the driveway next to the ADU.
 - 1.4 Add a note that the ADU is limited to 1,000 sq. ft. and no more than 2 bedrooms
 - 1.5 Add a note that the owner of the property shall live in either the ADU or principal dwelling. The owner of the lot shall file with the Register of Deeds, a deed restriction agreement on the property stating that the accessory dwelling cannot be sold off separately from the principal dwelling.
 - 1.6 Label the principal dwelling and show the general location of the septic.

Standard Conditions:

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



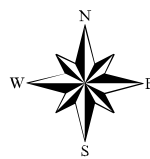
2020 aerial

Special Permit #: SP21045 S 162nd St & Pine Lake Rd

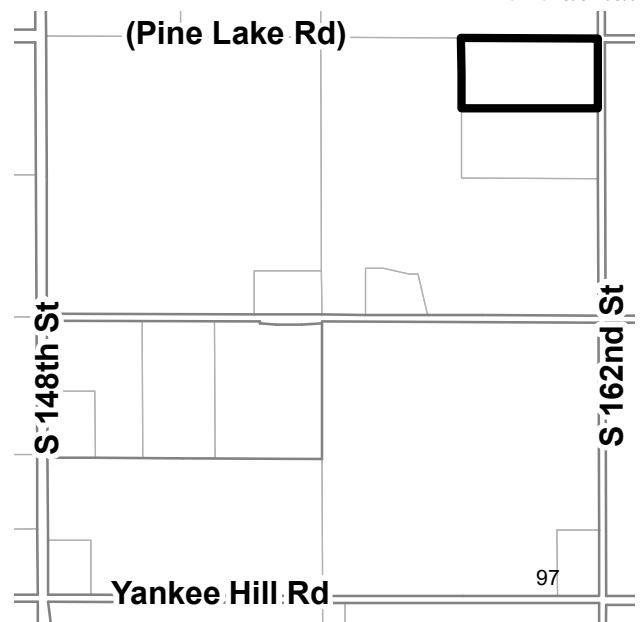
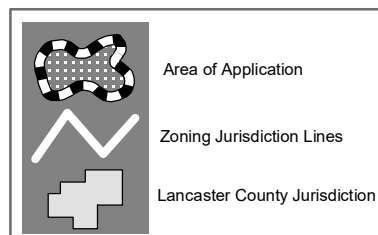
Zoning:

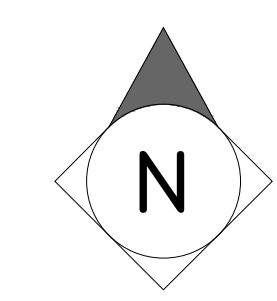
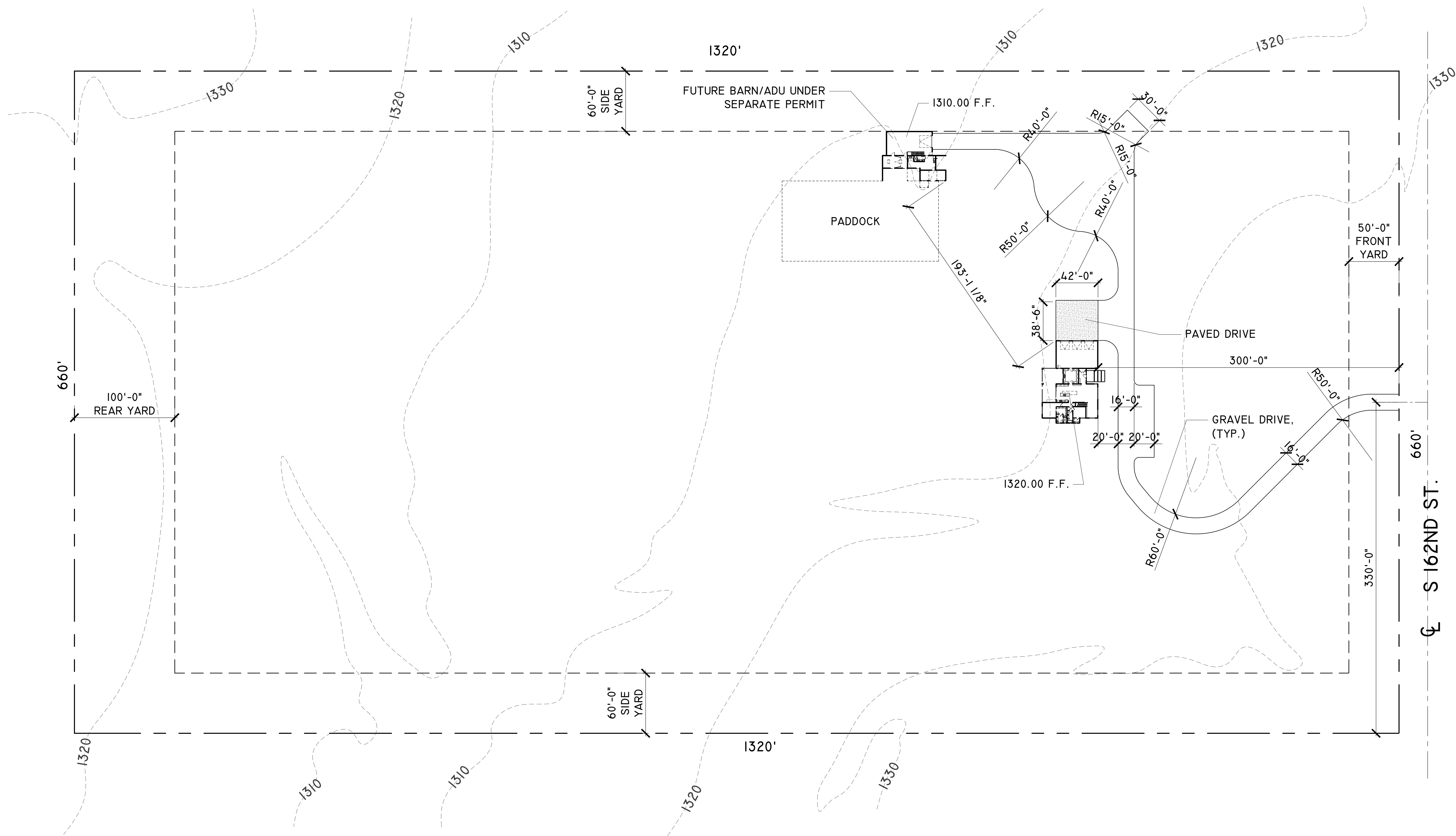
- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

PDF: F:\Boards\PC\Internet\out\



One Square Mile:
Sec.22 T09N R08E





DARLINGTON-JOHNSON ACRES
7005 S. 162ND ST.
LINCOLN, NEBRASKA

SITE PLAN

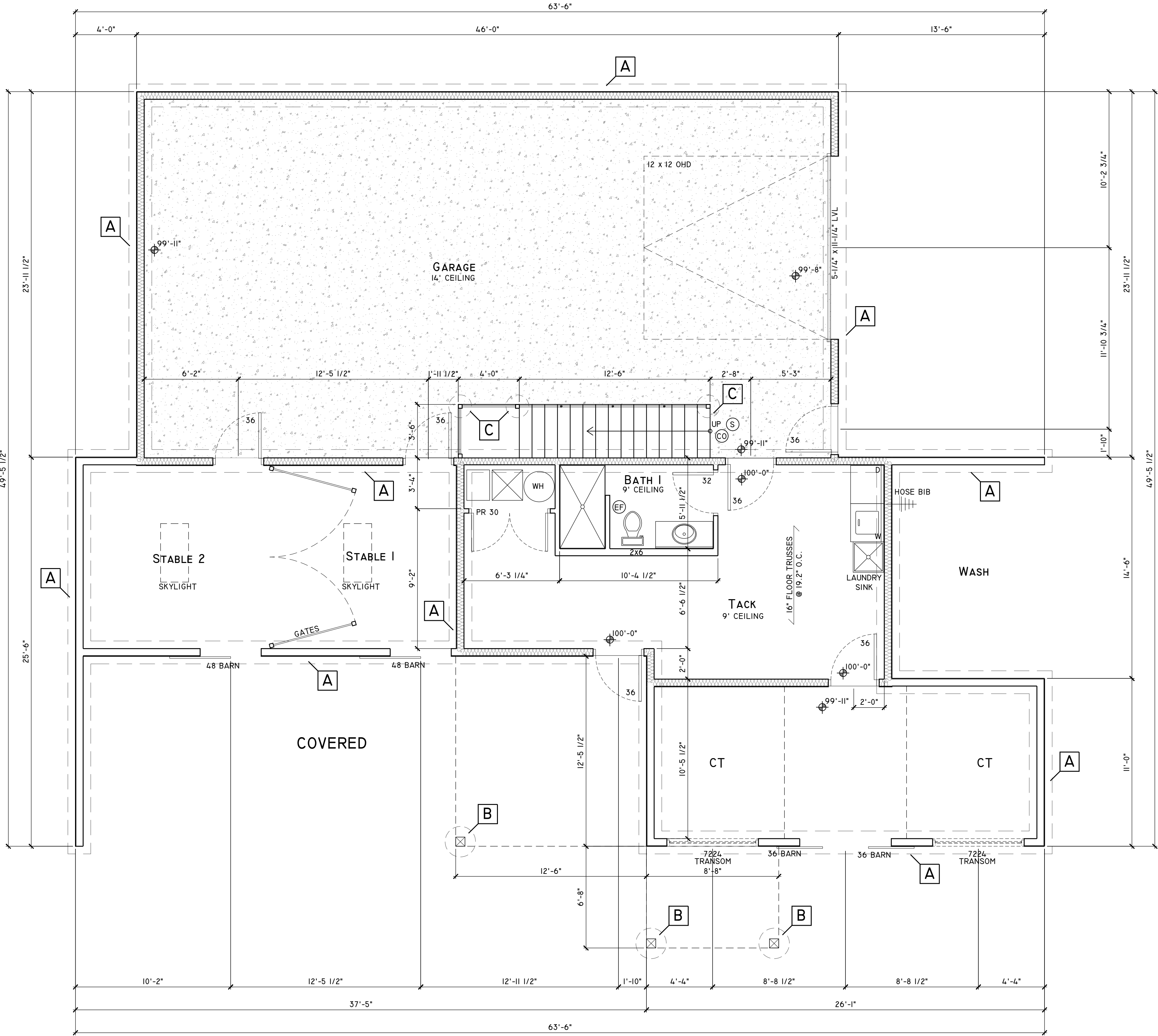
1" = 50'-0"
2021.09.27

FTG. & POURED
WALL SCHEDULE

A 16" x 42" DEEP CONC. TRENCH
FTG. W/ (2)#5s CONT. T&B

B 8x8 WD COLUMN ON
24" DIA. x 42" DEEP
CONC. FTG. W/ #5s T&B

C 18" DIA. x 42" DEEP
CONC. FTG. W/ #5s T&B



September 26, 2021

Dave Johnson & Lisa Darlington
7130 So 89th Street
#1204
Lincoln, NE 68526

David Carey
Planning Director
Lancaster County Planning Department
555 South 10th Street
Suite 213
Lincoln, NE 68508

RE: Special Permit for an ADU
7005 South 162nd Street
Walton, NE 68461

Dear David,

Please accept this letter and Special Permit Application for an accessory dwelling unit to located on the above referenced property.

Lisa and I plan to build a new home on this 20.03 acre property. Our home will have 2155 square feet on the main floor and 1825 square feet in the lower level for a total of 3980 square feet. This does not include any garage area. We are submitting for a building permit at this time. We have two horses that we plan to house on this property.

We also plan to build a barn, stable and accessory dwelling unit structure to the north of our home. This structure has a shop area, horse support areas such as cross tie and tack room and two horse stalls. We plan to build a 990 square foot accessory dwelling unit above this horse support area and stalls. This structure will be within 200 feet of the main house. The ADU would be 25% of the main home floor area and less than 1000 square feet.

It is our understanding that the conditions of an ADU are as follows:

1. The lot area shall be 20 acres or larger
 - a. Our lot is 20.03 acres
2. Total square footage of the ADU shall not exceed 1000 square feet or 40% of the principle dwelling unit
 - a. We are proposing a 990 square foot ADU which is 25% of the principle dwelling unit.
3. No more than two bedrooms
 - a. We are proposing a two-bedroom ADU
4. The lot owner is required to live on the property
 - a. Lisa and I will be living in the principle dwelling unit
5. The ADU and principle dwelling unit share the same access point
 - a. The ADU and principle dwelling unit will share the same access point.

6. The ADU must meet that same setback requirements as the principle dwelling unit, and not be any higher than the principle dwelling unit.
 - a. The location of the ADU does meet the same setback requirements as the principle dwelling unit. While the ADU is located above the horse support areas of the barn, the barn, stable and ADU structure is down hill from the principle dwelling unit so the highest point on the roof of the ADU is lower than that highest point of the roof of the principle dwelling unit.
7. A detached ADU shall be located within 200 feet of the principle dwelling unit.
 - a. We show on our site plan the ADU being located within 200 feet of the principle dwelling unit.
8. The ADU must share utilities with the principle dwelling unit
 - a. We will have one electrical service, one water service and one septic system that will serve both structures on the property.

Exhibits included in application:

1. Site plan
2. Floor plan of basement and main floor of principle dwelling unit
3. Floor plan of main level and upper level of barn, stable and ADU structure
4. Site cross section showing relative height of principle dwelling unit and ADU structure

Thank you for considering this application, please let me know if I there is any additional information needed for this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Dave Johnson", with a stylized flourish at the end.

Dave Johnson

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Change of Zone #21037

FINAL ACTION?
No

DEVELOPER/OWNER
Tabitha, Tabitha Housing Corporation

PLANNING COMMISSION HEARING DATE
October 13, 2021

RELATED APPLICATIONS
MISC21010, CPC21021

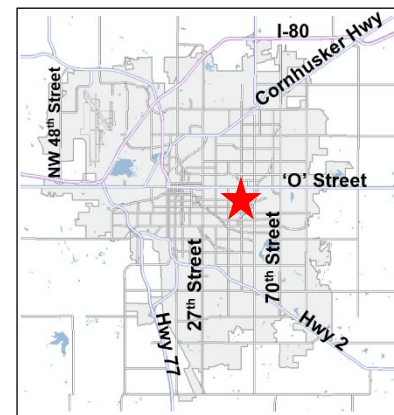
PROPERTY ADDRESS/LOCATION
South 48th Street and "L" Street

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for a PUD (Planned Unit Development) for the Tabitha campus generally located between S. 46th and S. 48th Street from L Street to south of Randolph Street. The request includes approximately 14.25 acres. The existing base zoning is R-2 Residential except for the portion of their campus on the south side of Randolph Street which is zoned R-4 Residential. The proposed change of zone is from R-2 and R-4 to R-2 and R-4 PUD.

The PUD development plan is intended to allow flexibility for their campus such that the existing Residential Health Care Facility uses will remain but other uses including residential for their proposed intergenerational facility will be allowed. The significant development change is for the latter facility which will be located at the southwest corner of South 48th Street and L Street. In addition, the PUD is to allow flexibility for certain waivers to facilitate the redevelopment in the future.



3. Zoning Ordinance, 27.60.020 (a) to allow height increase from 45 feet to 65 feet for Area 3. (Recommend Approval)
4. Zoning Ordinance, Table 27.72.020 (a) to allow interior side yard setback of 0' for Areas 1 and 3. (Recommend Approval)
5. Zoning Ordinance, Table 27.72.202 (a) to allow front yard setback reduction from 25' to 20' for Area 3. (Recommend Approval)
6. Zoning Ordinance, Table 27.72.020 (a) to allow rear yard setback reduction from 26.8 feet to 20 feet for Area 1. (Recommend Approval)
7. Design Standards Title 2, Chapter 2.05, Section 8, to waive detention requirements. (Recommend Approval)

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

P. 1.9 - this site is shown as future urban density residential on the 2040 Lincoln Area Future Land Use Plan.

p. 5.2 Promote and foster appropriate, balanced, and focused future economic growth that maintains the quality of life of the community.

p. 5.2 Seek to efficiently utilize investments in existing and future public infrastructure to advance economic development opportunities.

p. 6.5 The Comprehensive Plan includes this area as part of the Mixed Use Redevelopment Nodes and Corridors designation on the Future Land Use Map.

p. 6.5 Nodes should be located on arterials and should have access to public transit. They should provide adequate facilities for multi-modal transportation including a complete sidewalk network, transit stops, automobile parking and circulation, and storage of bicycles. This concept is design and intended to be mutually beneficial for existing adjacent neighborhoods and the new mixed-use neighborhood created by the redevelopment center.

p. 6.10 Strategies for facilitating infill development:

Develop subarea plans for specific areas that set a framework for development, including advance blight studies, redevelopment plans, identification of infrastructure needs, and public/private roles.

Work with state and local government to extend financial incentives to designated locations within the built environment.

Support and enhance existing infrastructure and amenities.

p. 7.2 Diversity of land uses, including commercial and special needs housing, is important provided the use fits within the character of the block and neighborhood.

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

p. 7.2 Provide a wide variety of housing types and choices for an increasingly diverse and aging population.

p. 7.9 Encourage well-designed and appropriately placed density, including within existing apartment complexes and special needs housing where there is land available for additional buildings or expansions.

ANALYSIS

1. This request is for a new Planned Unit Development including all of the Tabitha campus, which is currently under Special Permit 384H, for a Residential Health Care Facility. The changes in development include a proposed 138-unit intergenerational apartment building with both surface and underground parking at the southwest corner of L Street and South 48th Street. A new maintenance building is also proposed on the east side of S. 47th Street south of Randolph Street. A total of 14.25 acres is included with the existing zoning R-2 Residential except for that portion of the Tabitha campus on the south side of Randolph Street which is zoned R-4 Residential. It should be noted that the proposed 138 dwelling units is somewhat higher than the number of dwelling units identified in the related CPC21021 South 48th Street Corridor Redevelopment Plan (127 dwelling units) to allow flexibility within the PUD.

2. The proposed uses include Residential Health Care Facility including 350 residents and 138 dwelling units which will comprise the new intergenerational facility. Other allowed uses will include Office, Early Childhood Care Facility, Non-Residential Health Facility, Adult Day Services Facility, On Premises Sale of Alcohol when associated with dwelling unit building, and Small Solar Energy Conversion System. These other uses are appropriate as they will allow related uses as part of the Tabitha campus in the PUD.
3. The proposed intergenerational facility is intended to provide independent senior housing options and housing opportunities for students enrolled in medical education programs. The intergenerational living concept is intended to provide a healthy and beneficial living experience for the seniors and the students. The Project will provide safe and affordable housing to seniors and students which will revitalize and strengthen the corridor and the surrounding community.
4. The proposed intergenerational project will not be the same as a Residential Health Care Facility use such as assisted living because of the living arrangement which would be the same under the Zoning Ordinance as apartments. Therefore, the use is considered multi-family residential. It is for this reason along with the flexibility to allow for certain waivers that under the current Special Permit would not be possible that the PUD is needed. It should be noted that the approval of this PUD will allow 138 multi-family uses on the site, but it will not be limited to seniors or students. This will give Tabitha flexibility if the concept of mixed housing and the apartments need to be rented to other persons.
5. The requested waivers include the following:
 - a) Zoning Ordinance 27.67.030 to allow parking lot stalls to be in the front yard. This is justified for the existing parking stalls in the front yard such as along South 48th Street next to the main Tabitha building in Area 2. The recommendation and justification to approve this request is for existing stalls to remain until redeveloped. This waiver was previously approved with the Special Permit for Residential Health Care Facility and the parking built.
 - b) Zoning Ordinance, Figure 26.67.020 to allow parking reduction from 1.5 spaces per dwelling unit to 1 space per dwelling unit for Area 3. This waiver is justifiable because a majority of the units will either be studios or one-bedroom units.
 - c) Zoning Ordinance, 27.60.020 (a) to allow height increase from 45 feet to 65 feet for Area 3. Height waivers for apartments have been previously approved in the 55 to 60-foot height range. In this case, per the definition of height in the Zoning Ordinance, the applicant calculated the average grade elevation and then determined the tallest portion of the building from that elevation. The north side of the project will be the taller side. The reason the building is taller on the north side is to create drive in access to the basement parking garage. Any other orientation will create an issue of getting from existing grade down to parking garage level. The existing topography of the block in question generally falls approximately ten feet from the south side to the north side of the block toward L Street. So the existing small house facilities are at a higher elevation than the existing north side of the block. The existing conditions of 47th Street and L Street set up to have generally walk in access on the west and north for different levels. In addition, the applicant proposal is to keep the one-story part of the building more centralized within their development interior and away from the residential neighborhood. Thus, the topographic conditions combined with the parking garage level and building orientation factor into the need for the height waiver request. The waiver is justifiable if the applicant adds trees for screening. This would include preserving existing trees, except for new driveway to the north side of Area 3 and adding new trees with a mature height over 20' as a condition of approval.
 - d) Zoning Ordinance, Table 27.72.020 (a) to allow interior side yard setback of 0' for Areas 1 and 3. This waiver has been approved in other developments for internal setbacks and allows flexibility where there may be multiple subdivision lots that comprise a particular site within the campus. Therefore, it is justified.
 - e) Zoning Ordinance, Table 27.72.020 (a) to allow front yard setback reduction from 25' to 20' for Area 3. This setback reduction is justified as it is relatively minor and with the conditions of approval will be offset with the preservation of existing trees and the planting of new trees with substantial mature height on the north side of Area 3 facing the residential neighborhood.

- f) Zoning Ordinance, Table 27.72.020 (a) to allow rear yard setback reduction from 26.8 feet to 20 feet for Area 1. This is justifiable as the setback in question is adjacent B-1 Commercial zoning and already has existing parking lot area.
 - g) Design Standards Title 2, Chapter 2.05, Section 8 to allow waiver from detention requirements. This is justified as there will not be a substantial increase in storm water runoff, and there is also no public storm drainpipe in the area for connection.
6. Prior SP384H approved by the Planning Commission on November 9, 2016 was for an expansion of the residential health care campus to add two 19-bed small house facilities. These facilities were to be located between J and L Streets adjacent South 48th Street. The proposed PUD for this area now includes the intergenerational facility in the place of these two small house facilities. Tabitha has operated under a Special Permit since the original SP384 was approved in July of 1969 for a Health Care Facility. 371 parking spaces and 46 garage stalls have been approved under the prior Special Permit approvals with existing parking lots on the existing nursing home and rehabilitation center site between Randolph and J Streets west of S. 48th Street, parking lots associated with the small house facilities on S. 47th Street, and a parking lot on the south side of Randolph Street. The proposed parking with the PUD includes 93 new garage stalls and 45 new surface parking stalls. 348 parking stalls are required in total for the PUD with 555 stalls total provided. So there will be more than the required minimum parking provided in total.
 7. Lincoln Transportation and Utilities (LTU) Watershed approved the requested storm water detention waiver as there will be no substantial increase in storm water runoff and there is no public storm sewer infrastructure in immediate proximity for connection purposes. This waiver pertains to the storm water on the site as a whole. A separate request to allow alternate treatment for storm water off the proposed building was also approved. The request for Approved Alternative has been approved by the Director of LTU. The request was to allow storm water treatment of the proposed building to be treated for water quality with Bio-Clean Downspout filters again due to no public storm sewer system in the nearby area.
 8. MISC20010 approved by the Planning Commission on September 1, 2021 is the South 48th Street Corridor Blight and Substandard Determination Study that provided sufficient evidence that the Redevelopment Area qualifies under Nebraska Community Development Law as substandard and blighted. CPC21021 is the Comprehensive Plan Conformance for the related South 48th Street Corridor Redevelopment Plan for consideration by the Planning Commission at the same meeting as this Change of Zone request.
 9. As the proposal will include Tax Increment Financing, it was reviewed by the Urban Design Committee on September 7, 2021. The Urban Design Committee approved the project as presented. It was noted that attention should be given to L Street relative to the Intergenerational Center as that impacts primarily to the north with the Witherbee Neighborhood (though there is a house to the west and houses to the east across 48th Street). It was noted that the applicant met several times with the Witherbee Neighborhood and will continue to work with them. As a condition of approval, the proposed maintenance building on the south side of the PUD will require design review by the Urban Design Committee.
 10. The site is designated for future urban density residential land uses on the Future Land Use Map, and this request subject to the conditions of approval complies with the requirements of the Zoning Ordinance and Comprehensive Plan as it will allow for infill residential redevelopment along the South 48th Street corridor.

EXISTING LAND USE & ZONING: Residential Health Care Facility, Vacant; R-2, R-4

SURROUNDING LAND USE & ZONING

North: Single Family Detached; R-2 Residential

South: Single Family Attached; R-2 Residential

East: Single Family Detached, Special Housing, Commercial; R-2 Residential, B-1 Commercial

West: Single Family Detached, Duplex, Special Housing; R-2 Residential

APPLICATION HISTORY: See attached.

APPROXIMATE LAND AREA: 14.25 acres

LEGAL DESCRIPTION: See attached.

Prepared by

George Wesselhoft, Planner
(402) 441-6366 or gwesselhoft@lincoln.ne.gov
Date: September 30, 2021

Applicant/ Contact: Jeffrey Morrison, Olsson
601 P Street, Suite 200
Lincoln, NE 68508
(402)-458-5615 or jmorrison@olsson.com

Owner: Tabitha
C/O Joe Hakenkamp
4720 Randolph Street
Lincoln, NE 68510
(402) 486-8500 or Joseph.Hakenkamp@tabitha.org

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CZ/21000/CZ21037 Tabitha PUD.gjw.docx>

APPLICATION HISTORY

- July 1969 Special Permit 384 approved for the enlargement of a Health Care Facility.
- May 1979 Before the zoning update, this property zoned Two Family District, Single Family District and Local Business District. After the update, the zoning was R-4 Residential, R-2 Residential and B-1 Local Business.
- July 1982 Special Permit 384A approved for an on-site day-care facility for employees' children.
- Dec 1986 Special Permit 384B approved for additional parking and revised vehicular circulation with the site.
- Dec 1988 Special Permit 384C approved to amend the development and occupancy permit for the paving of certain parking lots.
- May 1990 Special Permit 384D approved to expand the existing health care facility with a north addition and provide additional parking stalls.
- Apr 2003 Special Permit 384E approved to allow a four-story addition to the main building.
- Oct 2006 Change of Zone 06045 was approved from B-1 and R-4 to R-2 for the Tabitha campus as part of the larger Witherbee down zoning.
- Jan 2009 Special Permit 384F was approved to allow an additional 63-bed assisted living facility and to create additional parking on the main campus.
- Dec 2009 Special Permit 384G was approved to allow the addition of a 12-bed hospice care facility, and expand the campus to include two, 12-bed assisted living units.
- Nov 2016 Special Permit 384H was approved to allow expansion to add two 19-bed small house facilities.
- Feb 2020 Administrative Amendment 19080 to SP384H was approved to add a connection between the existing Martin House and Good house.

CONDITIONS OF APPROVAL - CHANGE OF ZONE #21037

This approval permits 350 residents for Residential Health Care Facility use, 138 dwelling units, Office use, Early Childhood Care Facility, Non-Residential Health Facility, Adult Day Services Facility, On Premises Sale of Alcohol when associated with dwelling unit building, and Small Solar Energy Conversion System, a future maintenance facility for Area 1, with the following waivers:

- a) Zoning Ordinance 27.67.030 to allow pre-existing parking in the front yard for Area 2 until such time the property is redeveloped.
- b) Zoning Ordinance, Figure 26.67.020 to allow parking reduction from 1.5 spaces per dwelling unit to 1 space per dwelling unit for Area 3.
- c) Zoning Ordinance, 27.60.020 (a) to allow height increase from 45 feet to 65 feet for Area 3.
- d) Zoning Ordinance, Table 27.72.020 (a) to allow interior side yard setback of 0' for Areas 1 and 3.
- e) Zoning Ordinance, Table 27.72.020 (a) to allow front yard setback reduction from 25' to 20' for Area 3.
- f) Zoning Ordinance, Table 27.72.020 (a) to allow rear yard setback reduction from 26.8 feet to 20 feet for Area 1.
- g) Design Standards Title 2, Chapter 2.05, Section 8 to allow waiver from storm water detention requirements.

Site Specific Conditions:

- 1. Before a final plat is approved the developer shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 2 copies with all required revisions and documents as listed below upon approval of the planned unit development by the City Council.
 - 1.1 Delete Note 2 under General Notes.
 - 1.2 Categorize height waiver by the specific area of the PUD under the Waiver Table.
 - 1.3 Show how all the required parking was calculated under the Parking Table.
 - 1.4 Amend statement under Waiver Table, Parking to state that existing parking stalls allowed to remain in front yard until redeveloped.
 - 1.5 Change "Unit" to "Dwelling Unit" for clarity in notes and table.
 - 1.6 Change number of Dwelling Units under Parking Table to show 138 units.
 - 1.7 Delete Note 9 under General Notes.
 - 1.8 Change statement under Land Use section of Waiver Table for on premise sale of alcohol to "...when accessory to a residential use".
 - 1.9 Add note next to existing driveway on S. 47th Street for Area 1 that driveway and pavement to be removed and any other existing curb openings will be removed other than access to a parking lot.
 - 1.10 Remove parking stalls from the 20' setback on S. 47th Street in Area 3.
 - 1.11 Show future lot line at south end of Area 3.
 - 1.12 Provide a 20' setback for future maintenance building in Area 1 to the south.
 - 1.13 Add note that additional screening for future maintenance building in Area 1 is required.
 - 1.14 Add note that future maintenance building is required to conform to Neighborhood Design Standards such as if it were a house. This includes a pitched roof and window opening toward street. Also, maintenance

building is to not have metal siding. If there are garage doors for the maintenance building, they only may face north. Building must be reviewed by the Urban Design Committee.

- 1.15 Label dual dashed lines at the west side of Area 3.
- 1.16 Add note to preserve existing trees, except for new driveway to the north side of Area 3 and adding new trees in accordance with the City's Master Street Tree Plan to reach a standard of one street tree per 50' of street frontage with a mature height over 20'.
- 1.17 Add to Setback under Waiver Table Area 1 for Reduce Internal Setbacks to 0 feet.
- 1.18 Add to Setback under Waiver Table Reduce Rear Yard Setback to 20 feet for Area 1.
- 1.19 Move Land Use from Waiver Table to its own Permitted Land Uses table.
2. Before receiving building permits, the developer shall provide the following documents to the Planning Department:
 - 2.1 Verification from the Register of Deeds that the letter of acceptance as required by the approval of the planned unit development has been recorded.
3. Before issuance of building permits, final plat(s) shall be approved by the City.

If any final plat on all or a portion of the approved planned unit development is submitted five (5) years or more after the approval of the planned unit development, the city may require that a new planned unit development be submitted, pursuant to all the provisions of section 26.31.015. A new planned unit development may be required if the subdivision ordinance, the design standards, or the required improvements have been amended by the city; and as a result, the planned unit development as originally approved does not comply with the amended rules and regulations.

Before the approval of a final plat, the public streets, sidewalks, public sanitary sewer system, public water system, drainage facilities, land preparation and grading, sediment and erosions control measures, storm water detention/retention facilities, drainageway improvements, street lights, landscaping screens, street trees, temporary turnaround and barricades, and street name signs, must be completed or provisions (bond, escrow or security agreement) to guarantee completion must be approved by the City Law Department. The improvements must be completed in conformance with adopted design standards and within the time period specified in the Land Subdivision Ordinance. **A cash contribution to the City in lieu of a bond, escrow, or security agreement may be furnished for sidewalks and street trees along major streets that have not been improved to an urban cross section. A cash contribution to the City in lieu of a bond, escrow, or security agreement may be furnished for street trees on a final plat with 10 or fewer lots.**

Before a final plat may be approved, Developer agrees, as subdivider, must enter into an agreement with the City whereby Developer agrees:

to complete the street paving of public streets, and temporary turnarounds and barricades located at the temporary dead-end of the streets shown on the final plat within two (2) years following the approval of the final plat.

to complete the installation of sidewalks along both sides of the streets within four (4) years following the approval of the final plat.

to complete the public water distribution system to serve this plat within two (2) years following the approval of the final plat.

to complete the public wastewater collection system to serve this plat within two (2) years following the approval of the final plat.

to complete the enclosed public drainage facilities shown on the approved drainage study to serve this plat within two (2) years following the approval of the final plat.

to complete land preparation including storm water detention/retention facilities and open drainageway improvements to serve this plat prior to the installation of utilities and improvements but not more than two (2) years following the approval of the final plat

to complete the installation of public street lights within this plat within two (2) years following the approval of the final plat.

to complete the planting of the street trees within this plat within six (6) years following the approval of the final plat.

to complete the installation of the permanent markers prior to construction on or conveyance of any lot in the plat.

to timely complete any other public or private improvement or facility required by the Land Subdivision Ordinance which inadvertently may have been omitted from the above list of required improvements.

to submit to the Director of Lincoln Transportation and Utilities a plan showing proposed measures to control sedimentation and erosion and the proposed method to temporarily stabilize all graded land for approval.

to comply with the provisions of the Land Preparation and Grading requirements of the Land Subdivision Ordinance.

to complete the public and private improvements shown on the Planned Unit Development.

to keep taxes and special assessments on the outlots from becoming delinquent.

to maintain the outlots on a permanent and continuous basis.

to maintain the private facilities which have common use or benefit in good order and condition and state of repair, including the routine and reasonable preventive maintenance of the private improvements, on a permanent and continuous basis.

to recognize that there may be additional maintenance issues or costs associated with the proper functioning of storm water detention/retention facilities as they were designed and constructed within the development and that these additional maintenance issues or costs are the responsibility of the developer.

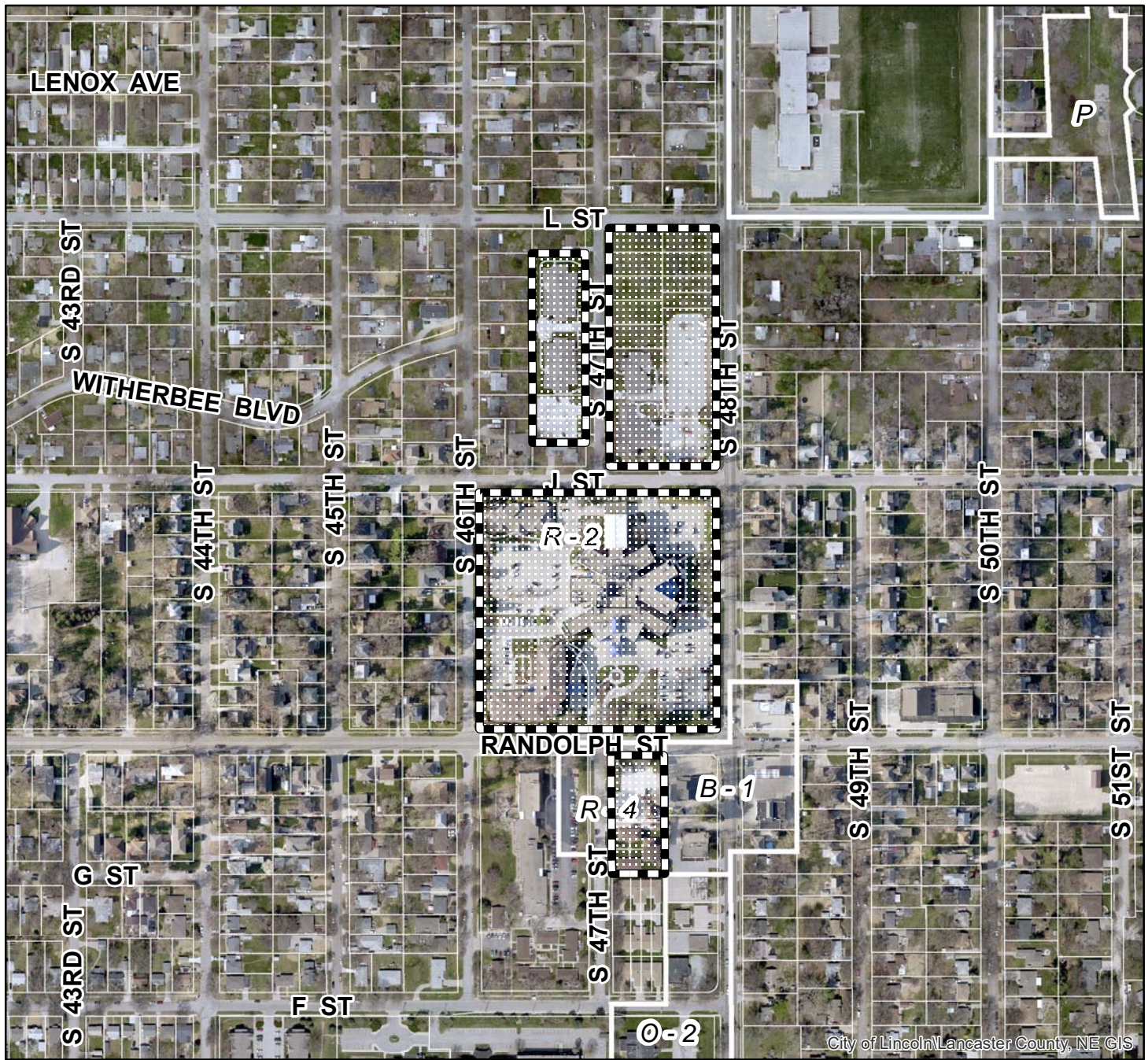
to retain ownership of and the right of entry to the outlots in order to perform the above-described maintenance of the outlots and private improvements on a permanent and continuous basis. However, Developer(s) may be relieved and discharged of such maintenance obligations upon creating in writing a permanent and continuous association of property owners who would be responsible for said permanent and continuous maintenance subject to the following conditions:

- (1) Developer shall not be relieved of Developer's maintenance obligation for each specific private improvement until a registered professional engineer or nurseryman who supervised the installation of said private improvement has certified to the City that the improvement has been installed in accordance with approved plans.
- (2) The maintenance agreements are incorporated into covenants and restrictions in deeds to the subdivided property and the documents creating the association and the restrictive covenants have been reviewed and approved by the City Attorney and filed of record with the Register of Deeds.

to pay all design, engineering, labor, material, inspection, and other improvement costs except those cost the City Council specifically subsidizes as follow:

Standard Conditions:

4. The following conditions are applicable to all requests:
 - 4.1 Before occupying the dwelling units/buildings all development and construction shall substantially comply with the approved plans.
 - 4.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established homeowners association approved by the City Attorney.
 - 4.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.
 - 4.4 The terms, conditions, and requirements of the ordinance shall run with the land and be binding upon the developer, its successors and assigns.
 - 4.5 The applicant shall sign and return the letter of acceptance to the City Clerk. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefore to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.
 - 4.6 The site plan as approved with this ordinance voids and supersedes all previously approved site plans, however all ordinances approving previous permits remain in full force and effect unless specifically amended by this ordinance.



2020 aerial

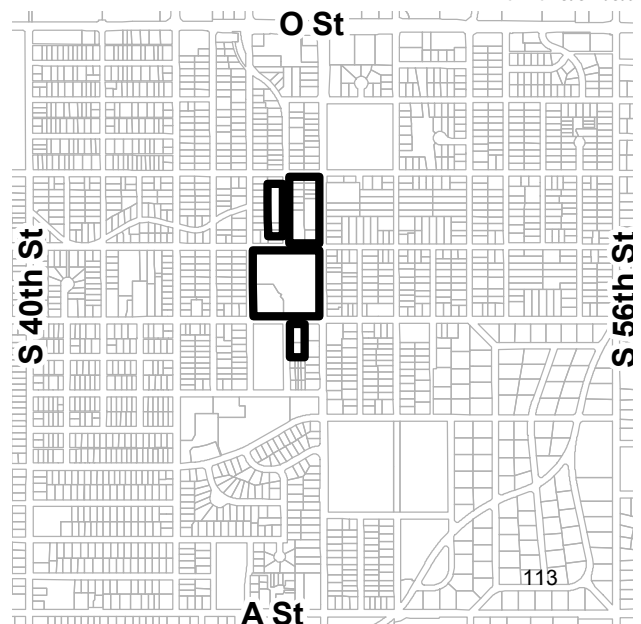
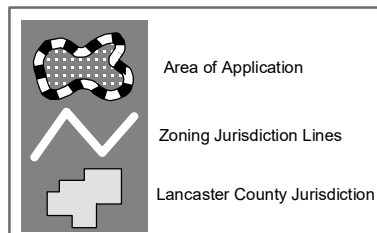
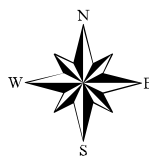
Change of Zone #: CZ21037 **Tabitha - 48th and Randolph PUD** **S 48th st & Randolph St**

Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

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One Square Mile:
Sec.29 T10N R07E



An aerial photograph of a city street grid. A black rectangular redaction box covers a portion of the map. To the right of the redacted area, a white label with black text reads "PROJECT SITE LOCATION". Other visible labels include "YORK STREET" and "WEST 1ST AVENUE".

PARKING TABLE

TOTAL RESIDENTS AND UNITS = 478 (350 RESIDENTS + 140 UNITS)
REQUIRED PARKING = 228 STALLS
TOTAL EMPLOYEES ON LARGEST SHIFT 180
REQUIRED PARKING = 120 STALLS
TOTAL STALLS REQUIRED = 348 STALLS
STALL PROVIDED WITHIN P.U.D. = 371 EXISTING SURFACE (FUTURE SMALL HOUSE: 24 STALLS NOT INCLUDED)
139 GARAGE STALLS (46 EXISTING, 93 PROPOSED)
45 NEW SURFACE
565 TOTAL STALLS ON SITE
(DOES NOT INCLUDE THE 24 STALLS USED FOR FUTURE SMALL HOUSE AND THE STREET PARKING ON 47TH STREET)

- EXISTING GRASS PLANE ALONG RAILROAD - 100' MIN.
- MINIMUM GRADE FOR DRIVEWAY = 3%
- MINIMUM FRONT YARD SETBACK = 60'
- HEIGHT DOES NOT LIMIT MECHANICAL EQUIPMENT AND ELEVATOR TOWER

• ALLOWED LOT STALLS TO BE TOWNED IN FRONT YARD

• PERMITTED TO ALLOW A MINIMUM OF 1 STALL PER LOT

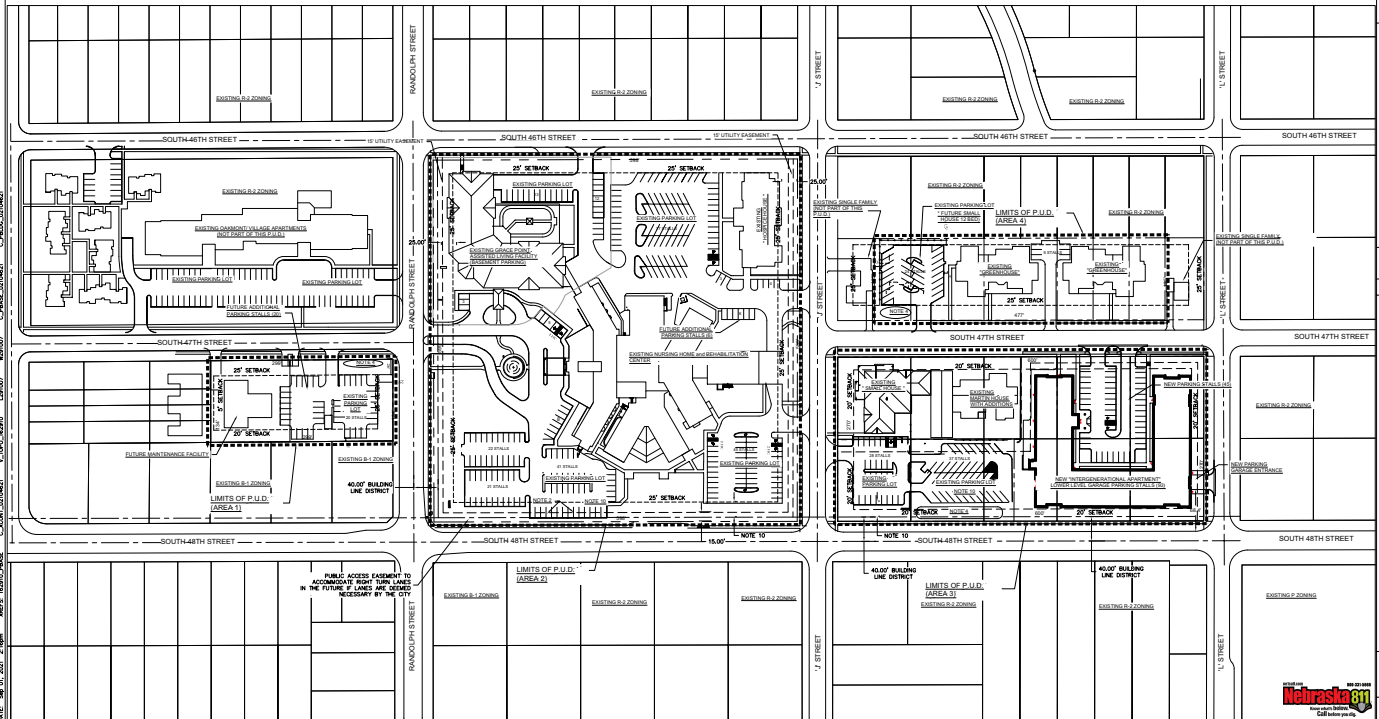
• **PERMITS REQUIRED**

- MINIMUM ENVIRONMENTAL DETENTION REQUIREMENTS FOR NEW BUILDINGS
- MINIMUM INSURANCE REQUIREMENTS FOR EXISTING CONDITIONS TO PREVENT BUILDING A HAZARD AND THE OVERVIEW FROM BEING IN CONFLICTING AREA.
- PERMIT TO DISMANTLE THE EXISTING BUILDING

- REDUCE INTERIOR SETBACKS TO 30 FEET (AREA 3)
- REDUCE FRONT YARD SETBACKS TO 20 FEET (AREA 3)

ALLOW FOR THE FOLLOWING ADJUSTED USES:

- DAY CARE
- DWELLING UNITS = MAXIMUM OF 150 UNITS COULD BE CONVERTED TO RESIDENTIAL HEALTH CARE
- OFFICE
- CARE FOR CHALLENGED CARE CAPACITY
- NON RESIDENTIAL HEALTH CARE FACILITY
- HEALTH CARE SERVICES FACILITY
- COMMERCIAL BUILDING WITH DWELLING UNIT BUILDING
- SMALL SCALE RETAIL/RECREATION SYSTEM

[illegible]

Lincoln, NE 68503 TEL 402-424-6311 www.dillon.com

2021	REVISIONS
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LINCOLN, NEBRASKA

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TABI THA - 48 TH AND RANDOLPH

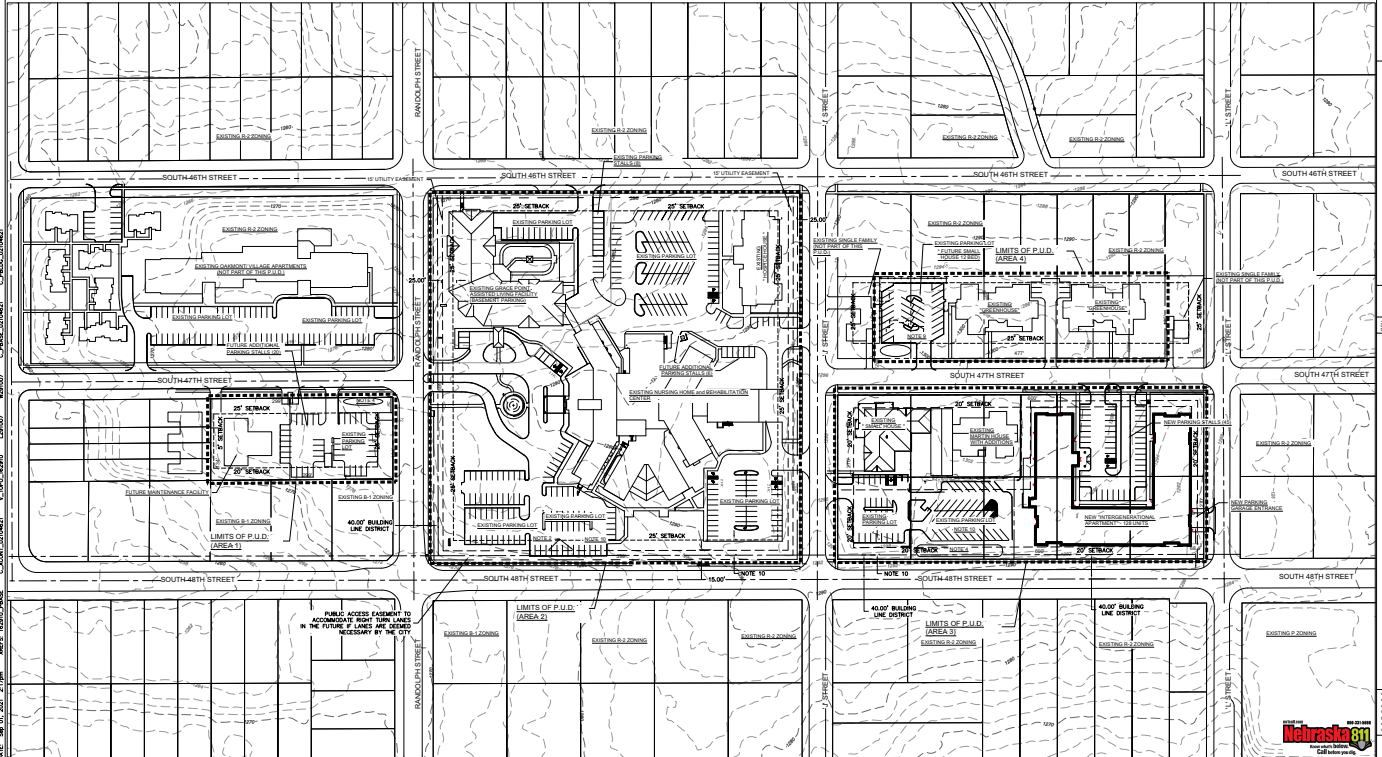
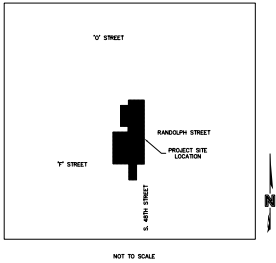
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TABITHA - 48TH AND RANDOLPH
P.U.D.
EXISTING GRADING PLAN



olsson

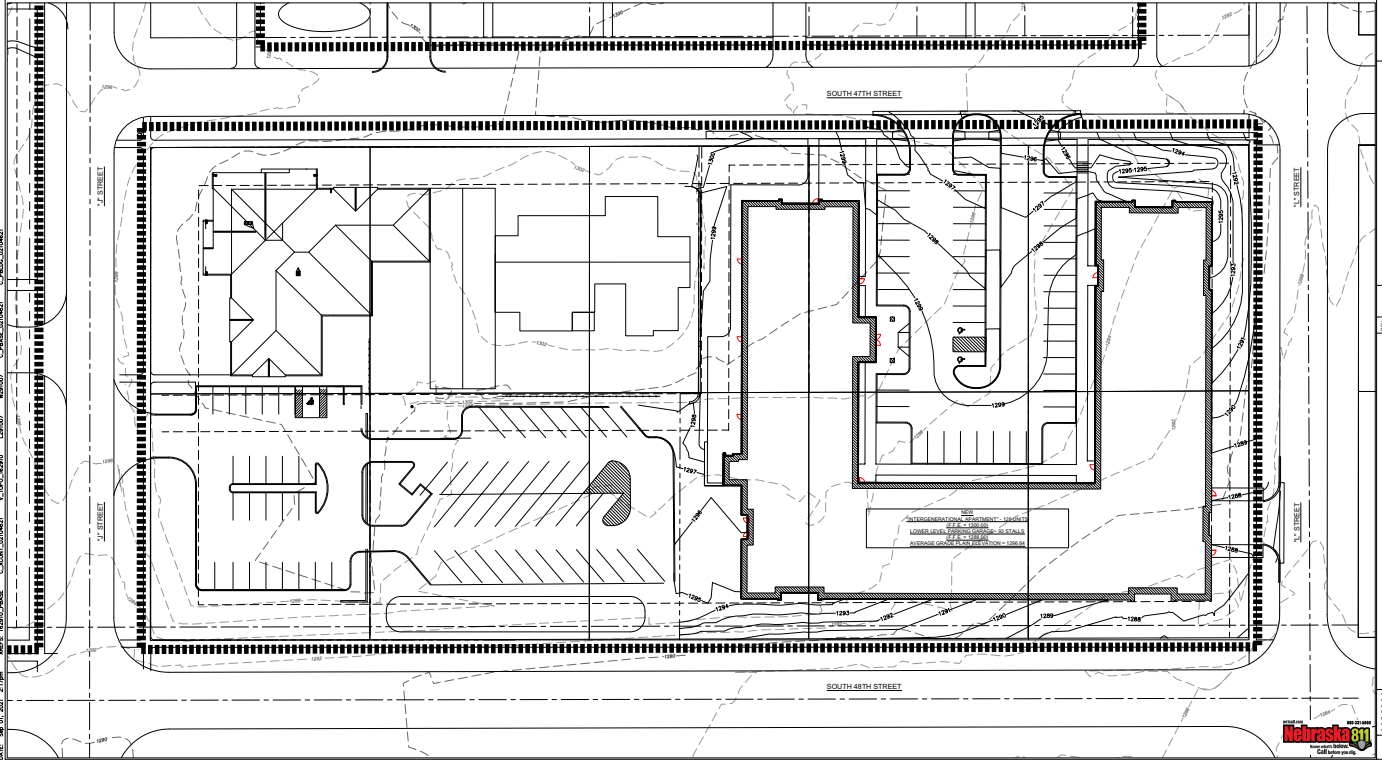
400 Westing, Suite 200
Lincoln, NE 68503
TEL: 402.474.1311 www.olsson.com

REVISIONS	
NO. 1	EXISTING GRADING PLAN
NO. 2	TABITHA - 48TH AND RANDOLPH P.U.D.
NO. 3	2021



NOT TO SCALE

TABITHA - 48TH AND RANDOLPH
P.U.D.
PROPOSED GRADING PLAN



olsson

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LINCOLN, NE 68503
www.olsson.com

PROPOSED GRADING PLAN

TABITHA - 48TH AND RANDOLPH
P.U.D.

LINCOLN, NEBRASKA

SHEET
3 of 3

2021

REVISIONS

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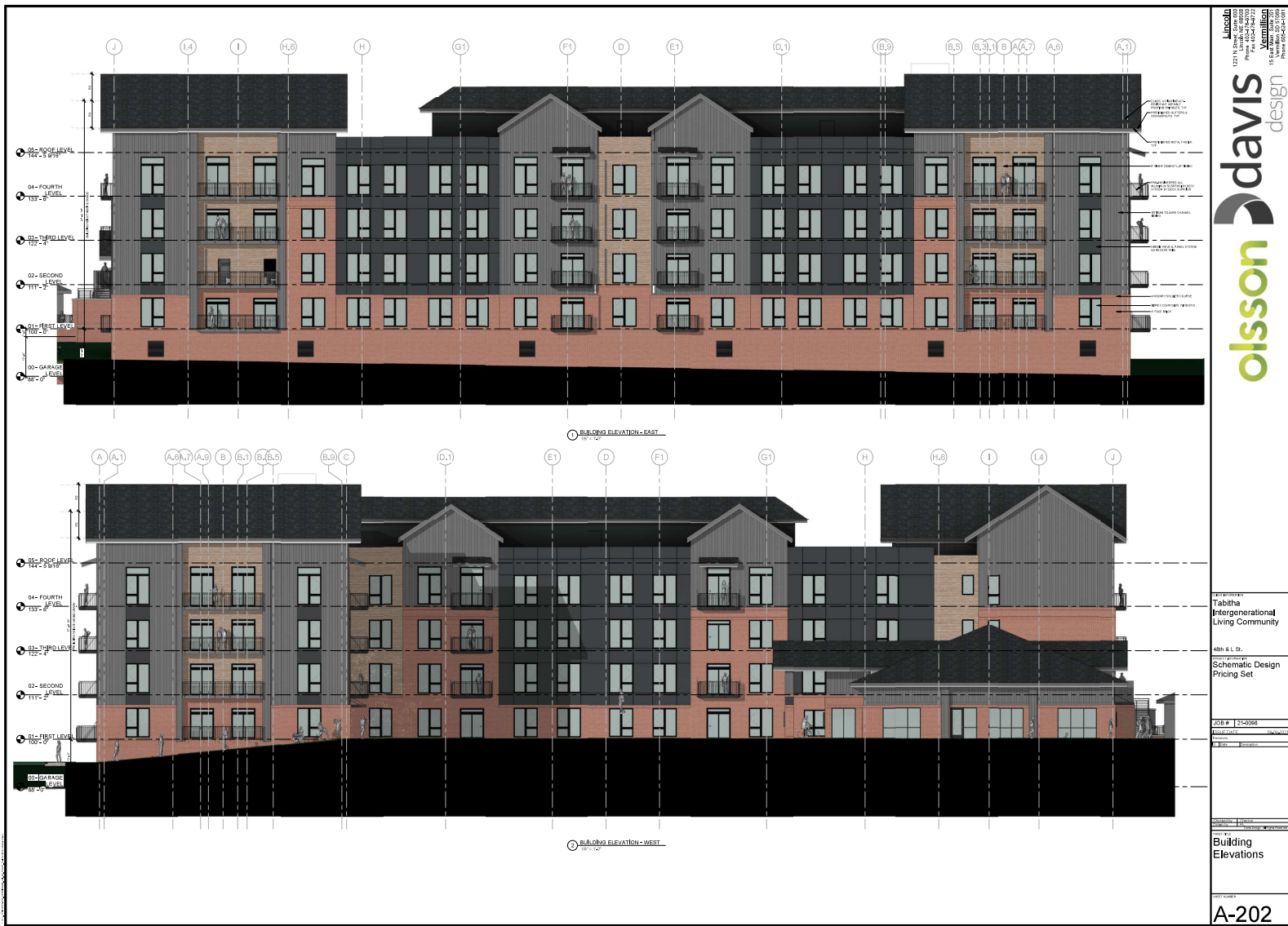
BY

NO

DATE

BY

NO























September 1, 2021

George Wesselhoft
City of Lincoln Planning Department
555 South 10th St., Suite 213
Lincoln, NE 68508

RE: Tabitha – 48th and Randolph, Planned Unit Development
4720 Randolph Street

George,

On behalf of property owner, Tabitha, Olsson is submitting application for Planned Unit Development to the property generally located at 4720 Randolph Street. The development includes all areas approved under Special Permit 384H. The proposed changes to the development include a maximum 138-unit "Intergenerational" apartment with underground parking and at-grade parking lot.

Olsson has prepared engineering documentation for the existing grading, proposed grading, and site plan information associated with the planned unit development project area.

Tabitha is making the following applications and requests:

Planned Unit Development: Parcels – 1729300003000, 1729300002000, 1729140001000, 1729140002000, 1729122025000, 1729122024000, 1729122017000, 1729122018000, 1729122019000, 1729122020000, 1729122001000, 1729122002000, 1729122003000, 1729122004000, 1729142002000, 1729142001000, 1729121011000, 1729133008000, 1729133009000, for a total of 14.25 acres.

Requested waivers:

1. Height:
 - a. Average grade plane around building: 1296.64
 - b. Allowed Heights per zoning = 35'
 - c. Proposed Height request above grade = 65'
2. Parking:
 - a. Parking lot stalls to be allowed in front yard setback
 - b. Parking to allow a minimum of 1 stall per unit
 - i. Apartment maximum of 138-units that allow 1 vehicle per unit. Any necessary maintenance staff on-site will be parked in existing lots.
3. Detention Requirements:
 - a. Eliminate stormwater detention requirements for new buildings. Increase in proposed runoff from existing conditions to proposed building is negligible and the downstream storm sewer is sized adequately to discharge the runoff from the contributing area.
4. Setback:
 - a. Reduce internal setbacks to 0' feet. (Area 3, Site Plan)
 - b. Reduce front yard setbacks to 20 feet (Area 3, Site Plan)
5. Land Use:
 - a. Allow for the following permitted uses:
 - i. Residential Health Care Facility = 350 Residents
 - ii. Dwelling Units = 138 Units (Could be converted to Residential Health Care Residents)
 - iii. Office
 - iv. Early Childhood Care Facility
 - v. Non-Residential Health Care Facility

- vi. Adult Day Services Facility
- vii. On Premise Sale of Alcohol when associated with Dwelling Unit building
- viii. Small Solar Energy Conversion System

Future improvements include:

Area 1 - a future maintenance facility to replace existing residential duplexes and 20 additional future stalls (not included in parking table calculations).

Area 2 - 6 future parking stalls (not included in parking table calculations).

Enclosed find the following documents for the above-mentioned project:

1. City Application Form
2. Application fees in the amount of \$3,339.25
3. Legal Descriptions and Parcel Numbers for the Planned Unit Development area (via ProjectDox)
4. Tabitha – 48th and Randolph PUD site plan, existing grading plans, and proposed grading plans. (via ProjectDox)

Olsson will submit the site plan documentation to ProjectDox upon notification from the Planning Staff.

We appreciate your consideration of the above requests and look forward to continuing to work with you on this amendment. If you require further information or have any questions, please do not hesitate to contact me at 402.458.5615 or jmorrison@olsson.com.

Regards,



Jeffrey Morrison, PE
Olsson

LEGAL DESCRIPTIONS

S29, T10, R7, 6th Principal Meridian, LOT 158 SW

S29, T10, R7, 6th Principal Meridian, IRREG TRACT LOT 175 SW

TABITHA ADDITON, Lot 1

TABITHA ADDITON, Lot 2

WITHERBEE GARDENS, LOT 117

WITHERBEE GARDENS, Lot 99, S40' & LOTS 100 & 116

WITHERBEE GARDENS, Lot 99, N40' S80'

WITHERBEE GARDENS, Lot 99, N40'

WITHERBEE GARDENS, Lot 83, S1/2

WITHERBEE GARDENS, Lot 83, N1/2

WITHERBEE GARDENS, Lot 84, N1/2

WITHERBEE GARDENS, Lot 84, S1/2

WITHERBEE GARDENS, Lot 98, N1/2

WITHERBEE GARDENS, Lot 98, S1/2

WITHERBEE GARDENS 4TH ADDITION, Lot 2

WITHERBEE GARDENS 4TH ADDITION, Lot 1

PETERSON PLACE, Lot 8 - 10, & WITHERBEE GARDENS, LOT 102, & LOT 114 EX S60'

WITHERBEE GARDENS, Lot 114, S60'

WITHERBEE GARDENS, Lot 119, N1/2

PARCEL ID NUMBERS

1729300003000

1729300002000

1729140001000

1729140002000

1729122025000

1729122024000

1729122017000

1729122018000

1729122019000

1729122020000

1729122001000

1729122002000

1729122003000

1729122004000

1729142002000

1729142001000

1729121011000

1729133008000

1729133009000



Department Review Status Report

Project Name: CZ21037

Workflow Started: 09/01/2021 11:44 AM

Report Generated: 10/05/2021 06:37 AM

Cycle	Department	Reviewer	Email	Status	Reviewer Comments	Applicant Comments
1	Planner Review	George Wesselhoft	gwesselhoft@lincoln.ne.gov	Corrections Required	1).Add to Setback under Waiver Table Area 1 for Reduce Internal Setbacks to 0 feet 2) Add to Setback under Waiver Table Reduce Rear Yard Setback to 20 feet for Area 1 3) Specify Area 3 for the specific height waiver and also add Area 2 with height information for prior Tabitha building 4) Parking and Waiver Table dwelling unit information should be consistent. Change number of dwelling units under Parking table to 138 5) Move Land Use from Waiver Table to its own Permitted Land Uses table	
	Building and Safety	Ron Rehtus	rrehtus@lincoln.ne.gov	Did Not Complete	Did not complete review by 9/11 deadline, however, see mark-ups. RER 9/15/2021	
	Historic Districts - Capitol Environs	Collin Christopher	cchristopher@lincoln.ne.gov			
	LTU - Engineering Services	Brion Perry	bperry@lincoln.ne.gov	Corrections Required		
	Development Review Manager	Stephen Henrichsen	shenrichsen@lincoln.ne.gov	Corrections Required		
	County Health	Chris Schroeder	cschroeder@lincoln.ne.gov	Recommend Approval	During the construction process, the land owner(s) will be responsible for controlling off-site dust emissions in accordance with Lincoln-Lancaster County Air Pollution Regulations and Standards Article 2 Section 32. Developers are responsible for all mosquito control issues during the building process and all outlots, green-spaces, and/or natural corridors subsequently controlled by the owner, tenant, occupant, lessee, or otherwise, for that subdivision would be responsible for vectors of zoonotic disease in those areas.	
	LTU - Watershed Management	Tim Zach	TZach@lincoln.ne.gov	Recommend Approval	1. Waiver to detention is warranted and okay with Watershed. 2. Request for Approved Alternative has been approved by the Director of LTU.	
	Urban Development	Wynn Hjermstad	whjermstad@lincoln.ne.gov			



Department Review Status Report

1	Allo Communications	Tom Gremel	tgremel@allophone.net	Recommend Approval	ALLO has fiber facilities located in this development. We will need to relocate or abandon our facilities in this area. Our facilities are located in the utility easement that runs down the middle of the block.	
	LES	LES Reviews	edreviewer@les.com	Recommend Approval	9/9/2021 There are existing utility easements with the area of the proposed Intergenerational apartment complex. These easements will need to be released prior to construction. Please coordinate utility relocation and utility easement releases with LES staff. -JM	
	GIS Survey	Chad Kendall	ckendall@lanaster.ne.gov	Recommend Approval		

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Comprehensive Plan Amendment 21002
Lincoln-Lancaster County 2050 Comprehensive
Plan

FINAL ACTION?
No

RELATED APPLICATIONS
MISC 21011: 2050 Long Range
Transportation Plan

PLANNING COMMISSION HEARING DATE
October 27, 2021

RECOMMENDATION: APPROVAL**BRIEF SUMMARY OF REQUEST**

This is a request to adopt the Lincoln-Lancaster County 2050 Comprehensive Plan also known as PlanForward 2050.

The draft plan is available for review on the project website at www.planforward2050.com.

Direct links to the different plan formats are below. Both formats include the same content.

[Website version](#)

[PDF version](#)

JUSTIFICATION FOR RECOMMENDATION

PlanForward was developed over a two-year process with significant input from City and County staff, community stakeholders, elected and appointed officials, and the general public. PlanForward builds on the ideas established with LPlan 2040 and introduces new goals, policies, and action steps to lead the community forward over the next 30 years.

STAFF CONTACT

Paul Barnes, Planning Department
(402) 441-7491 pbarnes@lincoln.ne.gov

ANALYSIS

1. This application is to adopt the Lincoln-Lancaster County 2050 Comprehensive Plan (PlanForward 2050). This is a scheduled “major” plan update, which occur once every ten years. The last major update was LPlan 2040, adopted in October 2011 (LPlan also had a “minor” update adopted in December 2016). As a major update, PlanForward moves the planning horizon ahead to 2050 and adds significant new ideas and content.
2. Demographic projections were obtained at the beginning of the process to form the foundation of PlanForward’s 30-year assumptions. The projections were completed by the UNO Center for Public Affairs Research (CPAR). Key highlights from the projections are below.
 - Lancaster County will add approximately 120,000 persons by 2050, for a total population of 440,000. Approximately 90 percent of county population growth will be in Lincoln.
 - Lancaster County will add approximately 53,000 households by 2050, for a total of 183,000 households.
 - Average household size will decrease from approximately 2.36 today to 2.30 in 2050.
 - The Lancaster County population age 65 and above will increase from 45,600 (14.2 percent of total) in 2020 to 74,900 (17 percent of total) in 2050.
 - Minority population will increase from 20.5 percent of the county’s total today to 35.3 percent in 2050.
3. The Comprehensive Plan identifies Lincoln and Lancaster County’s desired future vision and the roadmap for how to get there. The vision is implemented through goals and policies used to guide future changes. The Comprehensive Plan illustrates where, how and when the community intends to grow, how to preserve and enhance the things that make it special, and strategies for implementing the vision for how residents will live, work, play, and get around in the future.
4. With PlanForward, the community’s vision was expressed through five themes. The community vision, as found in the Introduction section of PlanForward, is below.

The Lincoln-Lancaster County 2050 Comprehensive Plan is a roadmap to “plan forward,” not only in time, but in concept, to envision a community that is:

- Resilient: a capacity to adapt to new challenges, ensure the security of physical and cultural resources, and sustainably meet the needs of current and future generations.
 - Innovative: continuous improvement and innovation through the use of data, technology, smart city strategies, and problem solving.
 - Livable: a safe and healthy environment that provides a high quality of life for all residents.
 - Thriving: engage businesses, educational institutions, economic development efforts, labor representatives, and other stakeholders to ensure that the community prospers by remaining a place of economic opportunity, maintaining a positive business environment, and addressing workforce needs.
 - Equitable: provide meaningful access to all opportunities and establishes a culture of belonging, regardless of a person’s identity (i.e. economic status, race, ethnic background, culture, religion, gender, sexual orientation, age or mental, physical, or linguistic ability).
5. PlanForward includes similar topics as LPlan 2040, but the Plan includes a new organizational structure to promote inter-connectivity and avoid “siloing” of topics. PlanForward is organized around nine topic areas, called Elements. Each of these Elements is connected to associated Goals and Policies.
 - Complete Neighborhoods and Housing: Discusses the desired pattern of development in newer and older neighborhoods and strategies for meeting future housing demand.

- Infill and Redevelopment: Describes the strategy for mixed use infill and redevelopment that strives for compatibility with surroundings while accomplishing various principles of the Plan.
- Business, Economy, and Workforce: Describes PlanForward's support for economic development, workforce development, and additional commercial and industrial activities.
- Environmental Resources: Includes an outline of the guiding principles for environmental resources, a discussion of environmental resource features and a long range planning and implementation approach with associated strategies, entitled "The Greenprint Challenge."
- Parks, Recreation, and Open Space: Includes an outline of the guiding principles for environmental resources, a discussion of environmental resource features and a long range planning and implementation approach with associated strategies, entitled "The Greenprint Challenge."
- Placemaking: Describes principles and strategies for acquiring and managing parks, recreation and activity centers, open space, greenways, and other recreational facilities in the community.
- Community Facilities: Reviews the projected status of community facilities during the planning period, including libraries, fire services, law enforcement, health care, schools, and public buildings.
- Energy and Utilities: Examines energy and individual utilities including water, wastewater, watershed management, solid waste, electric services, information technology, and natural gas service.
- Transportation: Discusses the multimodal transportation network with regards to the elements of the Long Range Transportation Plan which include transportation goals, outreach and public participation, needs assessment, needs based plan, funding outlook, and fiscally constrained plan. It describes a balanced local transportation system built upon PlanForward's vision.

6. In addition to the nine Elements, PlanForward includes fifteen Goals that are big-picture aspirational statements regarding various topic areas. The goals were developed with extensive community input.

- Safe, Affordable, and Accessible Housing: Lincoln and Lancaster County will support the development of safe, affordable, and accessible quality housing that meets the diverse needs of the community.
- Complete Neighborhoods: Lincoln and Lancaster County will support complete neighborhoods within both developing and redeveloping areas of Lincoln.
- High-Quality Workforce: Lincoln and Lancaster County will strive to remove barriers to economic stability and mobility in the community by supporting a skilled and educated workforce that is able to adapt to economic, technological, and cultural changes.
- Economic Opportunity: Lincoln and Lancaster County will have high-quality jobs in an economic environment that supports business creation, innovation, and expansion.
- Equity and Inclusion: Lincoln and Lancaster County will establish equity - regardless of race, ethnicity, gender, country of origin, religion, age, economic status, or zip code - as a core principle in the planning, decision-making, and policy development processes.
- Healthy, Active, and Connected People: Lincoln and Lancaster County will be a healthy community that continuously creates and improves both its physical and social environments where every person is free to make choices amid a variety of healthy, available, accessible, and affordable options.
- Environmental Stewardship and Sustainability: PlanForward commits Lincoln and Lancaster County to a sustainable growth framework that will conserve and efficiently utilize our economic, social, and environmental resources so that the welfare of future generations is not compromised.
- Community Resiliency: Lincoln and Lancaster County will be resilient to the climate hazards they will face.

- Civic Participation: Lincoln and Lancaster County recognize the need for an equitable civic process and community buy-in during the planning and decision-making processes.
 - Effective Government: Lincoln and Lancaster County will be responsive to community needs and provide efficient and reliable essential services to residents and taxpayers.
 - Rural Environment: Lincoln and Lancaster County will support a strong rural economy, with a focus on agriculture and other land uses, while preserving critical natural features and quality of life for county residents.
 - History and Culture: Lincoln and Lancaster County will celebrate the community's history and diverse cultures and build upon the benefits they provide to civic health, economic vitality, and quality of life.
 - Community Appearance: Lincoln and Lancaster County will have a high-quality physical environment that creates a strong sense of place and community pride.
 - Technology: Lincoln and Lancaster County will support equitable access to technological innovation in order to sustain a vibrant economy, improve City and County services, and improve civic networking.
 - Transportation: Lincoln and Lancaster County will strive to achieve a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community.
7. The Plan also includes 80 Policies, with associated Action Steps, that provide detailed information about achieving the community's vision and goals.
8. When the PlanForward draft was released to the public, new and notable additions were presented in the form of a "Top 10" list. This list is only a sample of the changes between LPlan 2040 and PlanForward 2050, but it provides a good overview of the most notable additions.

PlanForward "Top 10" new and notable topics:

- Complete Neighborhoods: Expanded discussion about creating neighborhoods with a mix of housing types and price points along with neighborhood commercial services, parks/open space, schools and other amenities.
- Infill & Redevelopment: New framework for infill that looks at varying densities of development based on surrounding context and provides a blueprint for achieving the 25 percent infill goal.
- Local Food: Updates to provide stronger support for local food production.
- Early Childhood Care & Education: New discussion and policy recommendations to support early childhood care.
- Sustainability: Various updates to increase support for sustainability initiatives.
- Resiliency: Climate Action Plan items integrated throughout the plan.
- Workforce Development: New discussion to highlight and support the community's workforce development efforts.
- Equity: The topic was woven into the process and PlanForward text, with many new additions highlighted through "equity lens" callouts in the Plan.
- Design Standards: PlanForward includes an updated menu of commercial design standards options ranging from big (citywide commercial design standards) to focused (design standards for TIF redevelopment projects). This topic was already in LPlan, but PlanForward provides more detail about implementation options.

- **Parking:** New policy to evaluate the elimination or reduction of minimum parking requirements in additional zoning districts.

9. The Growth Framework can be found in the Introduction section and includes the 2050 Growth Tiers Map for Lincoln and the 2050 Future Land Use Map for both Lincoln and Lancaster County. The 2050 growth plan was developed by analyzing building and demographic trends and surveying committee members and the public about what types of growth they would like to see in the community. The growth plan continues to follow natural drainage basins to support the continued policy and use of gravity sanitary sewers.

Over the next 30 years PlanForward calls for a higher proportion of new growth as infill (25 percent of all new residential units - LPlan assumed 22 percent) and a greater residential density for edge growth (4.0 units per acre - LPlan assumed 3.0 units per acre). The assumption of more infill and greater edge density has significant impacts on topics found throughout the plan. Overall, the growth framework will continue to implement long-standing policies while meeting the needs of our growing community.

The Growth Framework section, including the Growth Tier and Future Land Use maps, can be found at the following link: [Growth Framework](#)

10. In response to conversations during development of PlanForward, a new Light Industrial category was added to the Future Land Use map. This category is intended to allow for more flexible placement of industrial uses that don't create hazards or nuisances to surrounding properties. Approximately 2.1 square miles of Light Industrial area was added to the 2050 Future Land Use map throughout the community, including a new South Beltway interchange.
11. The public input process was launched on January 16, 2020 with a press conference from Mayor Gaylor-Baird. The pandemic changed things early in the process, but the public engagement plan evolved to accommodate online "virtual" input options to supplement in-person meetings at the beginning and end of the process. The overall process included in-person and virtual public events, surveys, numerous meetings with interested groups and community organizations, and extensive online and social media engagement. More information about the process can be found in the Public Engagement Summary appendix of PlanForward.

A brief listing of the major public outreach activities is below.

- Big Picture Visioning, February 2020
 - In-Person Public Event: 150 attendees at Pinnacle Bank Arena
 - Virtual Event: 437 page views
 - Survey: 622 responses
- Policy Framework, July/August 2020
 - Virtual Event: 251 page views
 - Survey: 459 responses
- Rural Policy Discussions, October 2020
 - Three In-Person Events: 62 attendees
- Growth Tier and Future Land Use Maps, November 2020
 - Virtual Event: 1,064 page views
 - Survey: 25 map comments
- Draft Plan Review, September/October 2021
 - Virtual Event: 1,260 page views
 - Three In-Person Events: 34 attendees

12. Three committees were established to guide creation of PlanForward:

- Community Committee: Had a primary role in studying, analyzing, and discussing major elements of the Plan. There were 32 members including the Planning Commission and stakeholders with various interests in the community. The Community Committee met 18 times over the course of two years.
- Staff Committee: Reviewed and developed content for the Plan. Included City and County staff along with agency representatives. The Staff Committee met eight times and was supplemented with one-on-one meetings with committee members.
- Equity Subcommittee: Reviewed and helped revise content related to Goals and Policies in the Plan. The subcommittee included members from populations who are typically underrepresented in public input processes. Three facilitators led the discussions: Robbie Summers with the non-profit organization Inclusive Communities, Maja Harris former Planning Commissioner and Director of Hormel Harris Foundation, and Francisca Beltran with the Lincoln Commission on Human Rights. The Equity Subcommittee met ten times. More information about the subcommittee can be found in the Equity Subcommittee Report in the PlanForward appendix.

13. The PlanForward draft was made available for public review on September 13th. Plan content was available to review at a virtual meeting and at three in-person meetings. All comments received through October 8th have been addressed in the draft plan available for Planning Commission review. More information about comments received on the draft Plan are attached to this staff report.
14. Recent planning efforts that were already adopted into LPlan 2040, such as the Affordable Housing Coordinated Action Plan and Climate Action Plan, were integrated throughout the PlanForward text. In addition, independently developed planning documents that have not been adopted into the Comprehensive Plan, such as the Nine-Mile Prairie Environs Master Plan, were used to inform PlanForward content.
15. PlanForward is the first local Comprehensive Plan to be available in an interactive online format. This was done to make plan content more accessible on desktop computers, tablets, and mobile phones. The interactive format allows for previously-siloed topics to be connected across multiple website pages. For example the Renewable Energy Policy is directly linked to the environmental resource, utilities, and community facilities topics. The pdf format is still available for those who prefer that version, and a paper copy will be kept in the Planning Department lobby.
16. PlanForward was completed concurrently and is integrated with the 2050 Long Range Transportation Plan (LRTP). The growth and land use plans from PlanForward were used to project future traffic demands and prioritize roadway and trail projects in Lincoln and Lancaster County. The Transportation Element of PlanForward, including with 18 transportation policies, includes content directly from the LRTP. More information about the LRTP can be found in MISC 21011.

Prepared by

Andrew Thierolf, AICP
Planner
(402) 441-6371 or athierolf@lincoln.ne.gov

October 18, 2021

Applicant: Lincoln-Lancaster County Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CPA/20000/CPA 21002 Lincoln-Lancaster County 2050 Comprehensive Plan.adt.docx>

MEMORANDUM

TO: File

FROM: Lincoln-Lancaster County Planning Department

SUBJECT: Lincoln-Lancaster County 2050 Comprehensive Plan

DATE: September 29, 2021

This is an application to adopt the Lincoln-Lancaster County 2050 Comprehensive Plan. The Comprehensive Plan embodies Lincoln and Lancaster County's shared vision for the future, out to the year 2050. The theme of the Comprehensive Plan is "Plan Forward," because it envisions a future that not only looks forward in time, but also forward in concept with new and innovative ideas to support our growing community.

Development of the Comprehensive Plan included extensive public input with contributions from all facets of the community – from local leaders and topic area experts, to regular citizens with a shared interest in building a strong vision for Lincoln and Lancaster County.

This item will be scheduled for Planning Commission consideration at the October 27th hearing, with a briefing on October 13th.

The draft plan is available for review at www.planforward2050.com.

Phase 3: Public and Virtual Meeting

Summary

September 13 to October 8, 2021

Overview

The third phase and final phase of public input included three open house events and a virtual open house in coordination with the Long Range Transportation Plan (LRTP) public outreach. The draft Comprehensive Plan and LRTP documents were available on the virtual open house website for community members to review and comment on to ensure the documents reflected the community feedback heard throughout the two-year planning process. The website, PlanForward2050.com, was also updated and included a link to the virtual meeting website.

The virtual open house was designed to be interactive with the three components—goals, elements, and policies—interlinked with one another. Visitors could click a goal and scroll down to view the related policies and community indicators. Each policy linked to the supporting goals and elements. This approach allowed visitors to narrow into the components of the plan most important to them. They could also open a PDF of the plan which included all the content in a linear format like the previous 2040 Plan.

While no information was collected from viewers of the virtual open house, data showed it was viewed 1,260 times. Planforward2050.com, the main landing page for the planning process and the virtual open house, received a total of 1,800 views. A total of 34 people attended the three in-person open house events where staff was available to discuss the draft plans. Open house materials included a printed copy of the document, laptops with the virtual open house, display boards covering the plan content through a high-level overview. A Spanish interpreter was provided for the first open house which was expected to have the highest potential need for an interpreter. The hybrid model of virtual and in-person community engagement was a useful way to reach the widest possible audience during this phase.

Advertising

A comprehensive advertising strategy was undertaken to promote the virtual and in-person events which included email, newspaper, social media, and a booth at a local event. The public meeting notice was posted in the Lincoln Journal Star newspaper which included information on accessing the virtual open house and the dates for the in-person meetings. Follow up articles promoted the Plan and gave background on the process.

An email with similar details was sent to the participants of the focus group meetings, the city's distribution list, and anyone who provided their email when submitting comments during Phase 1 and Phase 2 of public outreach.

Social media was used to encourage residents to visit the virtual open house to review materials as well as to attend an in-person meeting. There were a total of 205 comments and likes on the Facebook posts with 125,724 impressions and a reach of 40,587 people.

Finally, a booth was set up at StreetsAlive! on September 26th promoting the upcoming meetings and the virtual open house. With an estimated 4,000 attendees the event was a great opportunity to promote PlanForward and to talk with attendees unable to attend the open house events.

Public Comment Summary

A combination of formal comments submitted in writing at the in-person events, digitally through the virtual open house comment boxes, and as informal conversations during presentations and at the open house events was used to both validate and modify the final plan. A total of 16 comments and five letters were received between September 13 and October 8, 2021.

Social Media

While not part of the official public record, the posts on Facebook to drive traffic to the virtual open house garnered several comments and interactions. While much of it surrounded transportation and road conditions, there was support for more dense, mixed use projects to reduce sprawl, improve infrastructure spending power, and decrease vehicle dependency.

In Person and Virtual Open House Comments

Attendees were asked to share their comments on the 2050 Growth Tiers Map, 2050 Future Land Use Map, and Top 10 Big Ideas. In addition, an open-ended question asked for feedback on the draft Comprehensive Plan in general. Following is a summary of the feedback received. Text in bold summarized the comments while the regular text is the response from the Planning Department.

- **Construction of the East Beltway.** This project is included in the Needs Based Plan, but significant funding from the state and federal government are necessary to move this project forward. The East Beltway Corridor Protection efforts will continue however and are included in the plan.
- **Equity in the plan is a good start, but what can be done now?** An Equity Subcommittee was created to review the goals and policies and address potential inequities. Recommendations from this group were incorporated throughout PlanForward. While this is a step in the right direction, we understand more needs to be done. This plan will be a starting point, not the end of the conversation.
- **Prioritization of investments in cooperative farming, food production, grocery, and local food systems should be considered to address food security.** Policy 22, Local Food, includes 16 action steps developed with input from community leaders and local food experts. Partnerships are identified as a key strategy. Incentives are also mentioned, including potential property tax incentives for agricultural use of vacant properties.
- **Comments were supportive of the infill and redevelopment policy as well as design standards for corridors and entryways, however one person was concerned about parking standards for infill.** Additional zoning/design standards updates will be necessary to implement the infill policy, and parking will be discussed as part of those updates as parking is a significant concern within existing neighborhoods.
- **Potential funding strategies, such Quality-of-Life Bond Issue for libraries, parks, and trails, were discussed.** Prior plans have touched on this subject, but more research is needed prior to pursuing.

Letters

Several organizations and individuals submitted formal letters regarding the draft Comprehensive Plan.

- **The Partnership for Healthy Lincoln (PHL) submitted a letter of support for the draft Comprehensive Plan.** Their review concluded PlanForward's vision and goals directly contribute to a healthy and livable community. They were pleased to see G1 Safe, Affordable, and Accessible Housing and G2 Complete Neighborhoods. They reiterated the importance of G5 Equity and Inclusion as part of the plan moving forward. Additionally, they called out G6 Healthy Active and Connected People, G7 Environmental Stewardship and Sustainability, G12 History and Culture, and several elements and policies that work towards creating a healthy community.
- **The Wachiska Audubon Society submitted a letter calling for the ability of people in Lincoln in 2050 to be able to enjoy birds as we can today.** While text in the Environmental Resources element and the Environmental Stewardship and Sustainability goals doesn't state this outright, it does address the concept of preserving our environment today for the residents of 2050 to enjoy.
- **Bill Oberg submitted a letter primarily related to Nine-Mile Prairie and its surroundings.** While not specifically called out in the plan, the UNL Nine-Mile Prairie Environs Master Plan was referenced when developing growth areas and adding Environmental Resources land to the Future Land Use Map. The Environmental Resources element includes a significantly expanded discussion about the value of native prairie and a half mile buffer between the Nine-Mile Prairie and Urban Residential land maintained. Text regarding the Salt Valley Greenway was added calling out its ability to provide access to green corridors that would extend into the county to State Recreation Areas and natural resource areas. A trail connection to Nine-Mile Prairie was also added.
- **Marilyn McNabb submitted a letter encouraging the Plan to do more regarding climate action.** The Climate Action Plan, adopted as part of the Comprehensive Plan, focuses on specific action items, and has a team working on implementation. PlanForward's growth framework is focused on incrementally increasing infill and density over the next 30 years to support more alternative transportation options. There are many areas within PlanForward that address aspects of the concerns from this letter including, but not limited to G6 Equity and Inclusion, E3 Business, Economy, and Workforce, and P18 conservation Design. The entire City of Lincoln Climate Action Plan is being adopted by reference in PlanForward. The Climate Action Plan also includes a reference to Lincoln's Vision for a Climate Smart Future.
- **The Coalition for Environmental Improvement submitted a detailed letter with suggestions organized by plan element.** Staff reviewed and provided responses to the material within the letter which included comments on the policies as well as approximately 25 suggestions for additional action items and 50 modifications to existing action items. The feedback addressed all elements except E7 Community Facilities and is therefore too broad to summarize here. The appendix includes this letter and how each comment is addressed.
- **The Lancaster Event Center submitted a detailed letter regarding its ability to contribute to the local economy and sense of place.** The center's ability to serve as an economic driver was highlighted as well as the future capacity to support more development in the area. The plan was amended to address many of their ideas.

Feedback Incorporated into PlanForward

As part of the Phase 3 public engagement process staff reviewed all the feedback received and identified if and where the plan already addressed the comment, whether it could be incorporated with a change, or whether it was a good idea, but not necessarily right for this planning document. The appendix includes all comments and the Planning Department's responses. Below is the list of comments that were incorporated in this last round of PlanForward edits.

- Text was added to the **Environmental Resources element (E4)** to clarify support for natural systems that support wildlife.
- Text was added to the **Placemaking element (E6)** regarding the ability of prairies to provide a sense of place.
- A description of Lancaster Event Center was added to the **Community Facilities element (E7)**.
- N 84th Street from Cornhusker to Havelock was added as a secondary entryway corridor on Figure E6.b.
- As part of changes made to the Long Range Transportation Plan, several figures within the **Transportation element (E9)** were updated.
- New action step added to **Policy 7 Redevelopment Incentives** to add support for State Legislative action regarding a state tax credit program for housing rehab.
- Based on verbal comments received regarding light industrial the following new action step was added to **Policy 13 Commercial and Industrial Centers**: Develop a zoning implementation strategy for the Light Industrial land use category.
- In **Policy 18 Conservation Design** added text that the Climate Action Plan should be used as a guide when developing conservation design recommendations.
- Updates to **Policy 19 Native Prairie**
 - Action Step 1 was clarified to include carbon sequestration measurements in all cost-benefit and environmental impact studies.
 - Action Step 2 clarified that prescribed burn smoke areas should be considered when evaluating new development proposals.
 - Action Step 3 clarified that conservation easements should be acquired by both public and private property owners.
 - Action Step 4 clarified that prairie restoration should be encouraged for both public and private entities.
 - Action Step 5 added the Greenprint Challenge and Nine Mile Prairie Environs Master Plan as guiding documents for grassland preservation and restoration.
 - Action Step 7 added that prairie managers should be notified of any Future Land Use changes that could impact a designated prairie.
 - New action step added regarding the Monarch Pledge.
 - New action step about educating citizens regarding the value of native prairies.
- Updates to **Policy 21 Floodplains and Riparian Areas**
 - Action Step 1 was modified to highlight reducing flood risks and preservation of floodplain areas.
 - Action Step 3 was rewritten to utilize stormwater as an asset to minimize damage and pollution.

- Action Step 4 was modified to focus on storm water damage reduction, water quality, and natural areas for public recreation and education.
- New action step added with sub actions to continue to expand and enhance various stormwater run-off mitigation measures.
- **Updates to Policy 22 Local Food**
 - Added the example of the “From Mowing to Growing” campaign to Action Step 6.
 - Added LPS and SCC as stakeholders to be involved with local food conversations in Action Step 12.
 - New action step to support development of a local food master plan.
 - New action step to explore incentives for schools and other public institutions to purchase local food.
 - New action step to encourage public entities to explore leasing public land to prospective farmers and market gardeners.
 - New action step to encourage the development of a curriculum for agriculture and local food-growing in LPS and other school districts.
 - New action step to confer with economic development organizations, grocers, and restaurants to investigate how best to enlist private sector in expanding local food production, market development and career vocational opportunities in agriculture.
- **Updates to P23 Salt Valley Greenway**
 - Action Step 10.b added that the Nine-Mile Prairie Environs Master Plan should be used as a guide for open space, education, research, carbon sequestration, and trail opportunities.
 - New action step about the Monarch Pledge.
- **Modification to Action Step 11 under P25 Open Space with Development** to include carbon sequestration measurements in all cost-benefit and environmental impact studies.
- **Updates to P48 Renewable Energy**
 - Modified Action Step 5 to include city policy to decarbonize city fleet and equipment.
 - Modified Action step 7 to include buildings.
- **Updates to P49 Energy Reduction**
 - New action step added to expand and improve bike trails and bike lanes.
 - New action step added to implement the Lincoln Bike Plan.
 - New action step added to explore incentives for energy efficiency improvements for businesses, residences, and non-profits.
- **Updates to P50 Water Quantity and Quality**
 - Modified Action Step 6 to specify improvements to wastewater and drinking water treatment.
 - Modified Action Step 7 to add procurement of and funding for a second source of drinking water as a high priority.
 - New action step regarding developing a strategy and funding sources collaboratively with governmental and private sources to inventory, remove, and replace lead service lines.
- **Updates to P54 Water Resource Recovery Facilities**
 - Minor text changes to Action Step 1 to include update to facilities with technology and best practices

- New action step with sub items regarding programs for recycling and reuse, thermal heat recovery systems, biosolids, and sustainable uses of wastewater.
- Modified Action step 4 from “encourage point source treatment of clean wastewater...” to “evaluate incentives for point source treatment...” and added text specifying maintenance of surface water and groundwater quality and quantity.
- New Action Item 9 under **P58 Waste Reduction and Diversion** to state Consider incentives for developments that conserve natural resources, including reduction of the amount of waste going into the landfill.
- Update to **Policy 60 Technology** to provide more details about a potential technology advisory review board.

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

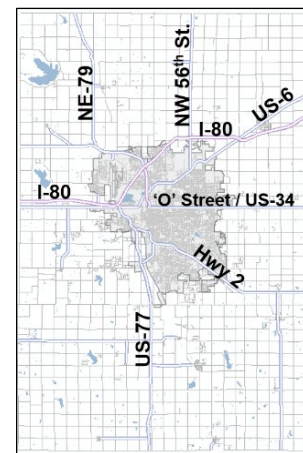
FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Miscellaneous #21011	FINAL ACTION? No	DEVELOPER/OWNER N/A
PLANNING COMMISSION HEARING DATE October 27, 2021	RELATED APPLICATIONS CPA21002	PROPERTY ADDRESS/LOCATION N/A

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is an application to review and provide recommendations on the proposed 2050 Long Range Transportation Plan (LRTP), advising the Lincoln Metropolitan Planning Organization (MPO) Technical Committee and Officials Committee on the adoption of the new LRTP that will guide the future transportation improvements of the City of Lincoln and Lancaster County.



JUSTIFICATION FOR RECOMMENDATION

The 2050 Long Range Transportation Plan identifies the priority projects that can reasonably be expected over the 29-year planning horizon within the fiscally constrained plan, which is based on extensive analysis, community input, and ongoing coordination with the LRTP Project Oversight Planning Committee and Community Committee.

This Plan follows the federal requirements for preparing a long range transportation plan which is important because compliance with federal requirements must be met for the region to receive federal transportation funding.

APPLICATION CONTACT

David Cary, Planning Director
(402) 441-7491
dcary@lincoln.ne.gov

STAFF CONTACT

Allan Zafft, Transportation Planner
(402) 441-6369
azafft@lincoln.ne.gov

COMPATIBILITY WITH THE LONG RANGE TRANSPORTATION PLAN

The Lincoln Metropolitan Planning Organization is federally required to update the long range transportation plan every five years. The 2050 Long Range Transportation Plan is this update.

GENERAL INFORMATION

1. Lincoln Metropolitan Planning Organization (MPO)

The Lincoln MPO is responsible for carrying out the federally-mandated transportation planning process in the Lincoln Metropolitan Planning Area which includes all of Lancaster County. Metropolitan transportation planning is the process of examining travel and transportation issues and needs in metropolitan areas, which includes a demographic analysis of the community in question, as well as an examination of travel patterns and trends. The planning process includes an analysis of alternatives to meet projected future demands, and for providing a safe and efficient transportation system that meets mobility needs while not creating adverse impacts to the social and physical environment.

Federal Aid Highway legislation, regulations and guidance require local governments to conduct cooperative, comprehensive, and continuing transportation planning (“3-C Planning Process”) to develop metropolitan area transportation plans and programs in order to receive federal funds for transportation system improvements. In 1973, the governor of Nebraska designated the City of Lincoln as the MPO to assume the responsibilities of coordinating the transportation planning for Lincoln and Lancaster County.

Transportation planning in metropolitan areas is a collaborative process, led by the MPO and other key stakeholders in the regional transportation system. The process is designed to foster involvement by all interested parties, such as the business community, community groups, environmental organizations, and the general public through a proactive public participation process conducted by the MPO in coordination with state, county and city transportation agencies and transit operators.

2. MPO Organizational Structure and Administration

The Mayor of the City of Lincoln is the Executive Officer of the Lincoln MPO. Under the Mayor, the MPO functions through a committee structure comprised of an Officials Committee, a Technical Committee, a number of subcommittees, and MPO administrative staff.

- a. **Officials Committee.** The Lincoln MPO Officials Committee functions as the policy making arm of the MPO. The Officials Committee membership consists of elected officials representing the City of Lincoln, Lancaster County and the State of Nebraska. The voting members review and act upon transportation related programs and studies recommended by the MPO Technical Committee. This Committee also reviews and adopts planning documents that are in compliance with the established planning process and the policies of the general purpose governments and agencies which they represent.
- b. **Technical Committee.** The Lincoln MPO Technical Committee is made up of representatives of various professional transportation and related planning disciplines and serves as the administrative and technical staff to develop and implement the plans and policies of the MPO. The Committee conducts the work necessary to produce and amend the Long Range Transportation Plan and makes recommendations to the Officials Committee on proposed programs, studies and planning documents that conform with appropriate regulations.
- c. **L RTP Project Oversight Planning Committee.** The MPO Technical Committee established an 18 member subcommittee to function as the Project Oversight Planning Committee to provide project oversight in developing the 2050 Long Range Transportation Plan. The planning team worked with a consultant to establish the goals for a Performance-Based Multi-Modal Long Range Transportation Plan, provide the expertise and resources needed for the project and the review the technical reports and documentation. The committee members include staff from the Lincoln-Lancaster Planning Department, Lincoln Transportation and Utilities Department, StarTran, Lincoln Urban Development Department, Lincoln Parks & Recreation Department, Lancaster County Engineering, Lincoln-Lancaster Health Department, Nebraska Department of Transportation, Federal Highway Administration, and Federal Transit Administration.
- d. **Lincoln/ Lancaster County Planning Commission.** The Planning Commission plays an important role in the Lincoln MPO transportation planning process. An advertised public hearing before the Planning Commission is part of the formal adoption of the MPO Long Range Transportation (LRTP). In addition, the Planning Commission reviews the Transportation Improvement Program for conformance with the LRTP. After public hearings are held, the Planning Commission forwards the MPO documents to the Officials Committee for approval.

Note: The PlanForward Community Committee comprised of the nine Planning Commissioners and 20 community stakeholders representing various interests, had a primary role in helping to develop both the 2050 Comprehensive Plan and the 2050 Long Range Transportation Plan. Their participation recognizes and upholds

the important link between the Comprehensive Plan and transportation planning. The Committee worked with Planning staff to study, analyze, and discuss major elements of both plans. Primary activities during Committee meetings included: education on specific topics so that Committee members could make informed decisions, in-depth discussion and brainstorming exercises, and review of draft materials.

- e. **MPO Administration.** Administration of MPO activities is the responsibility of the Lincoln-Lancaster County Planning Department. The Planning Director is the MPO Administrator and with direction from the Mayor of the City of Lincoln and the MPO Officials Committee, is responsible for on-going coordination, direction, and supervision of the Lincoln MPO transportation planning process.

ANALYSIS

1. Long Range Transportation Plan

The development of the Long Range Transportation Plan (LRTP) is a collaborative effort using input provided from state and local governments, agencies, citizens, committees and staff that focuses on promoting an integrated multi-modal transportation network. The LRTP guides investment in the Lincoln metropolitan area's transportation system for the next 29 years. It defines an overarching vision of the region's future transportation, establishes goals and objectives that will lead to achieving that vision, and allocates projected revenue to transportation programs and projects consistent with the Lincoln MPO's goals. The LRTP also is the basis for the development of the short-range Transportation Improvement Program (TIP) – a set of transportation improvement projects that the MPO expects to implement during the next four years.

The LRTP is updated every five years in order to accurately re-assess existing and projected travel conditions and needed improvements based on current population and socioeconomic data and to be responsive to the planning area's continuously evolving needs. The projects listed in the proposed LRTP are intended to reflect the community's values and visions for improving the overall transportation system while maintaining fiscal constraint. The policies, principles, and strategies in the Lincoln-Lancaster County Comprehensive Plan are coordinated with transportation planning activities and are reviewed regularly to ensure the Plans remain current. The land use and growth patterns become an integral part of the technical elements in the transportation plan and allows the Plans, working together, to preserve and even enhance valued natural and cultural resources and facilitate sustainable neighborhoods.

2. Federal Requirements

The current federal transportation act, Fixing America's Surface Transportation (FAST) Act of December 4, 2015 continues the previous requirements and provides long-term funding certainty for surface transportation infrastructure planning and investment. The FAST Act requires the metropolitan transportation planning process to be "continuous, cooperative, and comprehensive," and to provide for consideration and implementation of projects, strategies, and services that will address the below federal planning factors. The goals developed for the 2050 LRTP are primarily aligned with these planning factors and the national transportation goals.

- Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency;
- Increase the safety of the transportation system for motorized and nonmotorized users;
- Increase the security of the transportation system for motorized and nonmotorized users;
- Increase the accessibility and mobility of people and for freight;
- Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns;
- Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight;
- Promote efficient system management and operation;
- Emphasize the preservation of the existing transportation system;
- Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation; and
- Enhance travel and tourism.

Federal regulations require that public outreach efforts allow all interested parties with reasonable opportunity to comment, including citizens, affected public agencies, representatives of public transit employees, freight shippers, providers of freight services, private transportation providers, representatives of public transportation users, and

representatives of pedestrian, bicycle, and disabled facility users. Methods of participation for the 2050 LRTP included public meetings, focus groups, and website survey tools. The LRTP Public Engagement Plan was established to ensure that federal requirements for public participation are met during the development of the 2050 LRTP and remain consistent with the MPO's adopted Public Participation Plan.

3. Federal Requirements for Performance-based Planning

Federal regulations since the FAST Act and the previous federal transportation bill have placed increased emphasis on performance management within the Federal-aid highway program and transit programs and require use of performance-based approaches in metropolitan transportation planning. This has been a critical element of consideration in the 2050 LRTP. Specifically, the regulations state:

Metropolitan transportation organizations in cooperation with the State and public transportation operators, shall develop long range transportation plans and transportation improvement programs through a performance-driven, outcome-based approach to planning for metropolitan areas of the State. [23 USC § 134(c)(1); 49 USC § 5303(c)(1)] The metropolitan transportation planning process shall provide for the establishment and use of a performance-based approach to transportation decisionmaking... [23 USC § 134(h)(2); 49 USC § 5303(h)(2)]

4. Development of the Proposed 2050 Long Range Transportation Plan

Development of the proposed 2050 Long Range Transportation Plan (LRTP) addressed all the major elements in the Plan. The project team has consistently received feedback from the committees and the general public about the importance of maintaining the transportation system and making the system function as efficiently as possible, given transportation funding limitations. This planning process took place over the last twenty-one (21) months in close coordination with the LRTP Project Oversight Planning Committee and the Community Committee, and with extensive input from the community. The public engagement process included three phases of community outreach that consisted of virtual public meetings, in-person public meetings, focus group meetings, and/or community surveys.

The major planning elements addressed in the LRTP include the following analysis.

- a. **Performance-based Planning** - Performance-based planning provides for a structure for the LRTP to ensure that scarce resources are used effectively and equitably and forms the foundation of the LRTP. The community values of transportation are woven into the goals, objectives, performance measures, and ultimately, evaluation criteria, which are used to identify high-priority transportation projects. The LRTP is based on a set of goals intended to implement the vision and support the transportation needs and values of the community, while aligning with state and national goals.

The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community. Goals are the foundation for performance-based planning; the eight goals articulate the desired end state. The eight transportation goals, listed below, include related objectives that are specific, measurable statements that support achievement of the particular goal. These goals reinforce the five PlanForward (Lincoln-Lancaster County 2050 Comprehensive Plan) planning themes: Livable, Equitable, Resilient, Innovative, and Thriving.

- **Maintenance:** A well-maintained transportation system.
- **Mobility and System Reliability:** An efficient, reliable, and well-connected transportation system that leverages innovation and technology for moving people and freight.
- **Livability and Travel Choice:** A multimodal system that provides travel options to support a more compact, livable urban environment.
- **Safety and Security:** A safe and secure transportation system.
- **Economic Vitality:** A transportation system that supports economic vitality for residents and businesses.
- **Environmental Sustainability:** A transportation system that enhances the natural, cultural, and built environment.
- **Funding and Cost Effectiveness:** Collaboration in funding transportation projects that maximize user benefits.
- **Transportation Equity:** Transportation investments developed through an inclusive process that promotes equitable outcomes

Thirty-seven system-level performance measures are linked directly to the goals and supporting objectives.

Performance measures support the planning process to develop policy, prioritize investments, and measure progress. For each performance measure, available current and historic data show the current system performance and the trajectory of historic trends, providing insight into the projects, strategies, and policies needed to achieve performance targets. Specific performance targets are maintained and a desired trend (increase, decrease, or maintain) has been identified.

- b. **Current and Future Needs** - The LRTP covers all modes of surface transportation and includes an overview of the transportation needs. The current and future needs of Lincoln and Lancaster County's transportation system are compiled for the 2050 LRTP from a variety of sources that include:

- 2040 LRTP
- Current planning studies
- MPO planning committees
- MPO technical tools (e.g., the 2050 Travel Demand Model, GIS analysis and engineering studies)
- Community input through focus group meetings, public meetings, and online surveys

The transportation needs cover all modes of surface transportation: roadway, transit, bicycling, walking, and rail (specifically the railroad crossing needs). The current and future needs help to define a Needs Based Plan for the Lincoln MPO. This includes the transportation projects that could be constructed and programs that could be implemented to realize the transportation vision, if funding limitations were not a consideration. The Needs Based Plan includes more than \$1.8 billion in roadway capital projects and nearly \$60 million in trail projects, among other needs.

- c. **Community Input** - The 2050 LRTP included three phases of community outreach using various mechanisms at each phase of the project. In response to practical challenges COVID-19 Directed Health Measures presented, public outreach methods successfully utilized digital resources and tools that could bring the public into the participation process. The Public Engagement Plan for the 2050 LRTP includes three phases of community outreach, each of which focused on a key theme:

- Needs (September and October 2020) - Listen to community members discuss their transportation values, the transportation issues they encounter, and relevant trends that will influence future transportation decisions.
- Priorities (March and April 2021) - Input on balancing the tradeoffs that exist when there are more projects to complete than funding available.
- Validation (September and October 2021) - Public feedback on draft 2050 LRTP document.

The first phase of the community outreach (Needs) involved 10 Focus Group sessions with stakeholders who represented various interests in the community, a virtual public meeting between September and October 2020, and an online survey that was completed by 236 community members. The input received during this community outreach was used to inform the LRTP goals and their importance relative to each other and to help identify challenges and strategies to improve multimodal transportation.

The second phase (Priorities) included a second set of Focus Group sessions with stakeholders, a virtual public meeting between March and April 2021, and an online survey that was completed by 203 community members. The input received during this community outreach phase was instrumental in understanding the community's transportation priorities and has been integrated into the project prioritization process and the development of the recommended resource allocation scenario. Community input from both phases of public outreach has been integrated into the elements of the transportation plan.

The third phase (Validation) of the community outreach provides various opportunities for public feedback on the draft 2050 LRTP document. To date, a virtual public meeting was held from September 13 to October 6, 2021 and three in-person public meetings were held on September 28 and 30 and October 5, 2021. Planning staff also made presentations about the draft plan to eight community groups. Enclosed is the 2050 LRTP Public and Virtual Meeting Phase 3 Summary report that includes responses to public and agency comments.

- d. **Funding Outlook** - Transportation funding in Lincoln and Lancaster County comes from a variety of local, state, federal, and private funding sources. Revenue projections are estimated using historic revenue information and represent the funding that can reasonably be expected over the life of the 2050 LRTP. In total, an estimated \$4.6 billion in transportation revenues can reasonably be expected for the Lincoln MPO region over the 29-year planning horizon (2022 through 2050). Approximately \$3.08 billion (two-thirds of funding available for

transportation) is either restricted to specific types of projects (e.g., Federal Transit Administration funds must be used for transit capital and operations) or committed to specific projects or categories (e.g., 25% of Lincoln on the Move sales tax funds are committed to specific growth projects). The remaining \$1.53 billion in funding is considered “flexible” and could be used for various transportation-related purposes to achieve the LRTP goals.

The Surface Transportation Block Grant Program (STBG) funds, a portion of the flexible funds (approximately \$239 million), can be used in Lincoln or Lancaster County. The LRTP recommends a 70% (Lincoln)/30% (Lancaster County) split for these funds. This split will provide federal funding for construction of priority projects in the urban and urbanizing areas (that will likely be annexed into the City of Lincoln), as well as some critical rural projects.

However, the transportation needs and opportunities in Lincoln and Lancaster County are great and current funding realities indicate that not all desired projects will be built within this plan’s time frame. The funding outlook analysis for the LRTP presents an overview of the revenue forecasts, describes the resource allocation process, and establishes a strategy to maintain the transportation system and to make the system function as efficiently as possible within the transportation funding limitations. The details of the revenue forecasts available for transportation projects and programs are described in Chapter 6 of the LRTP.

- e. **Resource Allocation** - Resource allocation is the process that establishes how the Lincoln MPO intends to distribute the available funding for the transportation system improvements to best achieve the vision and goals of this plan. Based on the revenue forecasts and transportation needs, the planning process developed six funding scenarios or funding for allocation options based on project and program categories. Seventeen (17) project or program categories are used in the 2050 LRTP, and they have been divided into four major categories.

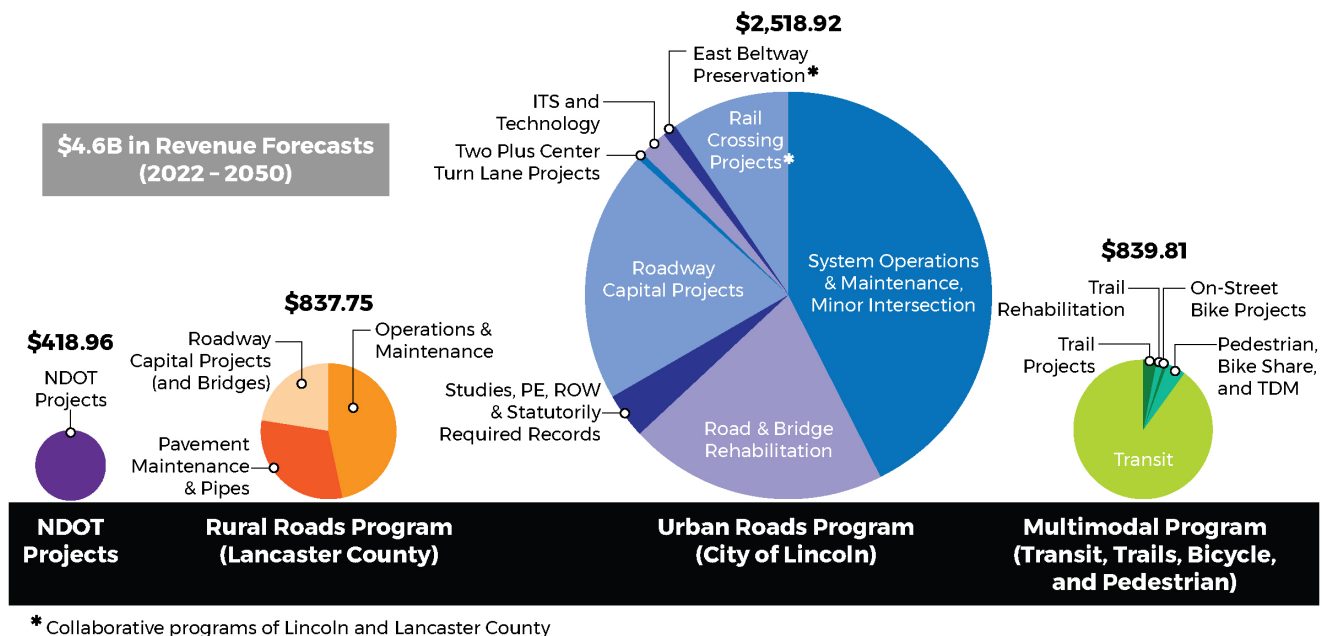
Through the process of developing the six resource allocation scenarios, it became apparent that funding needs for LTU’s Operations & Maintenance (O&M) Program exceed the funding projections included in the 2040 LRTP. This was attributed to an increase in the base year program cost and in the annual inflation rate based on increasing costs over the past five years. Specifically, the cost of materials, wages and healthcare for employees has increased, resulting in a higher annual inflation on the cost to complete the essential functions associated with the O&M Program. The 2050 LRTP O&M needs represent a 25 percent increase over those identified in the 2040 LRTP.

The revenue forecasts are not enough to address all the transportation needs in Lincoln and Lancaster County. Through public input, the community has consistently expressed that maintaining existing streets and bridges is the top priority. The LRTP recommends a funding strategy that recognizes the limited funding availability and strives to optimize the use of the reasonably expected funds based on input from the LRTP Committees and the community, in combination with technical analysis. The LRTP funding strategy focuses on taking care of the existing system - fully funding LTU’s O&M Program and prioritizing rehabilitation of critical roads and bridges. The plan recognizes the importance of making the system function as efficiently as possible while supporting the community growth envisioned in PlanForward. The Urban Area funding strategy includes:

- Focusing on operations and maintenance, road and bridge rehabilitation, as well as trail and sidewalk rehabilitation
- Encouraging flexible and performance-based geometric designs that effectively address congestion within funding limitations and ROW constraints
- Placing emphasis on addressing congestion at intersection bottlenecks and leveraging technology to improve the efficiency of major corridors
- Supporting community growth through public-private partnerships
- Supporting both infill development and Lincoln’s Climate Action Plan through the continuation of funding for transit service and bicycle and pedestrian infrastructure

The recommended resource allocation is shown on the next page. One outcome of the resource allocation process is that flexible funding is not available to address other possible resource allocation scenarios. The six funding scenarios will be maintained for consideration if transportation funding increases in the future. Future funding considerations include a continuation of the Lincoln on the Move (LOTM) sales tax, competitive grant opportunities such as the Federal Recreational Trails Program, and potential changes to the Highway Allocation Funds.

Recommended Resource Allocation



- f. **Fiscally Constrained Plan** - The recommended resource allocation establishes the framework for the fiscally responsible plan and what can reasonably be funded over the 29-year time horizon of the LRTP. By directing the available transportation revenues to cost-effective improvements and maintaining the existing infrastructure, the Fiscally Constrained Plan is able to address the region's most pressing needs.

The following sections provide information on what can reasonably be funded over the 29-year time horizon of the LRTP within the Fiscally Constrained Plan. The details of the Fiscally Constrained Plan are described in the Chapter 7 of the LRTP.

- **NDOT Highways Program**
Overview: NDOT has identified 10 projects within the Lincoln MPO, totaling over \$616 million in needs
Resource Allocation: \$419 million
What can be completed: Address asset preservation needs and the West Beltway project (The Fiscally Constrained Plan includes the South Beltway which is under construction.)
Funding Gap: Funding is not adequate to complete all 10 projects
- **Lancaster County Rural Roads Program**
Overview: Includes three program areas: Road & Bridge Capital Projects, Pavement Maintenance & Pipes, and Operations & Maintenance; the LRTP identifies 95 capital projects in the County, with project costs totaling over \$160 million
Resource Allocation: \$837 million total (\$188 million for capital projects)
What can be completed: 26 of the capital projects could be constructed when accounting for construction cost inflation over time (refer to the enclosed table and map - Table 7.5 and Figure 7.1 or [Figure E9.b](#) of the 2050 Comprehensive Plan)
Funding Gap: 69 capital projects would remain unfunded; a gap analysis conducted for Lancaster County in 2018 identified a significant annual funding gap, which would continue based on the LRTP revenue forecasts
- **City of Lincoln Urbans Roads Program**
System Operations & Maintenance, Minor Intersections
Overview: Lincoln Transportation and Utilities (LTU) employs 125 people to maintain and operate the transportation system, including street sweeping, snow removal, stormwater, mowing, crack sealing, pothole repair, signing, and pavement markings
Resource Allocation: \$1.08 billion
What can be completed: Fully funds the O&M program through 2050
Funding Gap: None

Road & Bridge Rehabilitation

Overview: Repair of arterial and residential streets when the pavement conditions deteriorate to an unacceptable level, bridge rehabilitation, signal replacements

Resource Allocation: \$515 million

What can be completed: Commensurate funding with the 2040 LRTP; equates to approximately 350 lane miles rehabilitated

Funding Gap: Funding will not fully address Lincoln's road and bridge rehabilitation needs

Studies, Preliminary Engineering, ROW & Statutorily Required Records

Overview: Pre-project level engineering studies, responses to non-project specific public inquiries, engineering standards and guidelines, staff coordination with private sector growth proposals, and legal requirements for record keeping

Resource Allocation: \$91 million

What can be completed: Fully funds continuation of these essential staff functions through 2050

Funding Gap: None

Roadway Capital Projects

Overview: The LRTP identifies 105 capital roadway projects with project costs totaling over \$1 billion

Resource Allocation: \$500 million

What can be completed: 41 projects, including 11 projects with committed funding (expected to be built within the next four years) and 10 public-private partnership projects (refer to the enclosed table and map - Table 7.6 and Figure 7.2 or [Figure E9.b](#) of the 2050 Comprehensive Plan)

Funding Gap: 64 projects would remain unfunded

Two Plus Center Turn Lane Projects

Overview: Two Plus Center Turn Lane projects are typically done opportunistically in conjunction with roadway rehabilitation projects, and the incremental cost to add the center turn lane is funded through this program

Resource Allocation: \$17 million

What can be completed: 2.4 miles of Two Plus One Projects plus 1.8 miles of Two Plus One construction that will be constructed as a part of federal aid projects in the next four years

Funding Gap: Ten miles out of the 14 miles of identified Two Plus One projects would remain unfunded

ITS and Technology

Overview: This program includes Green Light Lincoln, annual signal equipment upgrades, and technology improvements such as automated traffic signal performance measures

Resource Allocation: \$59 million

What can be completed: Continuation of existing programs

Funding Gap: Funding will not support the large capital costs required to invest in new technologies such as transit and emergency signal priority deployment and advanced traffic management systems

East Beltway Preservation

Overview: This program banks funding to purchase right-of-way for the future East Beltway, which the public identified as one of the highest priority roadway capital projects

Resource Allocation: \$23 million (includes contributions from both Lincoln and Lancaster County)

What can be completed: Funding could be used to preserve a portion of the 960 acres of land needed for the future corridor

Funding Gap: Proceeding with construction of a project this size depends on additional funding from the state and/or federal government

Rail Crossing Program

Overview: The Railroad Transportation Safety District (RTSD) and State Train Mile Tax revenue provide dedicated funding to improve the safety of railroad crossings

Resource Allocation: \$236 million

What can be completed: High priority crossing improvements

Funding Gap: Funding will not address full needs of the program

▪ **Multimodal Program**

Transit

Overview: Operation of StarTran's bus service is funded through a combination of Federal Transit

Administration funds, state transit funds, bus fares, advertising, the University of Nebraska - Lincoln, and transfers from the general fund

Resource Allocation: \$754 million (including \$12 million of federal grant funds for rural transit and non-profit organizations)

What can be completed: Continuation of StarTran's current service levels and maintenance and replacement of fleet and bus stop amenities

Funding Gap: Funding will not enable service extensions (longer hours and Sunday bus service) and may limit local match contributions to major projects seeking federal funds

Trail Projects

Overview: The LRTP identifies 64 trail projects with costs totaling \$59 million

Resource Allocation: \$28 million

What can be completed: 31 projects (including 10 trail projects with committed funding that will be built within the next four years) (refer to the enclosed table and map - Table 7.8 and Figure 7.3 or [Figure E9.c](#) of the 2050 Comprehensive Plan)

Funding Gap: 33 projects would remain unfunded

Trail Rehabilitation

Overview: Nearly 100 miles of concrete trails will reach their 50-year life expectancy by 2050 requiring rehabilitation; program also includes bridge and sign replacements, trail widening to accommodate increasing use, mowing, snow removal, and tree control

Resource Allocation: \$14 million

What can be completed: Reconstruct approximately 16 miles of trails

Funding Gap: Program would be considerably underfunded

On-Street Bike Projects

Overview: The Lincoln Bike Plan identifies over 100 miles of proposed bikeways plus intersection crossing improvements

Resource Allocation: \$6.5 million

What can be completed: Approximately 35 miles of bike lane striping (a relatively low cost improvement type compared to some Bike Plan recommendations)

Funding Gap: Program would be considerably underfunded

Pedestrian, Bike Share, and Transportation Demand Management

Overview: Program includes sidewalk rehabilitation, pedestrian crossing improvements, the bike share program, and the transportation demand management (TDM) program

Resource Allocation: \$37 million

What can be completed: Replacement of 46 miles of sidewalk and continuation of the bike share program

Funding Gap: Funding will not address all of the pedestrian and TDM program needs

5. Summary and Next Steps

The planning objective for 2050 Long Range Transportation Plan (LRTP) was to use a performance-based planning approach in developing a metropolitan transportation plan that conforms with the funding outlook which maintains the existing infrastructure, allows the transportation system function as efficiently as possible, constructs the highest priority capital projects and continues the funding for bike, pedestrian and transit modes. The result is a fiscally constrained LRTP that addresses the planning area's most pressing needs. A basic direction of this LRTP Update was to focus on maintaining the transportation system and making the system function as efficiently as possible with the most needed projects.

There are many transportation needs in the Lincoln MPO planning area that would be implemented if additional funding was available. These projects will remain in the LRTP but are identified as unfunded illustrative projects. These include roadway, transit, and trail projects that are desired but cannot be done within the 29-year planning period due to funding limitations. However, unfunded illustrative projects will be able to move forward if and when funding becomes available. An ongoing community discussion about the need for additional funding is supported.

The Nebraska Department of Transportation and Lincoln Transportation and Utilities Department provided input on projects that will result in updated project listings in the 2050 LRTP. Enclosed is a document called "Updates to the Draft 2050 LRTP" which notes the project input with the applicable changes to the corresponding sections of

the LRTP. This document also provides other substantive changes to the LRTP such as incorporating the 2050 LRTP Public and Virtual Meeting Phase 3 Summary report. These changes will be made to the 2050 LRTP that goes forth to the MPO Technical Committee for review and approval.

The public review period was open from September 13 to October 6, 2021 and all comments received are being forwarded to the Planning Commission for their consideration in the final review of the LRTP.

The Planning Commission review and comments along with additional comments received at the public hearing will be forwarded to the MPO Technical Committee and MPO Officials Committee for review and approval. The LRTP is anticipated to be approved by the end of the year.

Internet Access to 2050 Long Range Transportation Plan

The Plan is available on the web at www.planforward2050.com.

Prepared by

Allan Zafft, Transportation Planner
Lincoln MPO / Lincoln-Lancaster County Planning Department
402-441-6369
azafft@lincoln.ne.gov

Date: October 18, 2021

Applicant: David Cary, 402-441-7491, dcary@lincoln.ne.gov

Contact: Allan Zafft, 402-441-6369, azafft@lincoln.ne.gov

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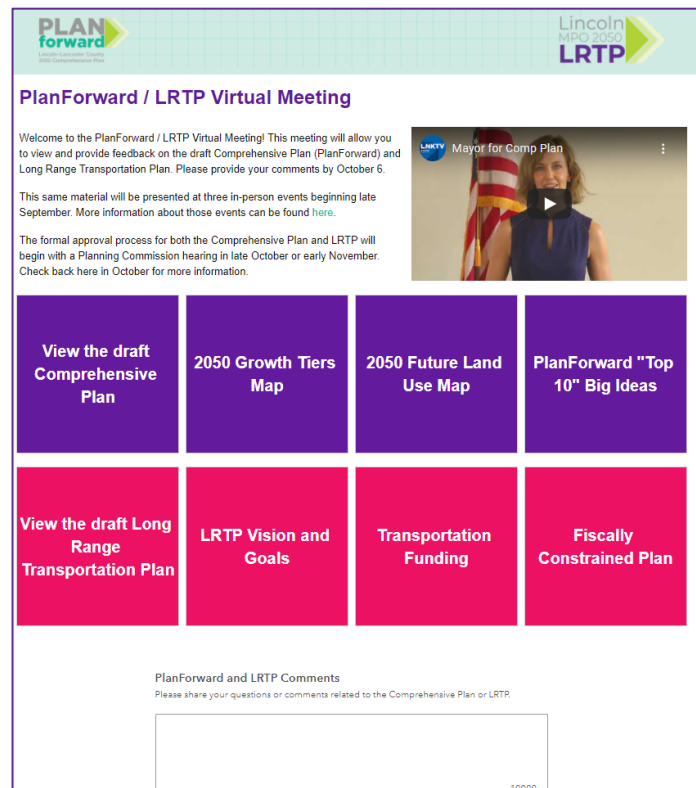
Public and Virtual Meeting Phase 3 Summary

September 13 – October 6, 2021

Overview

The third and final phase of public input included three open house events and a virtual public meeting which were all coordinated with PlanForward public outreach. The draft Comprehensive Plan and LRTP documents were completed and hosted on a shared virtual meeting website for community members to review and confirm that the proposed plans reflect what was heard from the community. Lincoln LRTP website content was also updated and included a forwarding link to the virtual meeting website. The purposes of the virtual public meeting were to:

- Share the draft Executive Summary, LRTP Chapters and Appendices in downloadable format for review and provide opportunity to share comments and questions.
- Summarize the LRTP Vision and Goals, affirm they support Comp Plan goals, highlight community input themes, policies and action steps and ask if they reflect the needs and outlook of the community.
- Summarize anticipated transportation funding amounts, source, and commitment types for the 29-year plan, display how that funding is assigned to various programs, affirm that the assignment of funding prioritizes maintenance, and highlight what could be accomplished if additional transportation funding could be identified. The public was asked if the funding strategy reflects input provided by the community.
- Display the fiscally constrained plan for roads and trails in an interactive format and provide opportunity to share comments and questions.



The virtual public meeting was viewed 1,260 times. No registration was required to view the virtual meeting materials. Three in-person open house events were provided for community members that wanted to view, discuss the draft plans with planning staff, and provide written comments about the draft plans. Open house materials included printed copies of the Executive

Summary and the complete LRTP document to reference. Display boards and digital scrolling displays were also created to provide consistency with the virtual meeting content. The dates, times, and locations of each event were advertised in the Journal Star newspaper print and online copy. A Spanish interpreter was provided for the first open house which was expected to have the highest potential need for an interpreter. The 34 open house meeting attendees had the benefit of visiting with Planning Department and MPO staff, asking questions, and discussing how the draft plans addressed their comments. The hybrid model of virtual and in-person community engagement was a useful way to reach the widest possible audience during this phase.

Advertising

An email notification was distributed to the participants of the LRTP focus group meetings, the city's distribution list, and to everyone who provided online comments or completed the Phase 1 and 2 Public Survey. The public meeting notice was posted in the Lincoln Journal-Star newspaper indicating the dates the virtual meeting would be available and the dates of the three open house events.

Social media was again used to encourage community members to view the virtual meeting materials, attend an open house, and complete the survey questions. The social media approach for Phase 3 was to announce the three open houses and virtual meeting and to encourage the public to provide comments on the plans. The community conversation that occurred on social media generated approximately 210 Facebook and Twitter comments. A summary of the community conversation is provided in the next section along with public comments that were formally submitted to the MPO.

During the social media advertising period, the City of Lincoln also posted multimodal transportation content including the opening of the first bicycle boulevard as part of the Streets Alive event, street closings for Lincoln on the Move street maintenance and repairs, availability of free helmets for ScooterLNK Safety Education participants, and the benefits of the Green Light Lincoln program.

Join us for a
PUBLIC OPEN HOUSE
at one of three locations

Let your voice be heard about the draft **PLANFORWARD 2050**
(Lincoln-Lancaster County Comprehensive Plan)
and the draft
LINCOLN MPO 2050 LONG RANGE TRANSPORTATION PLAN

Jayne Snyder Trails Center (English/Español)
Tuesday, Sept. 28, 3:00 p.m. - 7:00 p.m.
Bus route access via: 27, 44, 49

Spring Creek Prairie
Thursday, Sept. 30, 5:00 p.m. - 7:00 p.m.

Southeast Community College (8800 O St)
Tuesday, Oct. 5, 5:00 p.m. - 7:00 p.m.
Bus route access via: 42 & 44

More information and the virtual public meeting option are available September 13th through October 6th at:
www.planforward2050.com

For more information, to submit comments, or a request for reasonable meeting accommodations, please contact:
Allan Zafft, Lincoln MPO
Phone: 402.441.6369
email: azafft@lincoln.ne.gov

PLAN forward
Lincoln MPO 2050 LRTP

City of Lincoln Government
September 24 at 12:27 PM · 🌐

Join our virtual event to help us plan for the future!

PlanForward is the Lincoln-Lancaster County Comprehensive Plan and as a public document will be used to guide growth, development, and investments out to the year 2050.

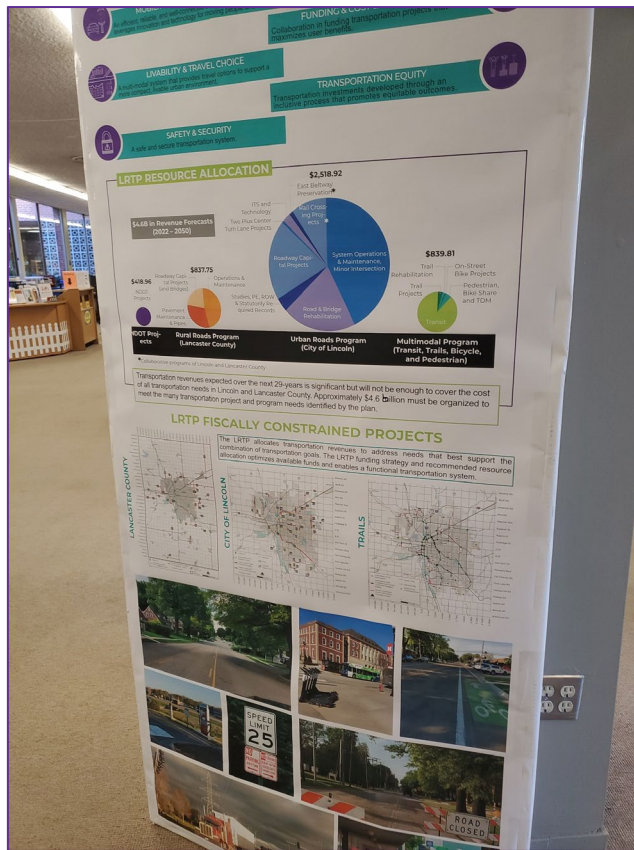
The Long Range Transportation Plan provides the blueprint to plan for and invest in roads, trails, and transit throughout Lincoln and Lancaster County out to the year 2050.

PLANFORWARD2050.COM
Help us plan for the future of Lincoln/Lancaster County
Join in the conversation about Lincoln and Lancaster County's future on our website.

[Learn More](#)

👍👎🗨️ 143 205 Comments 37 Shares

Display boards were placed at five Lincoln libraries, which included the downtown library and one library in each quadrant of the city. The boards were displayed for the duration of the virtual meeting and included a QR codes to direct viewers to the PlanForward website where draft plans and the virtual open house could be viewed from a mobile device.



Public Comment Summary

Informal community conversations and formal public comment were both helpful to validate the draft LRTDP. Additionally, public agencies were provided a link to the draft documents with the request to provide formal comments as well. This three-tiered approach to developing public input allowed Planning Department and MPO staff to confirm the Draft LRTDP reflects the needs of the community and to identify areas to review and reinforce during future updates to the LRTDP.

Social Media Community Conversation

The social media posting provided a direct link to the online virtual meeting where formal public comments could be provided. Online community conversations are also important to the overall process and allow community members an opportunity to interact about the Draft Plans with each other on social media platforms such as Facebook and Twitter. Community members are not required to view the Virtual Meeting before adding to these platforms for community conversation. As such, the general sentiment of the conversation is captured for consideration.

Approximately 210 comments were provided, and the post was shared approximate 40 times by community members. General sentiments captured from the community conversation include:

- **Continue to prioritize maintenance operations.** The Draft LRTP does prioritize maintenance operations by assigning all flexible spending to the maintenance and operations of existing roadways. The Lincoln on the Move funds authorized through 2025 combined with appropriated flexible funds will continue to make progress on needed maintenance described in the community conversation.
- **Continue to prioritize efficient north-south and east-west corridors.** The Draft LRTP implements the Congestion Management Process and continues to support the work of Green Light Lincoln to address this topic. Congestion is one of the many performance-based planning topics used to prioritize the projects on the Fiscally Constrained Plan and the Travel Demand Model updated with the plan supports the improvements listed.
- **Continue to prioritize inclusive design for all transportation uses.** The community conversation provided some recent references about opportunities to connect transportation equity to economic vitality as well as Livability and travel choice goals included in the Draft LRTP. The Draft LRTP addresses all modes of transportation and introduces a new goal for Transportation Equity. The combination of these two topics will continue to help inform the design and project selection criteria over time. The Draft LRTP uses equity-based data to help weight the benefit of individual projects against the Transportation Equity Goal.
- **Continue to prioritize planning for the East Beltway.** Planning for the East Beltway was retained in the Draft LRTP, including the ongoing corridor protection activities coordinated between the City and Lancaster County. The NDOT highway program has not made a financial commitment to the project to date.
- **Spend sales tax funding wisely and according to designed purpose.** The Draft LRTP includes the allocation of flexible transportation funds to meet the highest priority communicated by the public which was operations and maintenance. The City maintains a public website for the Lincoln on the Move new growth and maintenance projects including locations, budgets, and timing. The City will continue to share the information about the benefits of Lincoln on the Move funding which is only authorized through 2025.

Open House and Virtual Meeting Comments

Public comment was encouraged to be submitted through the Virtual Meeting platform, during any of the three public open houses, and by email to the Lincoln MPO. All three platforms were utilized during Phase 3 of the public engagement process.

- **Maintaining the transportation system while trying to find additional funding to do more projects was encouraged.** The Draft LRTP implements this funding strategy and no change to the Fiscally Constrained Plan is needed. Information about potential funding sources to continue maintaining and supporting new growth is discussed in the Draft LRTP. No change is required to the Draft Plan.
- **More advance work on major arterials in new developments was recommended to minimize disruption once development occurs.** The current funding strategy maximized

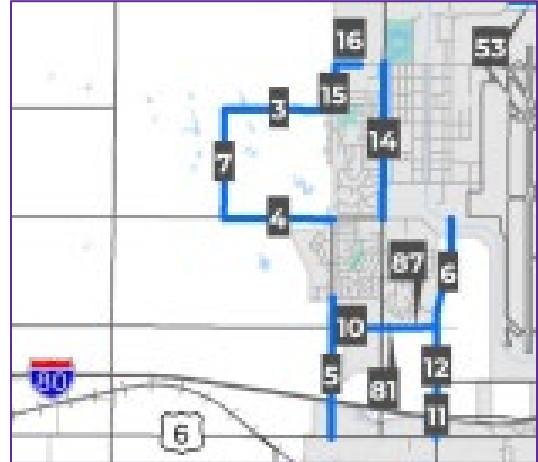
the available funding allocated to a variety of transportation needs. Phase 2 community input prioritized building new roads well below maintaining existing roadways. Allocating flexible transportation funding to build major arterials in advance of development would not support this input. No change is required to the Draft Plan.

- **A roundabout was encouraged to be considered at NW 1st and Fletcher Road.** LTU will continue to evaluate individual intersection improvements. This project was not identified during the first phase of public engagement nor considered during the project prioritization process. The project will not be included in the illustrative plan but will be reviewed by LTU for future addition if justified. No change is required to the Draft Plan.
- **The Lincoln on the Move sales tax funding was positively recognized and the idea of continuing it or expanding it beyond 2025 was suggested.** The Draft LRTP revenue allocation reflects this funding through 2025. The potential outcomes of continuing or expanding the funding source was summarized within the virtual meeting and on an open house board. No change is required to the Draft Plan.
- **A comment suggested the next major southern east-west trail ling should be along Saltillo Road when it is upgraded from two lanes.** The Draft LRTP identifies east/west trail project for South Beltway Phases I-III (Project IDs T-26, T-51, and T-52) in the Illustrative plan. No change is required to the Draft Plan.
- **A suggestion was made by a commenter for the City to pave or change maintenance practice of unpaved roads inside the City limits.** Within City limits it is the responsibility of the benefited property owners to pay for the initial street paving or to bring substandard streets up to the minimum design standards for the applicable type of street. In new sub-divisions the developer pays for this cost, in older parts of town, paving districts or repaving districts are created and costs assessed to those benefited property owners over a 20-year period. More information about this process can be found at, lincoln.ne.gov, search for “special assessment districts”. The Draft LRTP does not propose to change this current standing practice by the City of Lincoln. No change is required to the Draft Plan.
- **A suggestion was made to find more funding to implement more projects, especially alternative mode projects.** The Draft LRTP documents all of the revenue sources and organizes the restricted purpose from the flexible funds. The Draft LRTP is a performance based plan that uses data to ensures selected projects provide the greatest potential to achieve the goals to the LRTP. The Draft LRTP also maximizes benefits of alternative transportation expenditures by bundling on-street bike lanes, sidepath trails, and sidewalk improvements with various roadway capital improvements including within the Fiscally Constrained Plan. Additional funding ideas are documented in Chapter 6 of the Draft LRTP. No change is required to the Draft Plan.
- **A comment was made about the lack of 4-lane continuity north-south should be resolved along 27th Street.** The Draft LRTP documents the Travel Demand Model and the Congestion Management Process. South 27th Street between Highway 2 and Sheridan Boulevard is included with the Congestion Management Process to be addressed through traffic signal coordination. The peak hour vehicle to capacity ratio is expected to reach 1.22 by 2050. This segment was optimized during Phase 2 of Green Light Lincoln and system-

wide optimization continues to support more efficient north-south corridors within their existing right of way and intersection configurations. No change is required to the Draft Plan.

- **A concern was raised about emergency response times for fire and ambulance vehicles during congested traffic conditions.** This concern is important to monitor, but it was not expressed by the LRTP project oversight planning committee which includes public employees and officials that interact with Lincoln Fire and Rescue staff. The Congestion Management policy of the Draft LRTP includes the action step to continue optimizing signal coordination and adaptive communications. Emergency vehicle signal preemption can be evaluated with this action step. No change is required to the Draft Plan.
- **A concern about East O Street was raised.** “East O St has become a nightmare and needs to be addressed now.” It was unclear if the written concern was about roadway conditions, traffic congestion or other issues. Project ID 32 will improve O Street between 19th Street and 46th Street. Project ID 151 will improve the intersection of O Street and 84th Street with dual eastbound left turn lanes and eastbound right-turn lane and widening to the east. A northbound right-turn lane is also being considered to improve efficiency and reliability at this intersection. No change is required to the Draft Plan.
- **A concern about StarTran operating days and hours was provided.** Multiple comments were shared about the lack of Sunday and holiday bus services as well as evening availability. The Draft LRTP recognizes the operation and capital resources allocated to StarTran. Public comments about service quality and logistics are provided to StarTran to support the update of the Transit Development Plan (TDP) that is currently underway. Future changes to the TDP and funding available to support it will be reflected in an updated LRTP. No change is required to the Draft Plan.
- **A recommendation was made to raise the priority of the South 68th Street Projects between Norris school campus and the City of Hickman.** The commenter expressed the concern that approximately 3,000 vehicles travel the roadway for school twice a day. The roadway is shown in the illustrative plan as multiple 1-mile section and intersection improvements. The projects do not have adequate funding currently to be completed as part of the Fiscally Constrained plan. The need for the projects and opportunity to complete them together can be evaluated by Lancaster County. If additional funding can be identified and the County prioritizes the project, the next LRTP Update can add the project. No change is required to the Draft Plan.

- **A grouping of concerned comments was made about projects in northwest Lincoln, their justification, and the potential to encourage leapfrog residential development.** Project 14 improves NW 48th between W. Adams and W. Cuming. This project is consistent with support needed along the corridor and the Future Land Use. The improvement will provide efficient and reliable traffic through the corridor. No improvement along NW 56th Street is considered in the Draft LRTP. The needs based plan was partially developed by carrying the illustrative plan projects forward from the 2040 LRTP. This included project ID 7, 3, 15, and 6 shown below. Each of these projects was rated very low against the LRTP goals based on the data driven decision making process. Their continued inclusion in the illustrative plan is reflective of that outcome. A future subarea infrastructure plan may be completed to determine if these projects should be adjusted in the next LRTP update. No change is required to the Draft Plan.



- **A comment was made to continue increasing mode-choice options such as bike, bus and autonomous electric shuttle.** The Draft LRTP includes multiple policies and actions steps that will expand the quality and range of alternative modes of transportation. Federal performance standards that apply to the Lincoln MPO monitor percent single occupant vehicle as the mode choice for commuting. The Livability and Travel Choice goal along with the data-driven performance measures reviewed annually will help maintain steady progress toward expanding mode choices for more trips. Also, the Transportation and Managing Growth policy includes the action step to increase multimodal connections within and between all neighborhoods and commercial centers. Finally, the Advance Mobility policy includes the action step to incorporate autonomous shuttles into the StarTran fleet. No change is required to the Draft Plan.
- **The Transportation Element of the draft Comprehensive Plan received public comments with various recommendations:**
 - *Use transportation-based zoning:* The Complete Neighborhoods Element was one of the Comprehensive Plan's top 10 big ideas. Transportation provides access to goods and services needed for daily life activities in these neighborhoods. Often, Complete Streets are needed to help support the Complete Neighborhood. The Complete Streets policy was developed to help direct transportation solutions that support current and future land uses. No change is required to the Draft Plan.
 - *Identify light rail/express bus routes:* The Transportation Element acknowledges a current lack of densities needed to support bus rapid transit and other options such as light rail in Lincoln would be more costly. The shift to higher infill and strategic redevelopment supported by the Comp Plan can increase opportunities for transit solutions. The Lincoln MPO will complete the action step for updating

the Travel Demand Management program (Transportation and the Environment Policy), the State of Nebraska recently completed an inter-city bus route study, and StarTran is currently updating their Transit Development Plan. No change is required to the Draft Plan.

- *Use environmentally friendly vehicles (battery electric buses, light rail, electric automobiles, trucks):* The Draft LRTP upholds the Lincoln Climate Action Plan to build a decarbonized and efficient transportation system. The Draft LRTP is explicit about action steps that specifically require coordination with the Lincoln MPO such as the Travel Demand Management program, incentives to adopt electric vehicles by City employees, public access electric charging stations, and electrification of municipal fleet. No change is required to the Draft Plan.
- *StarTran suggestions included: Cross-town bus routes, later evening and Sunday bus service, express bus, park-and-ride routes (Transit Policy, Action Step 10), develop mini-transfer hubs outside of downtown (Transit Policy, Action Step 4), permanent fare-free service (Transit Policy, Action Step 10), new downtown terminal transfer point (Transit Policy, Action Step 1), and LPS cooperate in transporting students (Transportation Equity Policy, Action Step 6), and dedicated bus lanes on streets (Transit Policy, Action Step 5 instead).* All public comments about StarTran operation and capital programming are provided to StarTran. The Transit Development Plan will produce any recommended fare changes, route updates and cross-town bus route considerations and will be available for public comment. No change is required to the Draft Plan.
- *No new parking garages:* Parking garages are not addressed in the LRTP. No change is required to the Draft Plan.
- *Shift funding from street construction to public transit.* Chapter 6 of the Draft Plan presents the funding outlook and highlights the restricted use of most funds for specific projects and programs (i.e. Highways, safety, new growth, maintenance, bridge, rail, transit, bicycle infrastructure and operations.) The remaining flexible funding accounted for approximately \$239 Million for the 29-year planning period. Based on public input, LTU recommended allocating flexible funds to Operations and Maintenance program. The remaining committed funding for street construction cannot be diverted to public transit program. Additional committed transit funding would need to be identified and programmed in the LRTP. No change is required to the Draft Plan.
- *Better incorporate public transit/hiking/biking into complete streets.* The next step in expanding the Complete Streets Program (existing) is to include a Complete Streets Plan (Complete Streets Policy, Action Step 1). This will produce the needed procedures, guidelines, and project review processes to expand the program as suggested. No change is required to the Draft Plan.
- *Infill rather than grow on fringes.* The Draft LRTP works to strengthen transportation network for infill recommendations in the Draft Comprehensive Plan. The success of adding a quarter of all new housing within the current City limit will be supported by increasing multimodal connections within and between

all neighborhoods and commercial centers (Transportation and Managing Growth Policy, Action Step 1-3). No change is required to the Draft Plan.

- *More publicly available charging stations for electric vehicles.* The Draft LRTP addresses the oncoming demand for more electric vehicle charging stations with the Transportation and Environment Policy. No change is required to the Draft Plan.
- *Expand and improve trail connections, expand bike lanes on public streets.* The Draft LRTP extends the ability to utilize limited trail and bicycle infrastructure funding by identifying opportunities to bundle identified projects with planned roadway improvements when possible. In Chapter 7, Table 7.9 identifies the 11 bicycle infrastructure projects from the Lincoln On-Street Bike Plan that can be completed with a Fiscally Constrained roadway project. The Draft LRTP also supports updating the Complete Streets Gap Analysis and Prioritization Strategy (Complete Streets Policy, Action Step 5) which can address missing connections and demands created by additional infill and redevelopment strategies. Addressing these gaps for underserved and overburdened areas of the community is also addressed (Complete Streets Policy, Action Step 6). No change is required to the Draft Plan.
- Add a north-south protected bike lane from K street to the University of Nebraska campus. The Lincoln On-Street Bike Plan identified buffered bike lanes along 13th, 16th, and 17th Streets connecting downtown to the University. Protected bike lanes can be reevaluated, but the cost would further reduce currently available funding for expanding bicycle infrastructure elsewhere. Alternative funding is called out as well (Transportation Funding, Action Step 3) within the Draft LRTP. No change is required to the Draft Plan.

Two virtual meeting survey questions asked participants to rate their input. The public was asked to:

- Rate how well the Vision, Goals and Policies reflect the transportation needs and outlook of the community, and
- Rate how well the funding strategy reflect input provided by the community.

Both questions received too few responses (four and seven respectively) to make any specific conclusions. No responses indicated that enough transportation funding was available. Funding is a concern and some perceive that additional funding is required, not just recommended.

Agency Input

Notification was sent to approximately 50 public agencies and non-profit interest organizations representing a wide range of resource and interest groups. The list of agencies notified about the Draft 2050 LRTP is listed in Appendix H. Federal and State agencies were provided a full 30-days and a link to download for review the draft LRTP and Executive Summary. All other agencies were notified of the public notice period and the location of the draft documents posted online. No agencies provided substantive comments that would require any change to the Draft LRTP.

- The U.S. Fish and Wildlife Service acknowledged and thanked the MPO for providing the review opportunity. No comments were provided to the Lincoln MPO by the Agency.
- The People's City Mission recommended that Agency comments be addressed with an indication of how the final LRTP was directly impacted and/or changed because of Agency comments. Input from LTU and NDOT about projects led to the updated project listings. No other changes were made resulting from Agency Comment.
- The Historical Society of Nebraska indicated their appreciation for being included and that their involvement tends to focus on the corridor and project level review. They requested no changes to the Draft LRTP but that the historic review process be followed during project development. This is addressed in Chapter 8 section, Mitigating Impacts to Environmental, Social, and Cultural Resources.
- The Partnership for Healthy Lincoln (PHL) submitted a letter of support for the Draft LRTP (attached). The partnership was supportive of the balanced transportation system approach. They were encouraged by the adoption of a new Transportation Equity goal and applauded efforts to identify and work to eliminate disparity in the quality of and access to transportation options for all community members. They endorsed the policy for Complete Streets and strongly endorses the {action step} to increase the safety and connectivity of the pedestrian environment to encourage walking and the use of mobility aids as a mode of transportation. Continued discussions are encouraged about access to employment, education, housing, and key destinations by transit. Shared Mobility Policy, Advanced Mobility, Transportation Partnerships, and Transportation Safety were also encouraged to continue advancing conversations with an eye to the future.



**Partnership for
a Healthy Lincoln**

Bob Rauner, MD, MPH
President

Tami Frank, BS, CLC
Vice President, Operations

Mary Jo Gillespie, MPA, RDN, LMNT
Vice President, Health Systems

Ted Fraser, MS
Health Data Analyst

Isha Jain, MD
Research Analyst

Julie Pearson-Anderson, BA
Communications Manager

Veronica Cockerill, BS
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Anna Kokhanets, AS
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October 6, 2021

City of Lincoln
Attn: Allan Zafft
555 S. 10th Street
Lincoln, NE 68508

Dear Allan,

Partnership for a Healthy Lincoln, or PHL, (HealthyLincoln.org) is a non-profit organization dedicated to improving the health, wellness, and fitness of communities, thousands of people at a time. PHL was awarded a five-year Centers for Disease Control and Prevention Racial and Ethnic Approaches to Community Health (REACH) grant to support coordinated health improvement projects that address significant disparities in health outcomes within Lincoln's low-income Black/African American and Hispanic neighborhoods, through nutrition, physical activity, and aligning healthcare providers and community outreach efforts.

As part of the REACH work, PHL is working to bring about policy and systems changes that align with the CDC's Active People, Healthy Nation effort. Physical activity is very important in reducing risks of disease and very relevant during this pandemic. The attention to active transportation and transit in the Long Range Transportation Plan (LRTP) directly impacts this work. As such, we lend our voice of support to this plan moving forward.

We are happy to see the vision of a balanced transportation system that allows for a choice of transportation modes, with attention to public transportation, bicycling and walking. Active transportation is one way to enhance the public health, environment, and economy of our community. We draw attention to the note on page 6-19 that much community input demonstrated a need for a balanced approach to funding transportation. Our work with partners in Lincoln's cultural centers mirrors that concern.

PHL is particularly encouraged by the adoption of a new Transportation Equity goal. It is important to recognize that there are differences in experience in moving about our city, and not all have the same access to transportation choice. We applaud efforts to "identify and work to eliminate disparity in the quality of and access to transportation options for all community members" (p 8.2). We urge continued efforts to discern needs and comfort levels of all residents as they try to get to places where they live, work, play and engage in the community. It is commendable that Transportation equity is then used as part of the scoring matrix for evaluation of future transportation projects (Appendix F).

We endorse the policy noted on Page 8-5 for Complete Streets: "Plan, design, build and maintain streets to provide travel mode choice and to accommodate people of all ages and abilities." PHL is happy to see that Lincoln is prepared to move forward with a Complete Streets Program that considers all users when designing streets. We encourage pursuit of an updated gap analysis, again with a focus on equity. Action Step #7 to "Enhance neighborhoods by adding safe and accessible connections to transit, multiuse trails, sidewalks and bicycle facilities" would allow more people to have access to activity friendly routes to everyday destinations (a key CDC physical activity strategy). As we work to increase routes, we should also strive to consider that proximity may not be access for all. Consideration of what makes people feel welcome and represented in spaces is important.

PHL strongly endorses the Policy to “Increase the safety and connectivity of the pedestrian environment to encourage walking and the use of mobility aids as a mode of transportation” (p.8-11). Constructing and repairing sidewalks, addressing sidewalk intersection safety, snow removal concerns, and implementing safety campaigns are important action steps. With our efforts to boost more physical activity, we also are happy to see the Policy (and related Action Steps) to “Improve and expand the on-street bicycle and trail network to support public health, recreation, and bicycling as a mode of transportation” (p.8-13). We emphasize the move towards less stress and more safety for people on bikes or foot. As we work to increase the number of people who walk and bicycle, we strongly support the idea of accommodating all ages and abilities in the design of such facilities. It is important that the network provide connections to everyday destinations.

Transit policy is closely related to Transportation Equity (p.8.15). We encourage continued discussions to ensure that access to employment, education, housing, and key destinations is available at the times needed for those dependent upon transit, and to attract choice riders as well. Amenities at transit stops and last mile connections for those on foot or bicycles will help to enhance the system.

The Shared Mobility Policy (8-19) aligns closely with our efforts in promoting physical activity. Bike Share has been noted to be one way to address transportation inequity in cities across the US. PHL endorses strengthening and expanding the shared mobility system and infrastructure to support it. We applaud and encourage continued efforts to educate and expand its reach to meet the needs of residents of varying cultures and experience.

As the community looks at Advanced Mobility options and the integration of Autonomous Vehicles, we would strongly urge the notion of safety for all community members as noted on page 8-21. With the emphasis on Complete Streets, and community spaces and placemaking noted in other parts of the Comp Plan, we draw attention to the desire that some of our streets be places for people, and not just continued emphasis on accommodations for vehicular traffic.

As the city and county develop their Transportation Partnerships (p.8-23), we encourage continued conversations about how the transition from county roads to city streets may facilitate or prohibit the development of a Complete Streets system. An eye to how future development may accommodate transportation choice may make it more affordable for such infrastructure.

We support the Policy noted in Transportation Safety (p.8-24) to “Strive to reduce transportation-related deaths and injuries, especially for vulnerable users (pedestrians, bicyclists, motorcycle users, the elderly, youth, and individuals with disabilities).” We also are happy to see the emphasis on transportation infrastructure’s role in safety and a call for lower speed on some streets. It is important that street design encourages the desired behavior for all users. Each of the Action Steps listed within this policy seem to be very important steps to a safer system for all. As we look at equity and safety, we would urge consideration of how restrictive ordinances and disparate enforcement can contribute to what Charles T. Brown terms “Arrested Mobility,” and a less inclusive and comfortable space for some of our residents.

PHL encourages further discussion as to how to fund pedestrian and bicycle projects and programs as part of a balanced transportation system, particularly in Lincoln’s low-income neighborhoods that rely more on multi-modal transportation. We reiterate how active transportation contributes to a healthier, more climate resilient and economically advantaged community.

In summary, there is much of the LRTP that aligns with our goals for increasing physical activity by increasing the number of activity friendly routes to everyday destinations. As such, we encourage adoption of the LRTP by Lincoln and Lancaster County. We offer our support and partnership in bringing this plan to action.

Thank you,



Bob Rauner, MD, MPH
President

Table 7.5 Fiscally Constrained Rural Road & Bridge Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	165	N 148th Street	Holdrege Street	Intersection improvements	\$650,000				1
Committed	98	S 98th Street	Old Cheney Road to US-34	Programmed Paving	\$2,600,000				1
Committed	92	Saltillo Road	S 27th Street to S 68th Street	Two Lane Widening	\$7,500,000				1
1	104	S 120th Street	Bennet Road North 0.5 Miles	Potential Paving	\$650,000	2026	\$1,046,832	\$1,046,832	
2	156	NW 56th Street	W O to W Holdrege Street	Potential Paving	\$1,200,000	2026	\$1,932,612	\$2,979,444	
3	100	SW 14th Street	NE-33 to W Bennet Road	Programmed Paving	\$1,300,000	2026	\$2,093,663	\$5,073,107	
4	103	W Van Dorn Street	SW 112th Street to SW 84th Street	Programmed Paving	\$1,300,000	2027	\$2,240,219	\$7,313,326	
5	105	Arbor Road	N 27th Street to US-77	Paving and Bridge Replacement of Bridge F-201 near N 27th Street	\$5,930,000	2029	\$11,699,558	\$19,012,884	
6	107	W Van Dorn Street	SW 140th Street to SW 112th Street	Potential Paving	\$1,300,000	2030	\$2,744,365	\$21,757,249	
7	213	SW 42nd Street	W Hallam Road to W Pella Road	Potential Paving	\$920,000	2030	\$1,942,166	\$23,699,415	
8	101	Fletcher Avenue	N 84th Street to N 148th Street	Programmed Paving	\$5,000,000	2032	\$11,858,824	\$35,558,239	
9	95	NW 27th Street	Hwy-34 to W Waverly Road	Potential Paving	\$4,550,000	2034	\$11,897,661	\$47,455,900	
10	93	W A Street	SW 84th Street to SW 52nd Street	Programmed Paving	\$2,600,000	2035	\$7,138,597	\$54,594,497	
11	206	SW 16th Street	Bridge O-1 near W Calvert Street	Replace CB	\$168,000	2035	\$461,263	\$55,055,760	
12	94	Havelock Avenue	Stevens Creek to N 112th Street	Potential Paving	\$1,820,000	2036	\$5,246,869	\$60,302,629	
13	207	SW 15th Street	Bridge O-140 near W Stockwell Street	Replace CB	\$168,000	2036	\$484,326	\$60,786,955	

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
14	201	S 120th Street	Bridge J-138 near A Street	Replace with CBC	\$612,000	2037	\$1,852,548	\$62,639,504	
15	111	N 1st Street	Alvo Road to McKelvie Road	Potential Paving	\$1,300,000	2037	\$3,935,152	\$66,574,655	
17	181	Saltillo Road	S 68th Street to S 120th Street	Two Lane Widening	\$2,450,000	2038	\$7,787,059	\$74,361,715	
18	171	N 162nd Street	US-6 to Ashland Road	Potential Paving	\$5,530,000	2041	\$20,347,002	\$94,708,717	
19	200	S 112th Street	Bridge J-135 near A Street	Replace with CBC	\$612,000	2042	\$2,364,373	\$97,073,090	
20	114	W Adams Street	NW 84th Street to NW 56th Street	Potential Paving	\$2,600,000	2043	\$10,546,959	\$107,620,049	
21	91	S 68th Street	Hickman to Roca Road	Two Lane Widening with Shoulders	\$2,000,000	2044	\$8,518,698	\$116,138,747	
22	115	Van Dorn Street	S 120th Street to S 148th Street	Potential Paving	\$2,600,000	2046	\$12,209,423	\$128,348,170	
23	215	Pine Lake Road	S 112th Street to S 134th Street	Grading and Pavement; bridge Q-110 near S 134th St	\$3,188,000	2048	\$16,505,121	\$144,853,291	
24	102	N 98th Street	Holdrege Street to US-6	Potential Paving	\$7,700,000	2050	\$43,951,097	\$188,804,388	2

¹ Committed projects are included in the 2022–2025 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other Rural Road & Bridge Capital Projects.

² Project ID 102 is partially funded (approximately 47%) within the Fiscally Constrained Plan.

Figure 7.1 Fiscally Constrained Rural Road & Bridge Capital Projects

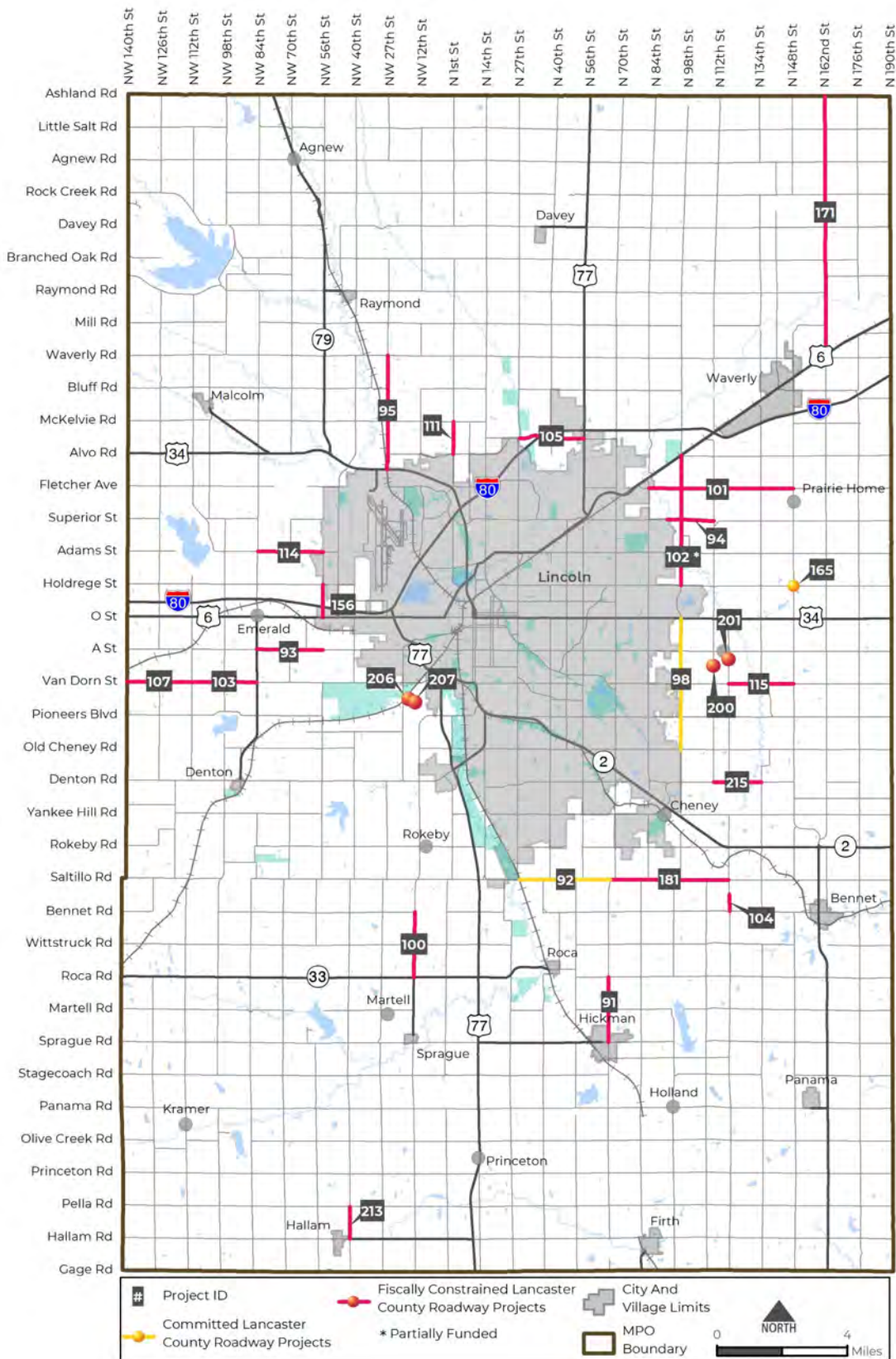


Table 7.6 Fiscally Constrained Urban Roadway Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	121	A Street	S 40th Street to S 56th Street	Intersection improvements 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane	\$10,500,000				1
Committed	79	S 14th Street/ Warlick/Old Cheney	14th/Warlick/Old Cheney	Intersection improvements	\$26,400,000				1
Committed	145	Cotner Boulevard	O Street to Starr Street	Intersection improvements at Starr and Holdrege, pavement repair, and mill and overlay	\$6,671,000				1
Committed	141	A Street	S 6th Street to S 17th Street	Intersections improvements at 13th and 17th and widening from 6th to 17th for a center turn lane	\$6,586,000				1
Committed	77	W A Street	SW 36th Street to SW 24th Street	2 lanes + intersection improvements	\$14,000,000				1
Committed	67	S 40th Street	Yankee Hill Road to Rokeby Road	3 lane section with raised median and turn lanes as appropriate	\$14,000,000				1
Committed	143	N 84th Street	Cornhusker Hwy (US-6)	Intersection improvements	\$5,500,000				1
Committed	216	Adams Street	N 36th Street to N 48th Street	Widening for a center turn lane and pavement rehabilitation	\$3,010,000				1
Committed	10	W Holdrege Street	NW 56th Street to NW 48th Street	2 lanes + intersection improvements	\$4,700,000				1
Committed	29	Rokeby Road	S 77th Street to S 84th Street	2 lanes + intersection improvements	\$3,500,000				1
Committed	120	A Street	S 89th Street to S 93rd Street	2 lanes with raised median, roundabouts at 89th St and 93rd St	\$3,000,000				1
PPP	20	Rokeby Road	S 31st Street to S 40th Street	2 lanes + intersection improvements	\$3,000,000				2
PPP	27	Yankee Hill Road	S 40th Street to S 48th Street	2 lanes + intersection improvements	\$5,700,000				2
PPP	60	Rokeby Road	S 40th Street to Snapdragon Road	2 lanes + intersection improvements	\$2,152,000				2

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
PPP	81	W Holdrege Street	NW 48th Street to Chitwood Lane (east ¼ mile)	2 lanes + intersection improvements	\$2,000,000				2
PPP	83	Yankee Hill Road	S 48th Street to S 56th Street	2 lanes + intersection improvements	\$2,200,000				2
PPP	124	S Folsom Street	W Old Cheney Road to ¼ mile south	Paving one lane in each direction with raised center medians; roundabout at the future Palm Canyon Road intersection and intersection improvements at W Old Cheney and S Folsom	\$2,400,000				2
PPP	125	S 40th Street	Rokeby Road to 1/4 south	2 lanes with raised median and roundabout 1/4 mile south of Rokeby Rd	\$3,400,000				2
PPP	127	Holdrege Street	87th Street to Cedar Cove	2 lanes with raised median	\$2,300,000				2
PPP	128	Holdrege Street	N 104th Street	Roundabout	\$1,600,000				2
PPP	129	Saltillo Road	S 70th Street to 1/2 mile east	Roadway and intersection improvements including on S 7th St from Saltillo Rd to Carger Ln	\$7,095,000				2
1	130	N 14th Street	Cornhusker Hwy (and N Antelope Valley Pkwy and Oak Creek)	Bridge Replacements	\$10,000,000	2027	\$17,232,457	\$17,232,457	
2	37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	Intersection Improvements per Corridor Enhancement Plan	\$1,200,000	2027	\$2,067,895	\$19,300,352	
3	41	N 48th Street	Adams Street to Superior Street	4 lanes + intersection improvements	\$14,100,000	2029	\$27,818,510	\$47,118,862	
4	38	Cornhusker Hwy (US-6)	N 11th Street to N 20th Street	Intersection Improvements per Corridor Enhancement Plan	\$975,000	2029	\$1,923,620	\$49,042,483	
5	87	W Holdrege Street	Chitwood Lane to NW 40th Street	2 lanes + intersection improvements	\$1,950,000	2029	\$3,847,241	\$52,889,723	
6	32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	Intersection Improvements	\$6,840,000	2030	\$14,439,583	\$67,329,306	
7	146	N 70th Street	Havelock Avenue	Remove existing traffic signal and construct roundabout	\$2,000,000	2030	\$4,222,100	\$71,551,406	

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
8	153	Cornhusker Hwy (US-6)	State Fair Park Drive	Intersection Improvements: dual westbound left turn lanes	\$760,000	2030	\$1,604,398	\$73,155,804	
9	151	O Street (US-34)	84th Street	Intersection Improvement: dual eastbound left-turn lanes and eastbound right-turn lane and widening to east; maybe northbound right-turn lane	\$2,280,000	2031	\$5,150,118	\$78,305,922	
10	134	W South Street	Salt Creek	Bridge Replacement	\$3,200,000	2031	\$7,228,235	\$85,534,158	
11	142	Fremont Street	Touzalin Avenue	Remove existing traffic signal and construct roundabout	\$2,700,000	2032	\$6,403,765	\$91,937,922	
12	2	S 40th Street	Normal Blvd and South Street	Major intersection area work	\$10,000,000	2033	\$24,903,530	\$116,841,452	
13	33	N 84th Street	O Street to Adams Street	Intersection Improvements	\$15,200,000	2036	\$43,820,002	\$160,661,455	
14	149	S 27th Street	Pine Lake Road	Intersection Improvement: eastbound right-turn lane	\$760,000	2036	\$2,191,000	\$162,852,455	
15	133	S 27th Street	SE Upper Salt Creek	Bridge Replacement	\$4,500,000	2037	\$13,621,678	\$176,474,133	
16	14	NW 48th Street	Adams Street to Cuming Street	2 lanes + intersection improvements	\$10,000,000	2039	\$33,373,112	\$209,847,245	
17	137	N 70th Street	Salt Creek	Bridge Replacement	\$3,000,000	2039	\$10,011,934	\$219,859,179	
18	85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	2 lanes + Overpass	\$9,370,000	2041	\$34,475,843	\$254,335,022	
19	147	S 56th Street	Cotner Boulevard/ Randolph Street	Remove signal and evaluate roundabout or new signal	\$2,750,000	2042	\$10,624,226	\$264,959,248	
20	82	Nebraska Hwy 2	S 84th Street to Van Dorn Street	Corridor Improvements (TBD by Corridor Study)	\$50,000,000	2050	\$285,396,735	\$550,355,983	3

¹ Committed projects are included in the 2022-2025 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other Rural Road & Bridge Capital Projects.

³ Public-private partnership (PPP) projects are assumed to be fully funded and constructed during the time horizon of the 2050 LRTP. The public funding sources and specific timing of these projects are uncertain. These projects are listed at the top of the Fiscally Constrained Plan in recognition of the City's commitment to leveraging private investments in these projects to support community growth.

³ Project ID 82 is partially funded (approximately 50%) within the Fiscally Constrained Plan.

Figure 7.2 Fiscally Constrained Urban Roadway Capital Projects

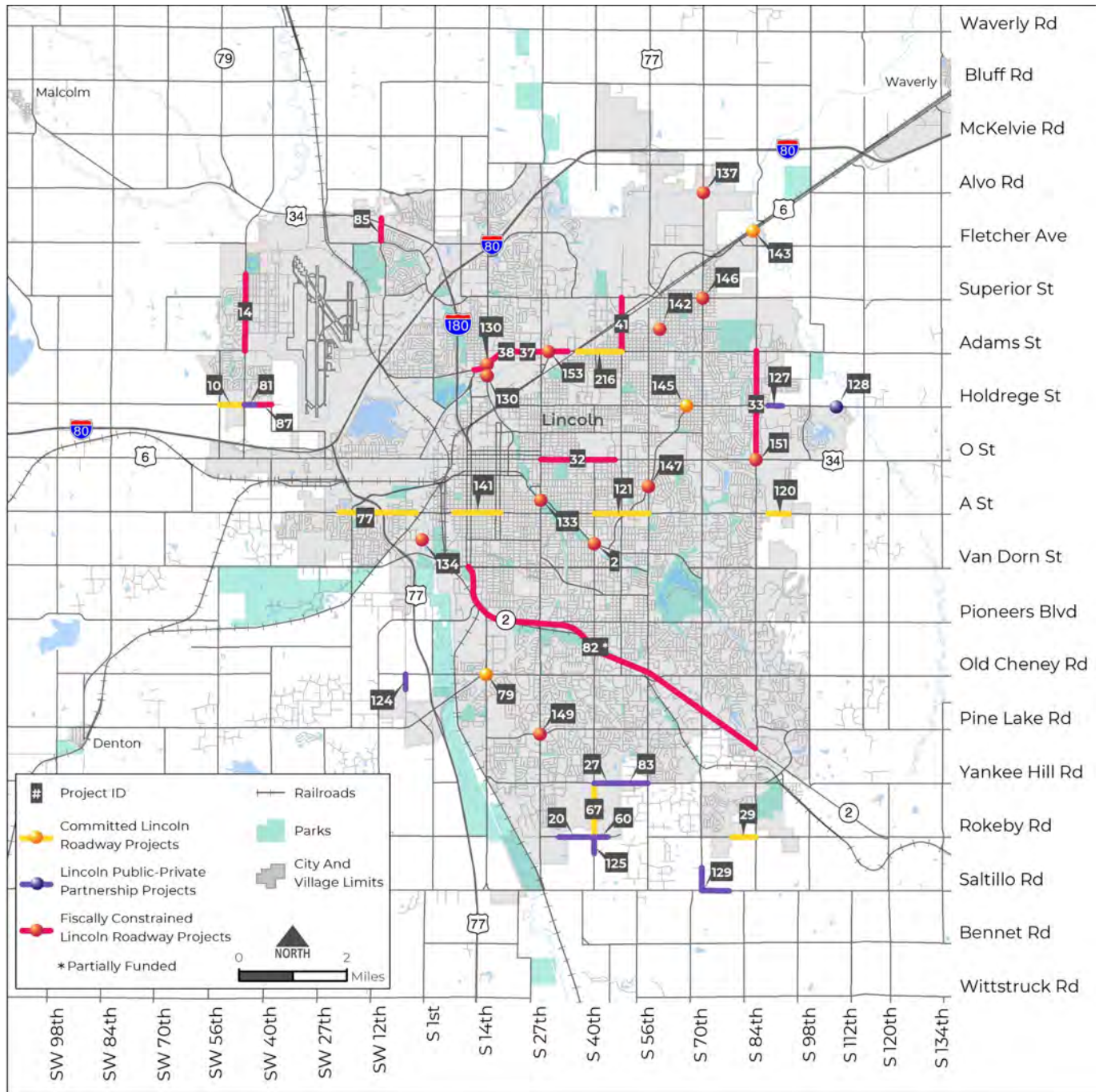


Table 7.8 Priority Trail Projects

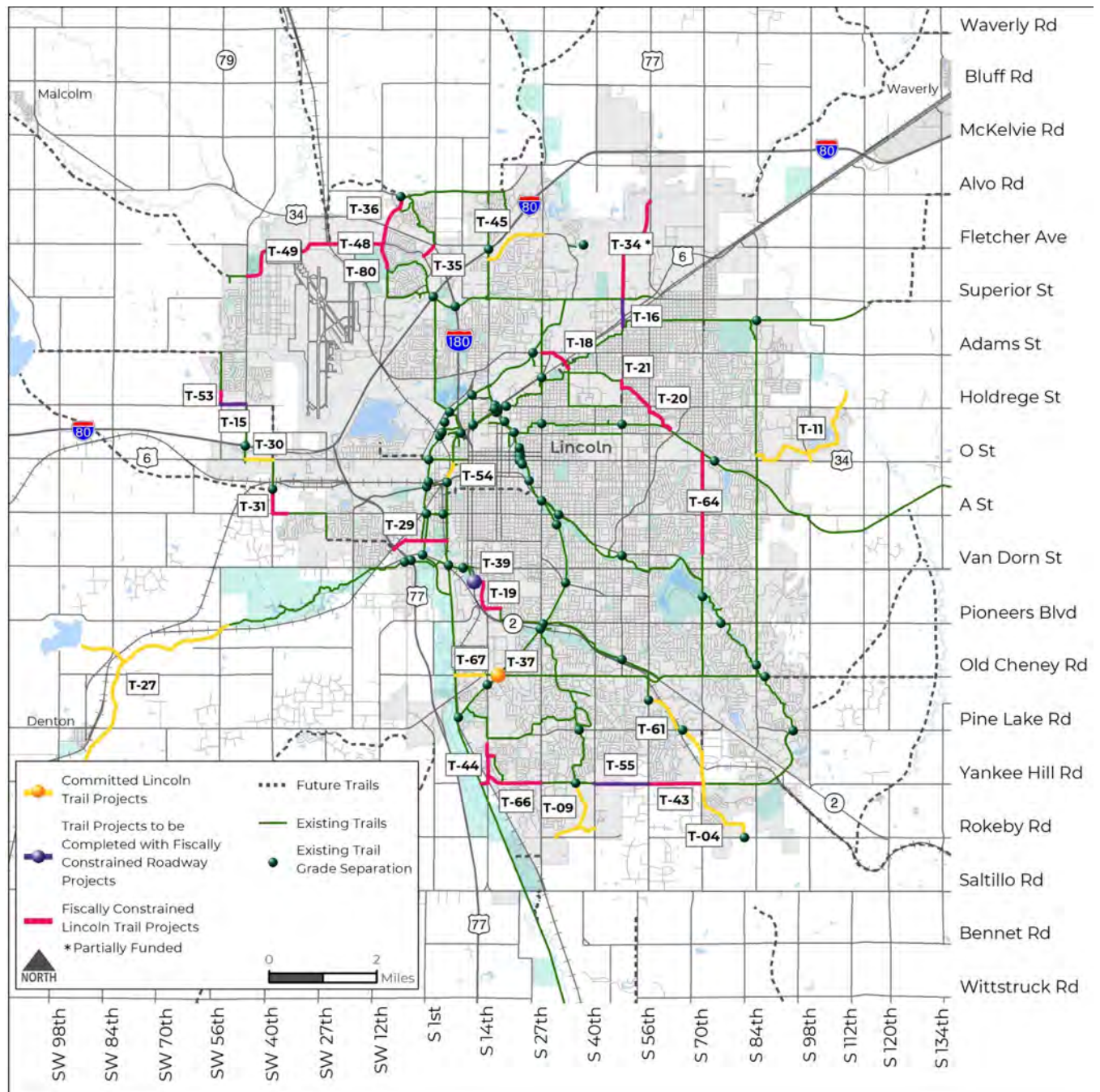
Project ID	Trail Name	Limits	Description	Project Cost (2021\$)	Refer to Notes Below Table
Funded/Committed Trail Projects					
T-45	Landmark Fletcher	Fletcher Ave from N 27th St to N 14th St	Sidepath	\$990,000	
T-61	Beal Slough Trail	S 56th St and London Rd to S 70th St and Yankee Hill	New Trail	\$1,480,000	
T-54	Chris Buetler Trail - Jamaica North Connector	J Street to N Street	New Trail	\$250,000	
T-04	Woodlands	Rokeby Rd to S 70th St to Yankee Hill Rd	New Trail	\$950,000	
T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd and S 40th St	New Trail	\$1,200,000	
T-11	Waterford	N 84th St to Stevens Creek	New Trail	\$900,000	
T-30	W. O Street	SW 40th St to SW 48th St	Sidepath	\$260,000	
T-27	Greenway Corridor Trail/Haines Branch	Pioneers Park Nature Center to Spring Creek Prairie Audubon Center	New Trail	\$4,500,000	
T-37	Rock Island	Old Cheney grade separated crossing	Grade Separation	\$1,200,000	
T-67	Old Cheney Rd	Warlick Blvd to Jamaica North	Sidepath	\$250,000	
Trail Projects to be Completed with Fiscally Constrained Roadway Projects					
T-16	N 48th Street Trail	Murdock Trail to Superior St	Sidepath	\$200,000	1
T-55	Yankee Hill Road	S 40th St to S 56th St	Sidepath	\$350,000	2
T-15	W Holdrege Street Trail	NW 48th St to NW 56th St	Sidepath	\$250,000	3
T-39	10 th Street Trail	Hwy 2 intersection improvements	Crossing Improvements	\$2,200,000	4
Priority Trail Projects					
T-19	Boosalis - Bison Connector	Van Dorn St to S 17th St/Burnam St	Sidepath	\$300,000	
T-44	S 14th Street & Yankee Hill Connector (w/RTSD project)	South LPS Property Line to Yankee Hill	Sidepath	\$400,000	
T-21	East Campus Trail	Leighton St to Holdrege St	New Trail	\$150,000	
T-31	W A Street Connector	A Street from SW 36th to SW 40th; SW 40th from A St to F St	Sidepath	\$120,000	
T-48	Air Park Connector - Phase I	NW 13th St to NW 27th St	Sidepath	\$600,000	
T-29	South Street	Folsom St to Jamaica Trail	Sidepath	\$750,000	
T-20	Deadmans Run Trail	N 48th St to Mo Pac Trail	New Trail	\$550,000	
T-66	Yankee Hill Road	S 14th St to S 27th St	Sidepath	\$350,000	
T-43	Yankee Hill Rd	S 56th St to S 70th St	Sidepath	\$350,000	
T-64	S 70th Street Connector	Old Post Rd to MoPac Trail	Sidepath	\$700,000	
T-53	NW 56th Street Trail	W Holdrege to W Partridge	Sidepath	\$100,000	
T-18	Deadmans Run Trail	Murdock Trail to Cornhusker Hwy and Railroad grade separation	New Trail and Grade Separation	\$300,000	
T-80	NW 12th Street	NW 10th St to W Fletcher Ave	Sidepath	\$200,000	
T-35	N 1st Street	N 1st St crossing of Hwy 34	Sidepath	\$400,000	
T-49	Air Park Connector - Phase II	NW 27th St to NW 48th St	Sidepath	\$900,000	
T-36	NW 12th Street	W Fletcher Ave to Aster St with US 34 grade separated crossing	Sidepath; Grade Separation	\$400,000	
T-34	N 48th Street/Bike Park Trail	Superior St to N 56th St	New Trail; Sidepath	\$900,000	

¹ Project T-16 to be completed with Roadway Capital Project 41 (N 48th Street from Adams Street to Superior Street)

² Project T-55 to be completed with Roadway Capital Project 27 (Yankee Hill Road from S 40th Street to S 48th Street) and Project 83 (Yankee Hill Road from S 48th Street to S 56th Street)

³ Project T-15 to be completed with Roadway Capital Project 10 (W Holdrege Street from NW 56th Street to NW 48th Street)

⁴ Project T-39 to be completed with Roadway Capital Project 82 (Nebraska Hwy 2 Corridor Improvements), which is partially funded within the Fiscally Constrained Plan. Inclusion of this crossing improvement project should be considered in the context of the overall corridor improvement needs and available funding.

Figure 7.3 Priority Trail Projects

On-Street Bike Projects

The Lincoln Bike Plan was adopted in February 2019. Since no committed funding source has historically been provided for implementation of the on-street bike network, the L RTP resource allocation includes a nominal allocation of \$6.5 million of flexible funds to the on-street bike program, which

could be used to stripe approximately 35 miles of bike lanes, accounting for construction cost inflation. However, this amount falls well short of the funding needed to implement the more than 100 miles of proposed bikeways (some of which are more capital-cost intensive than bike lane striping) and the intersection crossing improvements identified in the Lincoln Bike Plan.

Updates to the Draft 2050 LRTP

Agency	Comment	Changes to 2050 LRTP
Nebraska Department of Transportation	Move the I-80, Pleasant Dale to NW 56th Street project from the Illustrative Plan to the Fiscally Constrained with the updated estimate of \$129,207,000.	Executive Summary, Page 8, Paragraphs 1 and 3 - The numbers will change for the total revenue for inclusion of this project to the Fiscally Constrained Plan.
		Executive Summary, Page 10 - Revise the resource allocation graphic and NDOT Highways Program section to reflect the inclusion of this project to the Fiscally Constrained Plan.
		LRTP, Chapter 5, Page 5-1, Paragraph 3 - Revise the total amount of the roadway capital projects for the Needs Based Plan to reflect the inclusion of this project.
		LRTP, Chapter 5, Pages 5-20 to 5-22 - Revise the NDOT Highways section (includes Table 5.5) to reflect the updated estimate of this project and to reflect the updated estimate of Project ID 75 (see comment from Lincoln Transportation and Utilities Department on page 2).
		LRTP, Chapter 6, Pages 6-1 and 6-2 - Revise the NDOT Highways Program section to reflect the inclusion of this project in the NDOT revenue forecast. This revision will result in changes to applicable funding amounts and tables/graphics for the following sections in Chapter 6 - Summary of Available Revenue, Resource Allocation, and Recommended Resource Allocation.*
		LRTP, Chapter 7, Page 7-1 - Revise Table 7.1 - Resource Allocation to reflect the inclusion of this project.
		LRTP, Chapter 7, Page 7-6 - Revise the NDOT Highways Program section to reflect the inclusion of this project within the Fiscally Constrained Plan.*
		LRTP, Chapter 7, Page 7-23 - Note this project is not reflected in the Future Congestion Levels section.
		LRTP, Chapter 7, Page 7-26 - Note this project is not reflected in the Air Quality section.
		LRTP, Chapter 7, Page 7-31 - Revise the Environmental Justice and Equity section to reflect the inclusion of this project.
Lincoln Transportation & Utilities Department	Remove below project from the Fiscally Constrained Urban Roadway Capital Projects, since this project is included in the overall cost of the 33rd/Cornhusker project. - LRTP Project ID: 153, Street Name: Cornhusker Hwy (US-6), Limits: State Fair Park Drive, Description: Intersection Improvements: dual westbound left turn lanes	Executive Summary, Page 10 - Revise the LTU Roadway Capital Projects section to reflect the removal of this project. This revision will result in changes to the Fiscally Constrained Urban Roadway Capital Projects map on page 13.
		LRTP Chapter 7, Pages 7-12 to 7-16 - Revise the LTU Roadway Capital Projects section (includes Table 7.6 and Figure 7.2) to reflect the removal of this project.*
		LRTP Chapter 7, Pages 7-17 and 7-18 - Note the Cornhusker Hwy (US-6) & State Fair Park Drive the (Project ID 153) is part of the N. 33rd and Cornhusker grade separated railroad crossings project (Project ID 74) in the Rail Crossing Program section.

Agency	Comment	Changes to 2050 LRTP
(continue from page 1)	(continue from page 1)	LRTP, Chapter 7, Page 7-31 - Revise the Environmental Justice and Equity section to reflect the removal of this project. LRTP, Appendix H - Revisions to the applicable sections of the Environmental Overview to reflect the removal of this project.
Lincoln Transportation & Utilities Department	Change cost estimate from \$89.1 million to \$115.6 million for N. 33rd Street and Cornhusker separated railroad crossings project (Project ID 74) in the Rail Crossing Program within the Fiscally Constrained Plan. This amount is consistent with the FY 2022-2025 Transportation Improvement Program.	LRTP Chapter 7, Pages 7-17 and 7-18 - Revise the cost estimate N. 33rd and Cornhusker grade separated railroad crossings project (Project ID 74) from \$89.1 million to \$115.6 million.
Lincoln Transportation & Utilities Department	Change the street name, limits, and project costs (2021\$) for Project ID 75 (State Fair Park Dr, Salt Creek Roadway to Cornhusker Hwy, and \$9,300,000) to the following: Street Name: Salt Creek Roadway Limits: State Fair Park Dr to Cornhusker Hwy Project Cost (2021\$): \$26,000,000	LRTP, Chapter 5, Pages 5-3 to 5-10 - Revise the LTU Capital Projects section (includes Figure 5.1 and Table 5.1) to reflect this project. LRTP, Appendix G - Note in the scoring of Project ID 75 that this project had the incorrect street name, limits, and project costs (2021\$) at the time of scoring.
Lincoln-Lancaster Planning Department	Update the LRTP document to reflect the Phase 3 Community Outreach.	LRTP, Chapter 3, Page 3-5 - Revise the Phase 3: Validation section to update the outreach activities and include a summary of public input. LRTP, Appendix B - Include the 2050 LRTP Public and Virtual Meeting Phase 3 Summary report and the public engagement materials.
Lincoln-Lancaster Planning Department	Change the transportation vision from "The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that equitably supports quality of life, livability, and economic vitality of the community." to "The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community." This change is consistent with the Transportation Goal of the 2050 Comprehensive Plan which is "Lincoln and Lancaster County will strive to achieve a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community."	Executive Summary, Page 3 - Change the vision to "The vision for transportation in Lincoln and Lancaster County is a safe, efficient, and sustainable transportation system that enhances the quality of life, livability, and economic vitality of the community." LRTP, Chapter 2, Page 2-2 - See above change.

Agency	Comment	Changes to 2050 LRTP
Lincoln-Lancaster Planning Department	Update Table H.8 (Agency Review Comments and Responses) in Appendix H with comments from agencies.	LRTP, Appendix H, H-39 - Update Table H.8 with comments and responses.
Lincoln-Lancaster Planning Department in coordination with the Lancaster County Engineer's Office	Update the project cost for Project ID 98 (S 98th Street, Old Cheney Road to US-34) from \$2,600,000 to \$12,592,700. This amount is consistent with the FY 2022-2025 Transportation Improvement Program.	Executive Summary, Page 10 - Revise the Lancaster County Rural Roads Program section to reflect the updated project cost for this project.
		LRTP, Chapter 5, Page 5-15 to 5-20 - Revise the Capital Projects section (includes Table 5.4) to reflect the updated project cost for this project.
		LRTP, Chapter 7, Page 7-7 to 7-9 - Revise the Road and Bridge Capital Projects section (includes Table 7.5) to reflect the updated project cost for this project*
Lincoln-Lancaster Planning Department in coordination with the Lancaster County Engineer's Office	Update the project cost for Project ID 165 (N 148th Street and Holdrege Street) from \$650,000 to \$703,000. This amount is consistent with the FY 2022-2025 Transportation Improvement Program.	Executive Summary, Page 10 - Revise the Lancaster County Rural Roads Program section to reflect the updated project cost for this project.
		LRTP, Chapter 5, Page 5-15 to 5-20 - Revise the Capital Projects section (includes Table 5.4) to reflect the updated project cost for this project.
		LRTP, Chapter 7, Page 7-7 to 7-9 - Revise the Road and Bridge Capital Projects section (includes Table 7.5) to reflect the updated project cost for this project*
Lincoln-Lancaster Planning Department in coordination with the Lancaster County Engineer's Office	Update the project cost for Project ID 92 (Saltillo Road, S 27th Street to S 68th Street) from \$7,500,000 to \$8,774,400. This amount is consistent with the FY 2022-2025 Transportation Improvement Program.	Executive Summary, Page 10 - Revise the Lancaster County Rural Roads Program section to reflect the updated project cost for this project.
		LRTP, Chapter 5, Page 5-15 to 5-20 - Revise the Capital Projects section (includes Table 5.4) to reflect the updated project cost for this project.
		LRTP, Chapter 7, Page 7-7 to 7-9 - Revise the Road and Bridge Capital Projects section (includes Table 7.5) to reflect the updated project cost for this project*

* The 2050 LRTP is integrated into the transportation components of the 2050 Comprehensive Plan. These changes to the Draft 2050 LRTP will update the Transportation Element of the 2050 Comprehensive Plan. The updates to the 2050 Comprehensive Plan are as follows:

- Revise the Revenue Forecasts section to reflect the inclusion of the I-80, Pleasant Dale to NW 56th project.
- Revise Figure E9.a: LRTP Resource Allocation (\$M) to reflect the inclusion of the I-80, Pleasant Dale to NW 56th project.
- Revise the Lancaster County Rural Roads Program within the Fiscally Constrained Plan to reflect the updated project costs for S 98th Street, Old Cheney Road to US-34 project, N 148th Street and Holdrege Street intersection project, and Saltillo Road, S 27th Street to S 68th Street project.
- Revise the NDOT Highways Program section to indicate the I-80, Pleasant Dale to NW 56th project as part of the Fiscally Constrained Plan and to reflect the updated estimate of this project.
- Revise the Roadway Capital Projects section within the Fiscally Constrained Plan - City of Lincoln Urban Roads Program to reflect the removal of the Cornhusker Highway and Cornhusker intersection improvement project.
- Update Figure E9.b: Fiscally Constrained Roadway Capital Projects (map) to reflect the following project changes: inclusion of the I-80, Pleasant Dale to NW 56th project, removal of the Cornhusker Highway and Cornhusker intersection project, update of the project cost for S 98th Street, Old Cheney Road to US-34 project, update of the project cost for N 148th Street and Holdrege Street intersection project, and update of the project cost for Saltillo Road, S 27th Street to S 68th Street project.

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

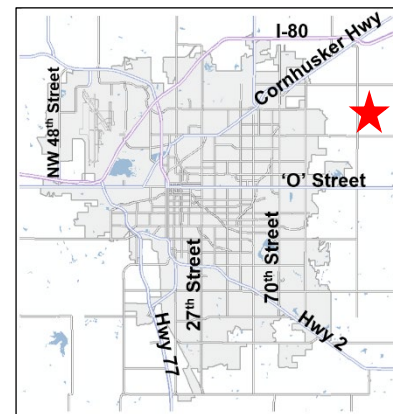
FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Special Permit #19036A	FINAL ACTION? Yes	DEVELOPER/OWNER Salt Creek Solar, LLC
PLANNING COMMISSION HEARING DATE October 27, 2021	RELATED APPLICATIONS None	PROPERTY ADDRESS/LOCATION Generally from ½ mile west of N. 134 th St. to N. 148 th St. from Havelock Ave to O Street

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request to amend SP 19036 by adding approximately 318 acres to the previously approved 1,059 acres for a Large Solar Energy Conversion System (SECS) for up to 125 megawatts on approximately 1,377 acres with associated waivers to setbacks.



JUSTIFICATION FOR RECOMMENDATION

The proposed Large Solar Energy Conversion System provides for alternative, renewable source of energy, which is supported and promoted by the 2040 Comprehensive Plan. The project meets all conditions of the special permit. The proposed vegetative buffer and setback from the property line to the solar panels should help mitigate any impact to non-participating properties.

APPLICATION CONTACT

David Levy, 402-213-9063
dlevy@bairdholm.com

STAFF CONTACT

Tom Cajka, (402) 441-5662 or
tcajka@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The proposed project meets the goals of the Comprehensive Plan to promote renewable energy sources. This area is in Tier II and III and shown to remain undeveloped for the next 20 to 40 years.

WAIVERS

1. Reduce all setbacks to 50 feet for non-participating property without residence. (Previously approved)
2. Reduce all setbacks from 50 feet to zero for participating property with a residence. (New request, previously was set at 50 feet)
3. Reduce all setbacks to zero for participating property without a residence. (Previously approved)

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

P.1.4 - The importance of building sustainable communities – communities that conserve and efficiently utilize our economic, social, and environmental resources so that the welfare of future generations is not compromised - has long been recognized. This concept has grown in importance with increased understanding of the limits to energy supplies and community resources, the likelihood that energy costs will continue to increase in the future, the climatic impacts of energy consumption, and the impacts on the physical and economic health of the community. LPlan 2040 describes a community that values natural and human resources, supports advances in technology, and encourages development that improves the health and quality of life of all citizens.

P.1.5 - The economy provides opportunities for local food production and sales, renewable energy production, and the benefit of natural resources produced in the area and integrates them into the land use pattern.

P.2.6 - Agriculture is still a major factor in Lancaster County's economy with about 90 percent of the land area of the county being used for agricultural production.

P.3.3 - Environmental resources reside within a broad range of settings that should be considered as policy and development decisions are made.

P.3.11- Preserve agricultural land within Tier I and Tier II areas, both to reduce conflicts in the future growth of Lincoln and to ensure available land for the production of food products that are important to the health and economic vitality of the community.

P.5.1 - Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.

P.5.2 - Strive for predictability for neighborhoods and developers.

P.5.4 - Agriculture is the dominant land use in Lancaster County, accounting for roughly $\frac{3}{4}$ of all land.

P.7.2 - Strive for predictability for neighborhoods and developers for residential development and redevelopment.

P.7.2 - Encourage acreages to develop in appropriate areas and preserve farmland.

P.7.12 - LPlan 2040 supports the preservation of land in the bulk of the County for agricultural and natural resource purposes. However, it recognizes that some parts of the County are in transition from predominantly agricultural uses to a mix that includes more residential uses. Balancing the demand for rural living and the practical challenge of integrating acreages with traditional land uses will continue.

P.11.2 - Promote renewable energy sources.

P.11.3 - Lincoln must develop a comprehensive strategy of fuel diversity and encourage conservation, alternative forms of energy and modern energy technologies.

P.11.4 - Energy from renewable resources such as solar, geothermal, and wind technologies generally does not contribute to climate change or local air pollution and generally conserves nonrenewable natural resources.

P.11.7 - Local government entities, including all local utilities, should strive to increase utilization of renewable energy sources such as wind power, hydropower, solar energy, biomass, and geothermal energy.

P.11.7 - Continue to encourage and expand wind and solar access to buildings and other land uses.

P.11.22 - Continue to include, and increase where feasible, renewable sources of energy, such as wind and solar energy, in future planning of LES facilities and partnerships.

P.12.8 - Tier II shows areas where long term utility planning is occurring today and acts as a secondary reserve should Tier I develop faster than anticipated. Tier II should remain in its current use in order to allow for future urban development.

P.12.9 - Tier III provides an approximately 131 square mile area for Lincoln's longer term growth potential-beyond 44 years.

ANALYSIS

1. This application is for a Large Solar Energy Conversion System with a capacity of up to 125 megawatts alternating current (MWac). The panels will utilize photovoltaic technology to convert solar energy into electricity. The panels use anti-reflection materials to retain as much of the solar spectrum as possible. The panels use a single-axis tracking panel technology which allows the panels to follow the sun throughout the day.
2. This special permit amends SP19036 approved by City Council on September 30, 2019. SP 19036 was approved for on 1,059 acres. This amendment proposes to add 318 acres to the boundary of the special permit bringing the total acres to 1,377. The entire project of 2,807 acres is split between City and County zoning jurisdictions. This special permit is only for the city jurisdiction.
3. The panels are fixed to the ground with steel I-beam posts. The posts are driven into the ground below the frost level. No concrete is used to secure the posts. The estimated useful life of the solar panels is roughly 25-40 years.
4. The project area is roughly bounded by 148th Street on the east, 120th Street on the west, Havelock Avenue on the north and "O" Street on the south. No properties are adjacent to either "O" Street. The new area is one-half mile south of Adams St. to Havelock Ave. and one-half mile east of N. 134th St. to one-half mile east of N. 148th St. Seven parcels are split between the City and County zoning jurisdictions.
5. The project is adjacent to a Lincoln Electric System substation at 12855 Adams Street. This eliminates the need for lengthy and costly new overhead transmission lines. A new privately owned substation will be built on the north side of Adams Street across from the LE Wagner substation. The new substation will interconnect with the LES Wagner Substation with high voltage generation tie line.
6. The project area is in both Tier 2 and Tier 3, with the majority in Tier 3. The new area is in Tier III. Infrastructure planning for Tier II can reach beyond the Plan's 24-year time horizon to 44 years and further. Tier III is for growth beyond 44 years.
7. The project area mainly contains farm ground, but also contains native grasslands, wetlands and flood plain. The project will avoid these environmentally sensitive areas.
8. The Lower Platte South Natural Resource District notes that they have a flood pool easement within the project area. The easement area is located approximately half-way between "O" Street and Holdrege St on the west side of N. 148th Street. No solar panels are allowed with this easement.
9. The proposed project could power up to approximately 16,000 homes. The project could be built in phases.
10. The applicant notes that they have engaged in community outreach through meetings individuals and an open house. An open house on the project was held at Southeast Community College on June 3, 2021.
11. The 2040 Comprehensive Plan supports renewable energy sources and alternative fuels. Renewable energy generally does not contribute to climate change or local air pollution and generally conserves nonrenewable natural resources. Solar has the potential to reduce energy consumption and greenhouse gas emissions by reducing the amount of fuel required to produce a unit of energy output.
12. A Property Value Impact Study was submitted with SP19036. The study included research and analyses of eight existing solar facilities. The facilities are in Michigan, Minnesota, Indiana, Illinois, North Carolina and Virginia. The study looked at impact of a solar farm on the value of adjacent properties. The study concluded that there is no measurable and consistent difference in property values for properties adjacent to solar farms when compared to similar properties locationally removed from their influence.
13. A review of Saunders County and Cass County zoning regulations for commercial solar farms found that setbacks are the same as the district, but no less than 30 feet for a side or rear yard to a residential use or district. This is a smaller setback than the 100 foot setback to non-participating properties with a residence Lincoln required in the previous special permits.

Screening is required only if a dwelling is within 300 feet of a solar panel. The solar farm must be designed as to absorb or detain stormwater runoff. The project must conform with National and State fire code.
14. Pierce County and Madison County zoning regulations for commercial solar farms were reviewed. Pierce and Madison Counties had similar regulations. Both required that the solar projects use fixed panel photovoltaic that are ground mounted using rammed post construction technique. The panels must be located to support rainwater between each module and growth of vegetation beneath the arrays. They must also limit impact of storm water

runoff. Setbacks are 30 feet side and rear measured from lot line abutting a residential use or district. Both counties require a decommissioning plan.

15. Clay County zoning regulations for commercial solar farm was reviewed. Clay County requires that no solar panels be within the flood plain, wetlands or scenic areas. A vegetation management plan is required. An emergency response plan that identifies all entry areas, shut offs, disconnects and valves is required. Setbacks are 300 feet to a dwelling and 500' from a dwelling to an inverter. A decommissioning plan is required. In addition, the applicant must meet with the local Natural Resource District.

16. An increased risk of fire around the solar array has been a stated concern of some property owners. The City of Lincoln fire department was asked to look at the risk of fire to a solar facility. The fire department found that the risk of fire is very low. A review found that most fires associated with solar panels are from roof mounted units.

A paper, "[Health and Safety Impacts of Solar Photovoltaics](#)", by North Carolina State University Clean Energy Technology Center May 2017 (Paper) (to access full report ctrl + click on link and then enter SP19036A in application number box) addressed many concerns of Photovoltaic (PV) solar systems, including fire. The paper identified that only a small portion of materials in the panels are flammable and those components cannot self-support a significant fire. Flammable components include the thin layers of polymer encapsulates surrounding the PV cells, plastic junction boxes and insulation on wiring. The rest of the panel is composed of non-flammable components, mainly the protective glass.

Fire from solar panels is extremely rare. Installed properly, PV solar panels do not cause fires. Where fire has started from a solar panel it was in most cases electrical arcing due to improper installation, faulty wiring, or insufficient insulation. (nachi.org/solar-panel-fire-electrical-hazards.htm)

17. A study, "Analysis of the Potential for a Heat Island Effect in Large Solar Farms" conducted by the Center for Life Cycle Analysis, Department of Earth and Environmental Engineering, Columbia University found that an analysis of 18 months of detailed data showed that in most days, the solar array was completely cooled at night, and thus, it is unlikely that a heat island effect could occur.

18. Environmental impacts from solar systems are often a topic of concern to neighbors as well. The North Carolina State paper also addressed environmental impacts. A PV solar system has small amounts of toxic materials. Solar PV panels consist of glass, polymer, aluminum, copper and semiconductor materials. Some panels contain a small amount of lead. The lead is being phased out. Lead was a component of solder. Testing to simulate the potential for leaching from broken panels did not find a potential toxicity threat from these trace elements.

The Lincoln/Lancaster County Health Department (LLCHD) has reviewed environmental impacts related with solar farms. LLCHD did not find any unusual risk to air quality or soil/groundwater contamination of solar panels compared to any other type of man-made structure. As an example, solar panels provide no more risk to air quality of a fire or soil contamination after a storm than a large agricultural building filled with vehicles, agricultural farm products and chemicals.

The applicant has informed the Planning Department that the project will use crystalline silicon panels that contain no lead or cadmium.

No other use within the Lancaster County Zoning Regulations requires an Environmental Impact Study. These uses include, but not limited to, manufacturing and processing of chemicals and petroleum products, metal products, salvage yards, commercial feedlot, and commercial wind energy conversion system.

19. The special permit requires the following conditions be met.

- a. The system uses photovoltaics to convert solar energy into electricity.

The applicant's letter states that the panels will use photovoltaics technology to convert solar energy into electricity.

- b. On-site transmission lines shall, to the maximum extent practicable, be placed underground.

The applicant's letter states that they will comply with this condition.

- c. Where said use is adjacent to residential zoned land, park land, school property, or major entryways or corridors into the city, town, or village, visual screening through setbacks, berming, and other techniques may

be required by the Planning Commission as appropriate and necessary to address the site-related impacts of the Solar Energy Conversion System on adjacent property and major entryways or corridors.

The expanded area is not adjacent to residential, parks, schools or a major entryway. The applicant has proposed landscaping next to non-participating properties. The landscaping will consist of evergreen and deciduous trees. The areas shown for landscaping are sufficient to help soften the impact to non-participating properties. The landscaping will be more of a visual relief than a screen to the solar panels. In addition, there are several areas of mature tree masses that will also help with screening and softening of the solar panels.

A previously approved commercial solar energy conversion system, SP#15004, approved located between Interstate 80 and W. Holdrege Street east of NW 84th Street did not require screening along Interstate 80, an entryway corridor. That site was reviewed by Urban Design Committee (UDC) and the UDC decided no screening was needed along Interstate 80. There was a condition that screening be provided to the residential use to the west of the project at a rate of 70% from the ground to 8 feet above the ground along the west boundary where panels are within 500 feet of the west boundary.

- d. Each Solar Energy Conversion System facility shall have a decommissioning plan outlining the means, procedure, and costs of removing the machines and all related supporting infrastructure and a bond or equivalent enforcement resource to guarantee removal and restoration upon discontinuance, decommissioning, or abandonment.

A Decommissioning Plan was approved with SP19036. The plan approved by SP19036 will be updated to include the expanded area. The Plan states that all equipment, support structures, electrical equipment and fences will be removed. The site will be restored to preconstruction conditions.

Salt Creek Solar will provide a decommissioning cost estimate prior to commencing construction and each five years thereafter. The applicant is proposing to post a financial surety after the 15th year when the net decommissioning cost (cost less salvage value) can be determined based on then-current market conditions.

- e. Must meet setback requirements of the district unless adjusted by the Planning Commission.

The applicant is requesting that the setbacks be 50 feet for all sides to non-participating properties without a residence and 100 feet for non-participating properties with a residence. The setback to participating properties with or without a dwelling is zero. The setbacks in the AG District are 50 feet for front yard, 60 feet for side yard and 100 feet for rear yard.

SP19036 approved setbacks of 50 feet for non-participating properties without a residence, 100 feet for non-participating properties with a residence, 50 feet for participating properties with a residence.

The only change from what was approved with SP19036 is to change the setback from 50 feet to zero for participating properties with a dwelling.

- 12. The proposed special permit request is supported by the Comprehensive Plan and meets the conditions of the special permit. The vegetative buffering and 100-foot setback should provide adequate protection for non-participating properties. The Property Value Impact Study concludes that the solar panels will not devalue adjacent properties.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Ag-Agriculture

Farm ground and multiple acreage lots

SURROUNDING LAND USE & ZONING

North: AG-Agriculture

Farm ground

South: AG-Agriculture

Farm ground

I-1-Industrial

mini-storage

East: AG-Agriculture

Farm ground and acreages

AGR-Agricultural Residential

Acreage lots

West: AG-Agriculture

Farm ground and LES substation.

Application History:

September 30, 2019 Special Permit 19036 was approved by the Lincoln City Council.

APPROXIMATE LAND AREA: 1,377 acres, more or less

LEGAL DESCRIPTION: See attached

Prepared by

Tom Cajka, Planner

Date: October 13, 2021

Applicant: Salt Creek Solar, LLC
 500 S. 4th Street
 Eagle, NE 68347
 240-437-2685

Contact: David Levy
 1700 Farnam Street Suite 1500
 Omaha, NE 68102
 402-213-9063
 dlevy@bairdholm.com

Owner: See attached list

F:\DevReview\SP\19000\SP19036A Salt Creek Solar.tjc.docx

CONDITIONS OF APPROVAL - SPECIAL PERMIT #19036A

Per Section 27.63.830 this approval permits a Large Solar Energy Conversion System with a waiver to reduce setbacks as shown:

1. Reduce all setbacks to 50 feet for non-participating property without residence.
2. Reduce all setbacks to zero for participating property with a residence.
3. Reduce all setbacks to zero for participating property without a residence.

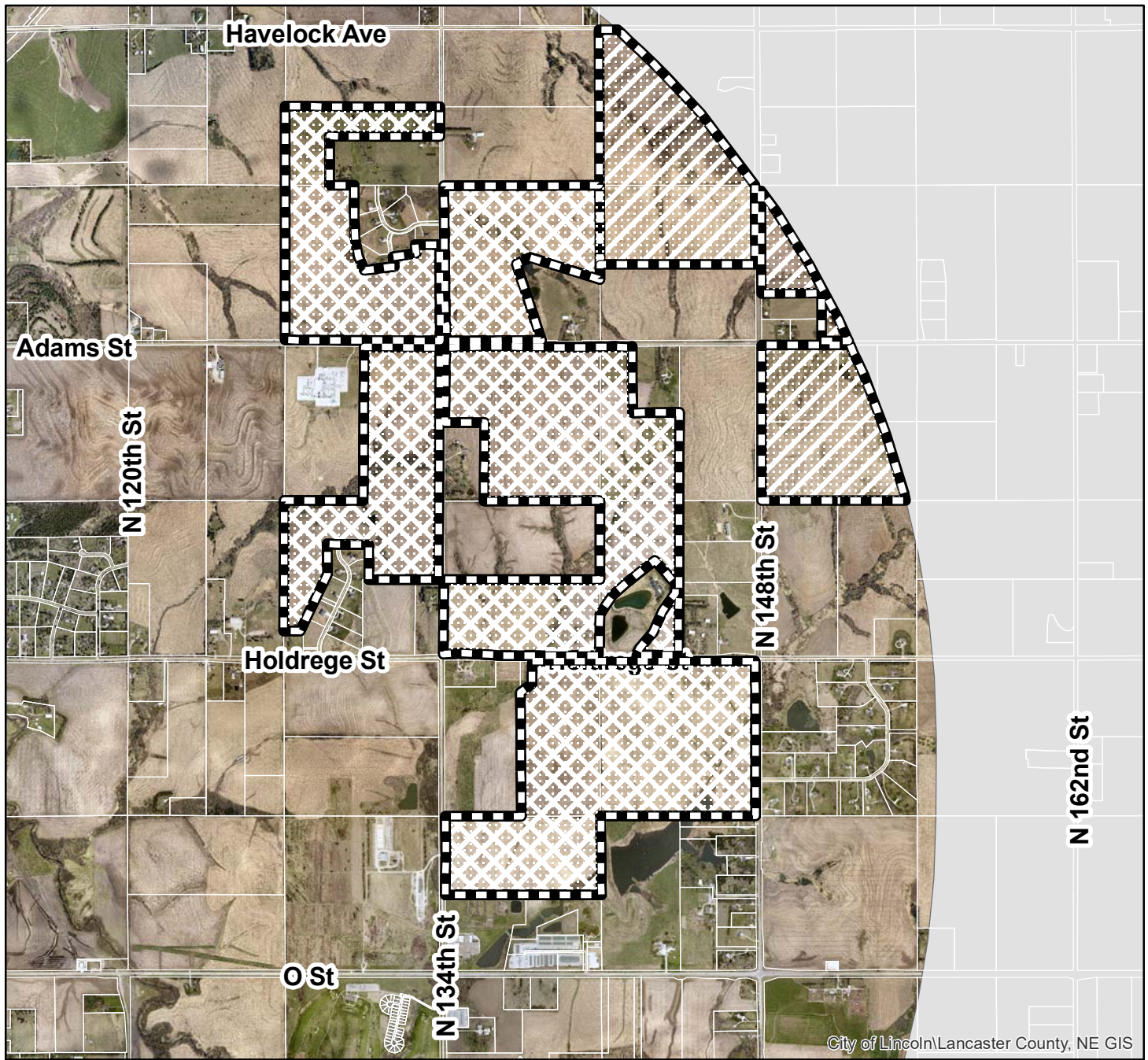
Site Specific Conditions:

1. Before receiving building permits the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 3 copies with all required revisions and documents as listed below:
 - 1.1 Add a note that no solar panels shall be located within the Lower Platte South Natural Resource District flood pool easement. Identify the flood pool easement on the site plan.
 - 1.2 Identify the 100-year floodplain and any minimum flood corridors on the site plan to the satisfaction of Lincoln Transportation and Utilities Watershed Management.
 - 1.3 Add a note that no solar panels shall be located within the minimum flood corridor. No solar panels shall be located within the 100-year floodplain without an approved floodplain permit.
 - 1.4 Add the following note to the site plan, "The vegetative buffer shall be provided at the rate of one deciduous tree every 100 lineal feet and 3 evergreen or ornamental trees every 100 lineal feet. The trees shall have a minimum mature height of 15 feet. At least two-thirds, but no more than three-quarters of the ornamental/evergreen tree requirement shall be made up of evergreen trees."
 - 1.5 Identify participating properties that are not project parcels.
2. Before receiving building permits provide the following documents to the Planning Department:
 - 2.1 Verification from the Register of Deeds that the letter of acceptance as required by the approval of the special permit has been recorded.
 - 2.2 Submit a landscape plan.
 - 2.3 Submit a decommissioning plan.
3. Within 15 years of approval of this special permit or upon abandonment provide the City of Lincoln with a surety for Net Decommissioning Cost.

Standard Conditions:

4. The following conditions are applicable to all requests:
 - 4.1 Before starting the operation all development and construction shall substantially comply with the approved plans.
 - 4.2 All privately-owned improvements, including landscaping and vegetative buffering, shall be permanently maintained by the Permittee.
 - 4.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters be in substantial compliance with the location of said items as shown on the approved site plan.

- 4.4 The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.
- 4.5 The applicant shall sign and return the letter of acceptance to the City Clerk. This step should be completed within 60 days following the approval of the special permit. The City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefor to be paid in advance by the applicant. Building permits will not be issued unless the letter of acceptance has been filed.



2020 aerial

Special Permit #: SP19036A
Salt Creek Solar
N 148th St & Adams St

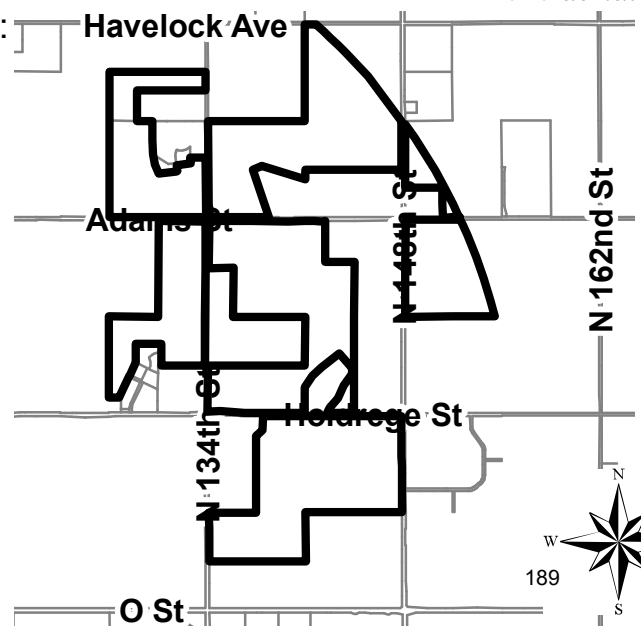
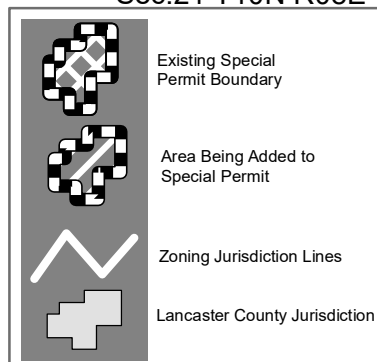
Seven Square Miles:

- Sec.08 T10N R08E
- Sec.10 T10N R08E
- Sec.09 T10N R08E
- Sec.17 T10N R08E
- Sec.15 T10N R08E
- Sec.16 T10N R08E
- Sec.21 T10N R08E

Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

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Salt Creek Solar, LLC

Amendment to Special Permit 19036

*Salt Creek Solar Project
Lincoln, NE*

**Salt Creek Solar, LLC
226 N Morgan Street, #200
Chicago, IL 60607
Phone: (847) 707-6019
Email: Sean@rangerpower.com**

Prepared By:
HDR Inc.
1917 S 67th Street
Omaha, NE
68106-2973



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5	Decommissioning Plan	4
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Appendix A: Site Plan

Appendix B: Property List

Appendix C: Letters of Support

1 Introduction

Salt Creek Solar, LLC ("Salt Creek Solar") is pleased to submit this Amendment to the approved Large Solar Energy Conversion System Special Permit 19036 for the Salt Creek Solar Project ("Project") within the City of Lincoln ("City"), Lancaster County, Nebraska. This amendment includes additional parcels to Special Permit 19036, approved September 30th, 2019 by the City for this Project. This amendment also seeks to add a setback waiver to address unnecessary property line setbacks between large, mostly agricultural parcels and to confirm that subdivision outlots designated for agricultural use may be used for the Project. A PDF of the original, approved Special Permit application is attached for reference.

The Project will utilize photovoltaic technology to convert solar energy into electricity, producing approximately 125 Megawatts (MW) on approximately 1,377 acres located in agricultural ("AG") zoning districts within the City of Lincoln's extraterritorial zoning jurisdiction ("ETJ"). According to the Solar Energy International Association website, 1 MW of energy provides power for approximately 130 homes in Nebraska. At this level of generation, the approximately 125 MW Project would power up to approximately 16,000 homes. Special Permit 19036 included approximately 1,100 acres. This amendment would add the additional approximately 318 acres located within the City's ETJ, as identified in Appendix A.

The developer for the Salt Creek Solar Project, Ranger Power LLC ("Ranger Power") is among the most experienced solar developers in the Midwest. Ranger Power has a 7 GW portfolio, which spans 10 states and is comprised of nearly 50 projects. These range in nameplate capacity from 74 MW – 400 MW.

Since 2017, Ranger Power has permitted more than 2,000 MW and executed nearly 1,200 MW of utility-scale Power Purchase and Build-Own-Transfer agreements throughout the Midwest. Over 500 MW of Ranger Power projects have been taken to construction, of which approximately 150 MW are generating power. By the end of 2021, Ranger Power anticipates that over 500 MW of projects developed by Ranger Power will be in generating power. This includes the 239 MW Assembly solar project in Shiawassee County, Michigan, and the Prairie State, Dressor Plains, and Big River Solar facilities, totaling 347 MW, in Illinois. These projects are among the first and largest utility-scale solar projects in their respective states.

This Amendment Application letter describes the addition of contiguous parcels to the Project area, the compliance of the new parcels with the City Ordinance regulations, updated site description and plan, proposed built conditions, decommissioning plan overview, and the amended City's application form for the Special Permit.

2 Special Permit Compliance Overview

Special Permit 19036 was approved on 12 properties. This amendment is adding 7 properties leased, under purchase option, or under easement in the eastern portion of Lancaster County, and will interconnect at the Lincoln Electric System ("LES") Wagener Substation at 128th Street and Adams Street.

The Amended Project continues to meet the standards set out in the 2016 update of the City of Lincoln's Section 27.63.830 of the Municipal Code as well as the approved conditions of the approved SP19036, as described in Table 1.

Special Permits: 27.63.830 Solar Energy Conversion System			
No.	Conditions Summary*	Conditions Met	Addressed in Application Section(s):
i.	Photovoltaic system to convert solar energy into electricity	Yes	Site Description and Location, Proposed Built Conditions
ii.	On-site transmission lines underground where practicable	Yes	Proposed Built Conditions
iii.	Visual buffering for site related impacts	Yes	Proposed Built Conditions
iv.	Decommissioning Plan for end of life	Yes	Decommissioning Plan Overview
v.	Setback requirements	Yes (with waivers)	Proposed Built Conditions, Appendix A

*See Lincoln Municipal Code for full condition description¹.

Table 1 – City of Lincoln Solar Energy Conversion System Special Permit Conditions

The application as amended also continues to satisfy the City of Lincoln's criteria for approving a special permit in Section 27.63.010 of the Lincoln Zoning Ordinance. In seeking this Amendment, Salt Creek Solar also seeks to continue the same relief from setbacks and other requirements as the City Council approved in Special Permit 19036. Specifically:

- (a) reduce all setbacks to 50 feet from property boundaries abutting a non-participating property without a residence;
- (b) reduce all setbacks to 50 feet from property boundaries abutting a participating property with a residence; and
- (c) reduce all setbacks to zero from property boundaries abutting a participating property without a residence.

In addition, this amendment seeks to apply to the permitted area and the area this amendment seeks to add to the Special Permit, the following setback exception:

Reduce all setbacks between two participating properties to zero.

The purpose of this proposed exception is to avoid needless setbacks between two agricultural areas of large properties that have a residence that is far from the property boundary where the setback would otherwise apply. The property line setback should be zero from adjacent, participating properties. An example would be a quarter section with a house at one edge of the property. The

¹ Source: <http://online.encodeplus.com/regs/lincoln-ne/doc-viewer.aspx?secid=12141>

setback would “protect” a property line, but there would be no need for that protection because both properties are participating and there is not a residence nearby. This proposed waiver is consistent with the Lancaster County Zoning Regulations for solar conversion systems (Section 13.051.)

As with Special Permit 19036, the approval of this amendment satisfies the following findings:

- (a) the community as a whole, the surrounding neighborhood, and the real property adjacent to the area included within the site plan for this Solar Energy Conversion System will not be adversely affected by granting such a permit;
- (b) said site plan together with the terms and conditions hereinafter set forth are consistent with the 2040 Comprehensive Plan and with the intent and purpose of Title 27 of the Lincoln Municipal Code to promote the public health, safety, and general welfare; and
- (c) the request to reduce all setbacks is reasonable and consistent with protecting and promoting the public health, safety, and general welfare.

3 Site Description and Added Parcels Location

The Project is located in the eastern portion of Lincoln in Lancaster County, Nebraska in an area roughly bounded by 148th Street on the east, 128th Street on the west, Havelock Avenue on the north and Highway 34 on the south. The parcels shown in Figure 1 are requested to be added to the parcels granted by a SECS Special Permit by this body on September 30th, 2019. Appendix A shows a detailed view of the location.

4 Proposed Built Conditions

The Project is an approximately 125 MW project located on parcels totaling approximately 1,377 acres located in the AG district in the City of Lincoln and in Lancaster County. This value includes the approximately 1,100 acres permitted as of September 30th, 2019, by the original application, and approximately 318 additional acres as part of this amendment. The Project will:

- Use PV cells to convert solar energy into electricity.
- Place transmission lines, to the maximum extent practicable, underground.
- Provide visual screening for adjacent non-participating residential-zoned land, park land, school property, or major entryways or corridors into the city in accordance with the city of Lincoln Zoning Regulations; and
 - Use evergreen and deciduous trees that are readily available and appropriate to the area for sustainable growing success.
- Address site-related visual impacts on adjacent non-participating properties, as shown in Appendix A.
- Meet the setback requirements identified in
- Table 2 and shown in Appendix A.

Property Type	Distance (feet)
Non-Participating Property with a Dwelling	100
Non-Participating Property without a Dwelling	50
Participating Property with a Dwelling	0
Participating Property without a Dwelling	0
Public or Private Roadway	50

Table 2 – Property Line Setbacks to Solar Panels

The height of the solar panels, solar collectors, and any mounts in the project shall not exceed 15 feet, when oriented at maximum tilt.

Regarding the floodplain, the Project will:

- Not include solar panels within the Lower Platte South Natural Resource District flood pool easement, as identified on the site plan (see Appendix A).
- Identify the 100-year floodplain and any minimum flood corridors on the site plan to the satisfaction of Lincoln Transportation and Utilities Watershed Management.
- Not include solar panels within the 100-year floodplain or within the minimum flood corridor without first being granted a permit to do so.

The site plan (Appendix A) identifies parcels that are part of The Project as well as adjacent parcels owned by Participating landowners.

Before receiving building permits, Ranger Power plans to provide the City of Lincoln Planning Staff:

- Evidence from the register of deeds of acceptance of the permit.
- A landscape plan meeting the City requirements.

5 Decommissioning Plan

The Project will submit a decommissioning plan to be reviewed and approved by the Planning Department for the final site layout prior to beginning operations. The decommissioning plan and protocol, including financial security, will remain the same as approved in Special Permit 19036. The Project will submit an updated plan prior to starting construction. This plan will incorporate the expanded area outlined in Appendix A and any changes in costs.

6 Community Support

Ranger Power develops solar projects like Salt Creek Solar with a focus on working with the surrounding community, educating neighbors on Project details, soliciting comments, and adapting the final layout to incorporate feedback. The Project developer has engaged in substantial community outreach, including more than 60 meetings with neighbors, and a public open house on June 3rd, 2021. Feedback from this outreach will be incorporated into the final site design.



As a result of these conversations and frequent outreach to local stakeholders and community leaders, the Project has received letters of support, included in Appendix C.

As an additional measure of providing ongoing education and Project information to Lancaster County, there will be a kiosk located at an accessible location on the Project area available for public use throughout the lifetime of the Project.

7 Conclusion

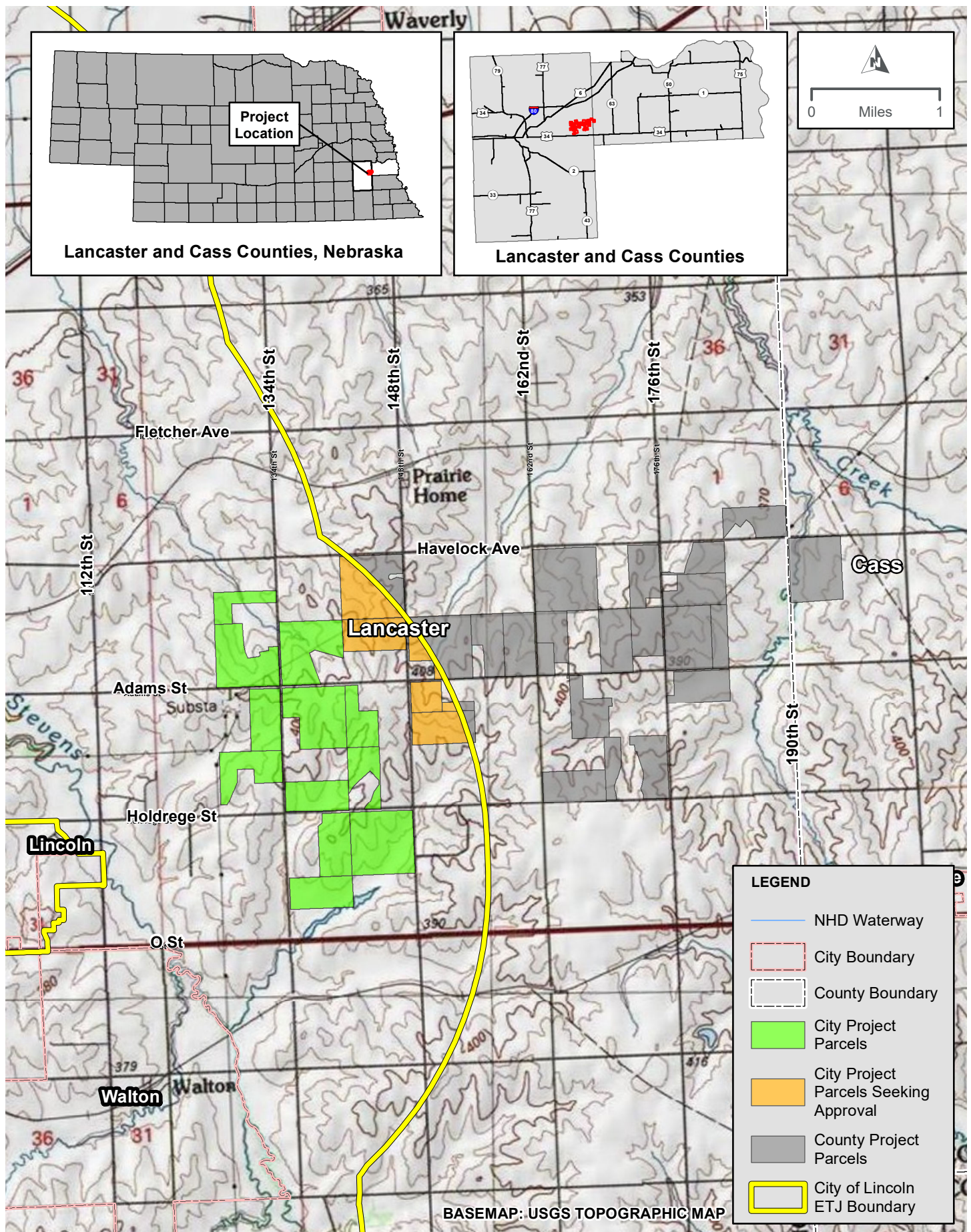
Please approve Salt Creek Solar's application for an Amendment to approved Special Permit 19036 for a Solar Energy Conversion System due to:

- Its meeting the goals of the LPlan 2040 with respect to renewable energy development.
- Its compliance with the City of Lincoln's Section 27.63.830 of the Municipal Code.
- Its support of the City of Lincoln and Lancaster County community and its resolve to continue to work with the surrounding community to be a good neighbor for the life of the project.

On behalf of the Salt Creek Solar Project, Ranger Power would like to thank the City of Lincoln Planning Commission and the Lincoln City Council for their consideration of this application and bringing responsible development and clean energy the City of Lincoln and Lancaster County.



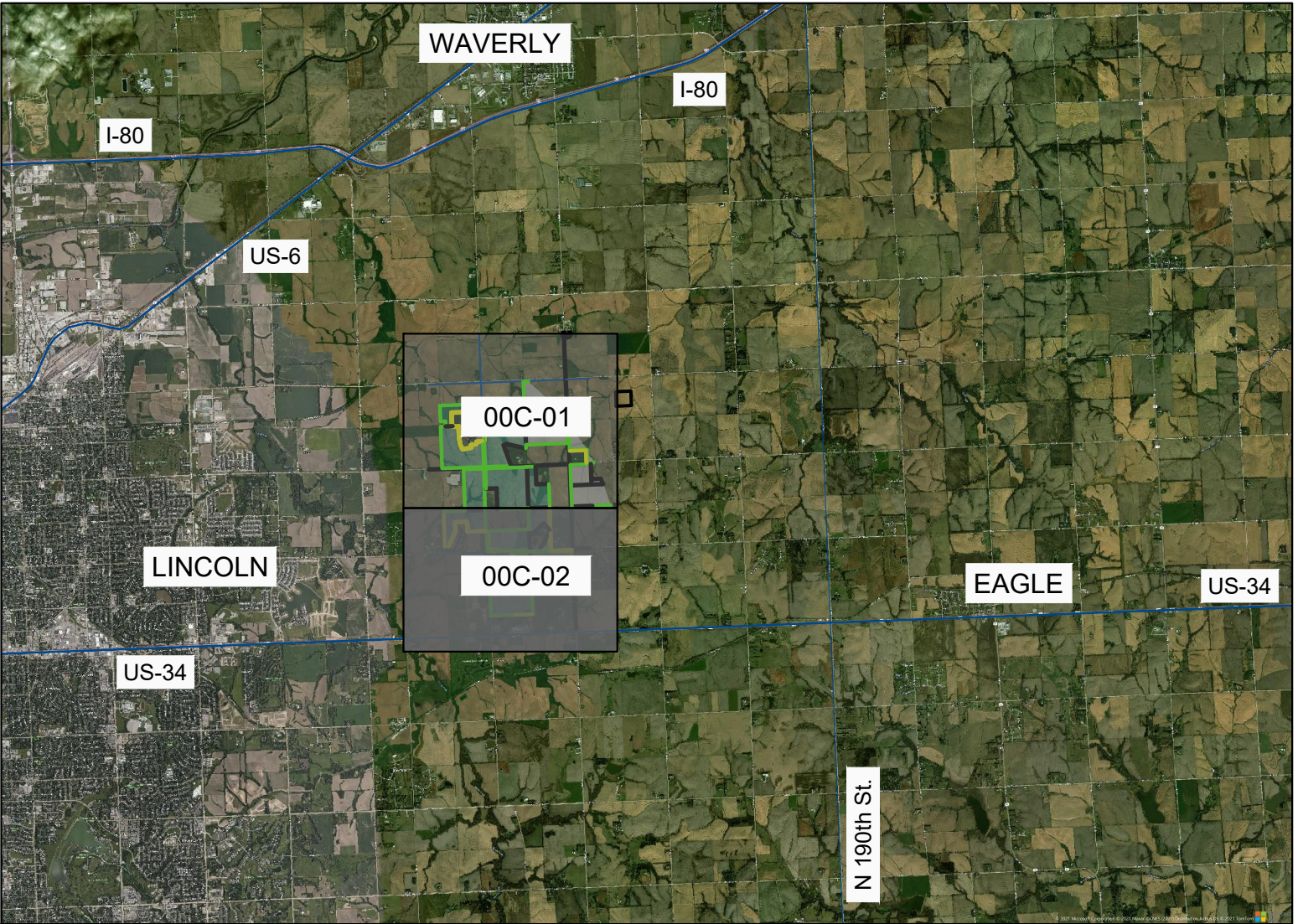
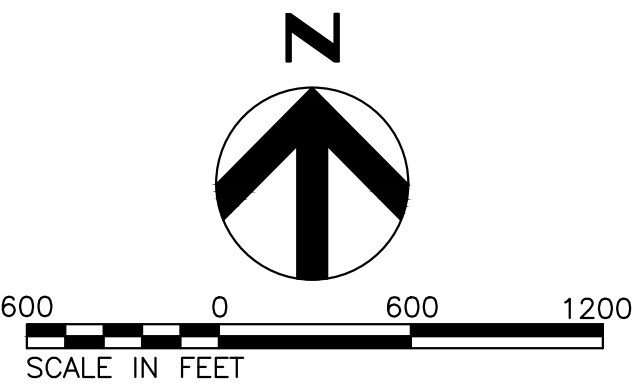
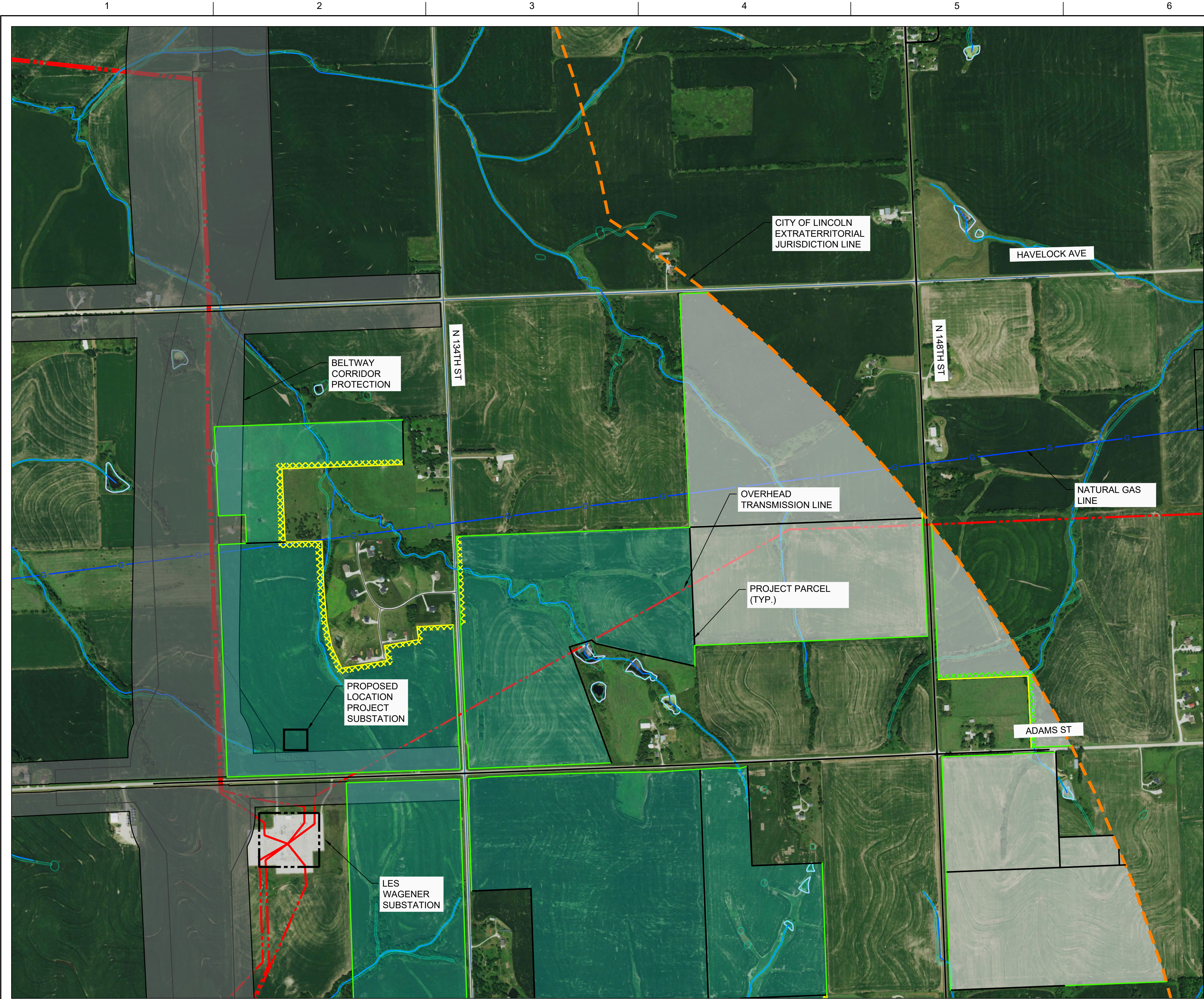
Appendix A: Site Plan



APPENDIX - A.1 CITY OF LINCOLN PROJECT OVERVIEW

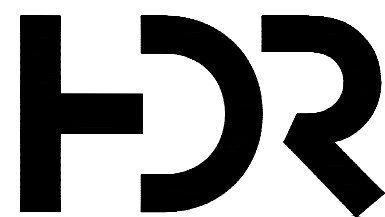
SALT CREEK SOLAR





KEY	
	BELTWAY CORRIDOR PROTECTION
	CITY PARCELS
	CITY APPROVED PARCELS
	OVERHEAD TRANSMISSION LINES
	NATURAL GAS LINES
	0 FT SETBACK
	50 FT SETBACK
	100 FT SETBACK
	NEW VEGETATIVE BUFFERING
	EXISTING VEGETATIVE BUFFER
	CITY OF LINCOLN EXTRATERRITORIAL JURISDICTION LINE
	NWI WETLANDS
	NHD WATERWAY
	NHD WATERBODY

PRELIMINARY



ISSUE	DATE	DESCRIPTION
C	10-01-21	REISSUED FOR PERMIT
B	6-18-21	REISSUED FOR PERMIT
A	7-24-19	ISSUED FOR PERMIT

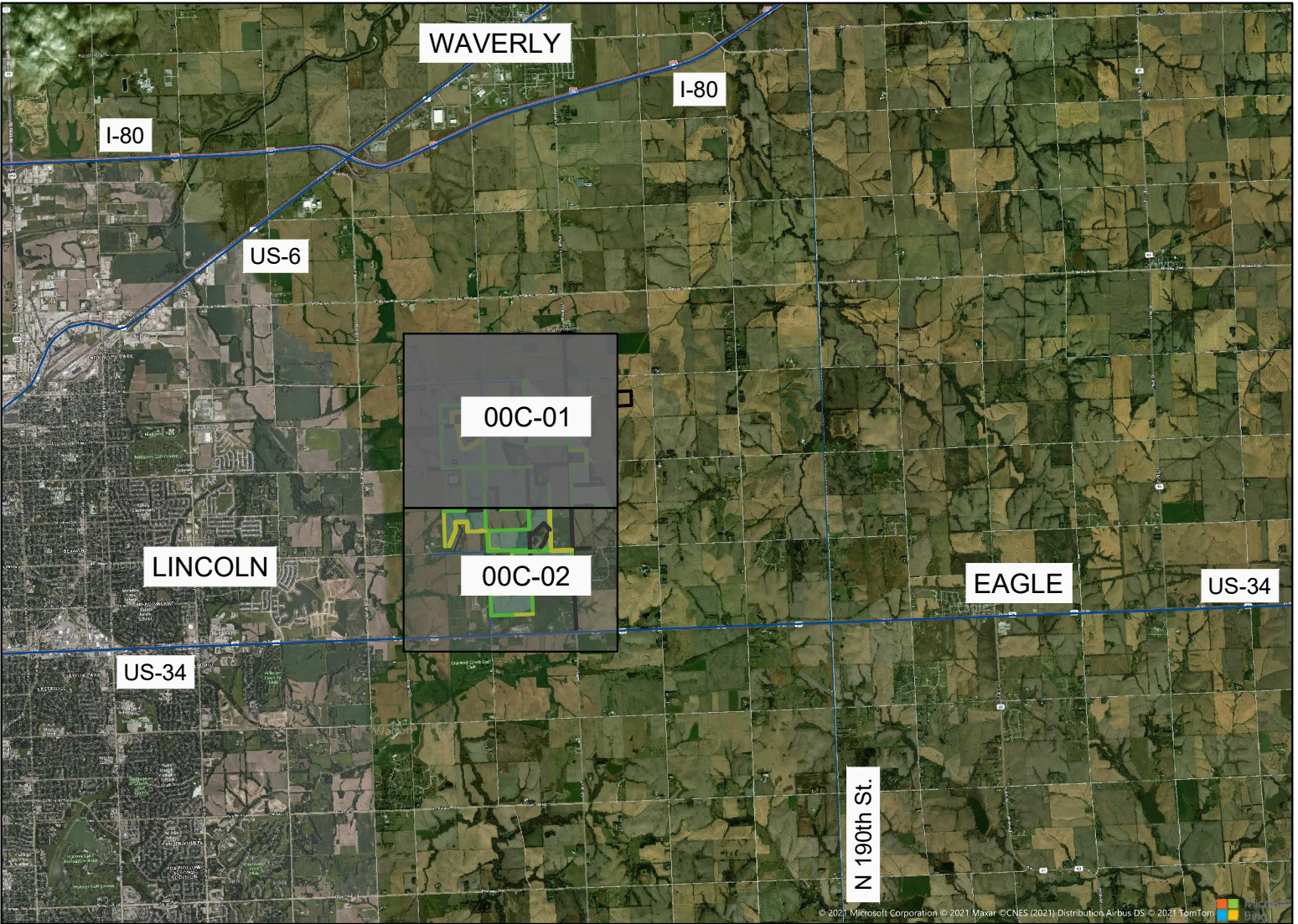
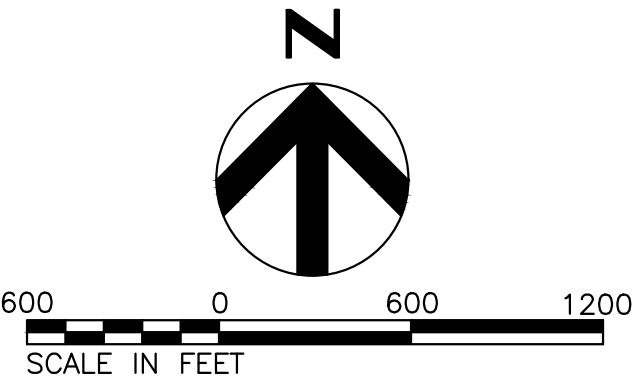
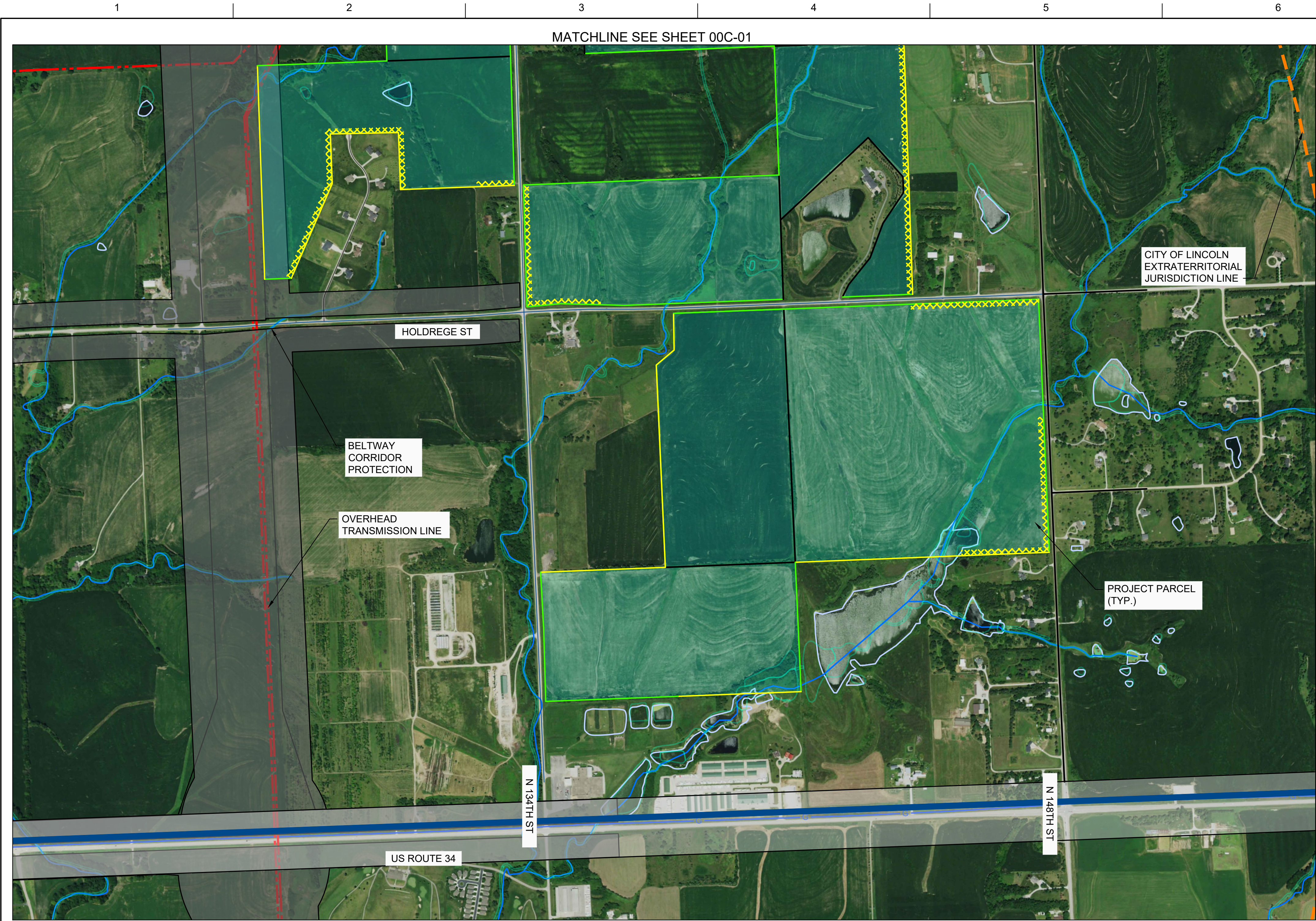
PROJECT MANAGER	W. KIRBY
DESIGNED BY	A. CALTON
DRAWN BY	A. CALTON
PROJECT NUMBER	10156414



APPENDIX A.2
CITY OF LINCOLN - PROJECT PARCELS
SALT CREEK SOLAR

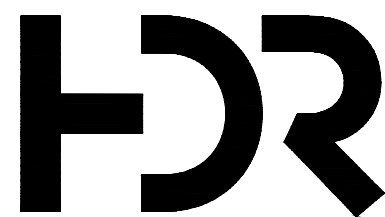
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SHEET
00C-01



KEY	
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	CITY PARCELS
	CITY APPROVED PARCELS
	OVERHEAD TRANSMISSION LINES
	NATURAL GAS LINES
	0 FT SETBACK
	50 FT SETBACK
	100 FT SETBACK
	NEW VEGETATIVE BUFFERING
	EXISTING VEGETATIVE BUFFER
	CITY OF LINCOLN EXTRATERRITORIAL JURISDICTION LINE
	NWI WETLANDS
	NHD WATERWAY
	NHD WATERBODY

PRELIMINARY



ISSUE	DATE	DESCRIPTION
C	10-01-21	REISSUED FOR PERMIT
B	6-18-21	REISSUED FOR PERMIT
A	7-24-19	ISSUED FOR PERMIT

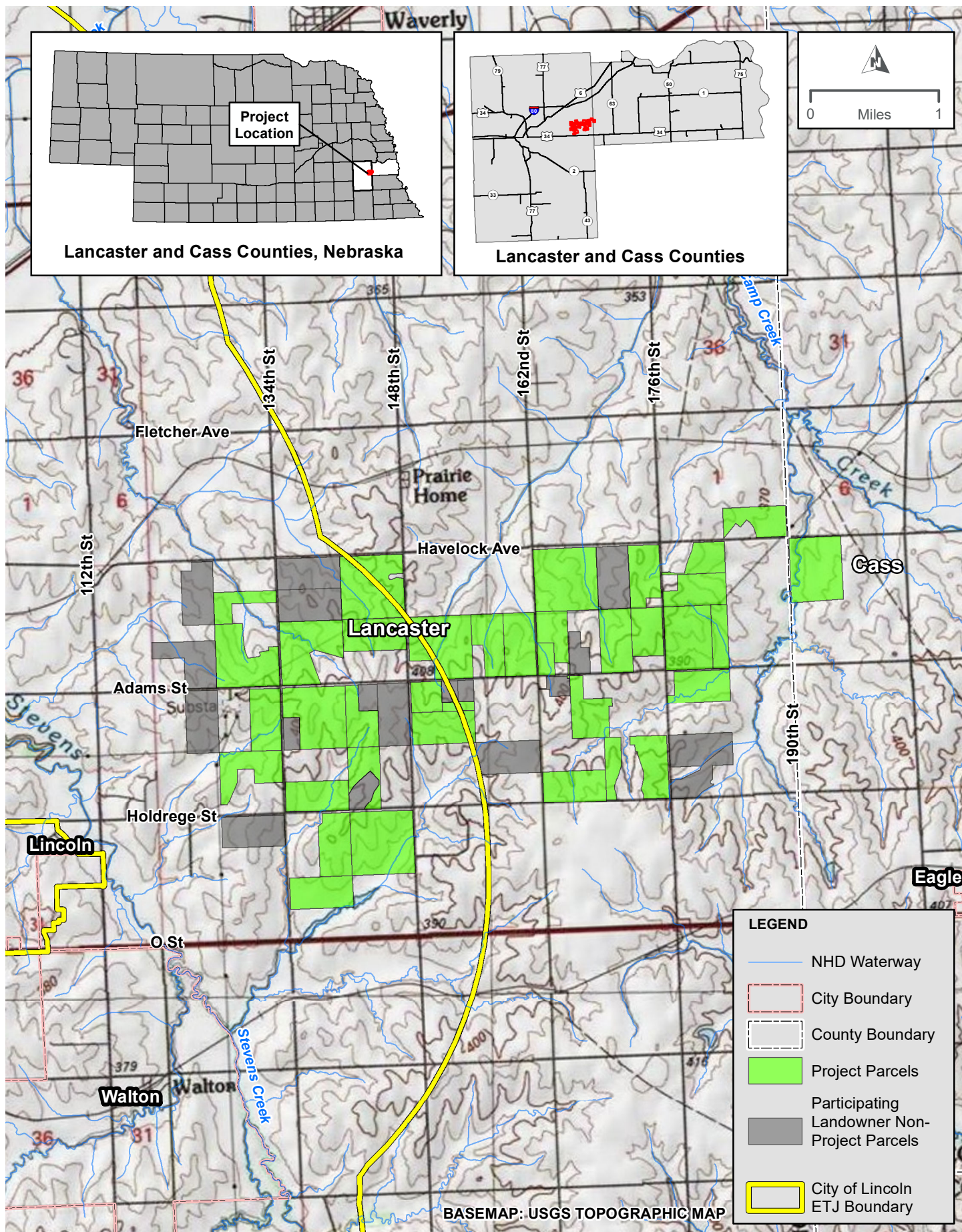
PROJECT MANAGER	W. KIRBY
DESIGNED BY	A. CALTON
DRAWN BY	A. CALTON
PROJECT NUMBER	10156414



APPENDIX A.2
CITY OF LINCOLN - PROJECT PARCELS
SALT CREEK SOLAR

FILENAME | 00C-02.dwg
SCALE | 1" = 600'

SHEET
00C-02



APPENDIX A.3 - PROJECT NEIGHBORS: PARTICIPATING LANDOWNERS

SALT CREEK SOLAR





Appendix B: Participating Property Owner List and Owner Permissions



PARCEL AND PROPERTY OWNER LIST - Within City of Lincoln (includes parcels straddling the ETJ line)							
NO.	PID NO.	PARCEL ID NO.	OWNER	OWNER ADDRESS	SITE ADDRESS	LEGAL DESCRIPTION	APPROXIMATE ACRES
1	2309400001000	113222	BUEL, JAMES M	PO BOX 301, EAGLE, NE 68347		S9, T10, R8, 6th Principal Meridian, NW SE & Lot 6 SE	78.65
2	2309200003000	113219	BU CY, KATHRYN L & LARSON, JAMES M	2618 T ST AUBURN, NE 68305		That portion of the following described land lying southwesterly of the City of Lincoln extra-territorial line: Lot 13 of Irregular tracts in the Northeast Quarter of Section 9, Township 10 North, Range 8 East of the 6th P.M., Lancaster County, Nebraska.	Approximately 90 acres in Lancaster County jurisdiction (total parcel acreage: 152.4)
3	2310300001000	113230	BROUSE, SUSAN G & DONALD R	6501 CAMPBELL DR, LINCOLN, NE 68510		That portion of the following described land lying southwesterly of the City of Lincoln extra-territorial line: The East Half of the Southwest Quarter and Lots 13 and 14, Irregular Tract located in the West Half of the Southwest Quarter, Section 10, Township 10 North, Range 8 East of the 6th P.M., Lancaster County, Nebraska	Approximately 30.71 acres in Lancaster County jurisdiction (total parcel acreage: 136.91)
4	2315100001000	113281	SCHROEDER, DENNIS A & JANE L	15401 ADAMS ST, LINCOLN, NE 68527	15163 ADAMS ST, LINCOLN, NE 68527	S15, T10, R8, 6th Principal Meridian, LOT 1 NW	37.59
5	2315100004000	113283	SCHROEDER, DENNIS A & JANE L	15401 ADAMS ST, LINCOLN, NE 68527	15163 ADAMS ST, LINCOLN, NE 68527	That portion of the following described land lying southwesterly of the City of Lincoln extra-territorial line: Lot 7, Irregular Tract located in the Northwest Quarter, Section 15, Township 10 North, Range 8 East of the 6th P.M., Lancaster County, Nebraska	Approximately 13.83 acres in Lancaster County jurisdiction (total parcel acreage: 19.53)
6	2315100005000	113284	SCHROEDER, DENNIS A & JANE L	15401 ADAMS ST, LINCOLN, NE 68527	15401 ADAMS ST, LINCOLN, NE 68527	That portion of the following described land lying southwesterly of the City of Lincoln extra-territorial line: Lot 6, Irregular Tract located in the Northwest Quarter, Section 15, Township 10 North, Range 8 East of the 6th P.M., Lancaster County, Nebraska	Approximately 0.16 acres in Lancaster County jurisdiction (total parcel acreage: 19.53)



PARCEL AND PROPERTY OWNER LIST - Within City of Lincoln (includes parcels straddling the ETJ line)							
NO.	PID NO.	PARCEL ID NO.	OWNER	OWNER ADDRESS	SITE ADDRESS	LEGAL DESCRIPTION	APPROXIMATE ACRES
7	2315100003000	113282	MCHARGUE, LOUANN	145 DONEGAL RD, AURORA, NE 68818		That portion of the following described land lying southwesterly of the City of Lincoln extra-territorial line: The Southeast Quarter of the Northwest Quarter and Lot 2, Irregular Tract located in the Northwest Quarter, Section 15, Township 10 North, Range 8 East of the 6th P.M., Lancaster County, Nebraska	Approximately 67.11 acres in Lancaster County jurisdiction (total parcel acreage: 78.66)
						Total Acres:	318.05



APPROVED 2019: PARCEL AND PROPERTY OWNER LIST – Within City of Lincoln (includes parcels straddling the ETJ line)							
NO.	PID NO.	PARCEL ID NO.	OWNER	OWNER ADDRESS	SITE ADDRESS	LEGAL DESCRIPTION	ACRES
1	2309300002000	113221	Otley Louda Solar Farm LLC	538 CRESTONE AVE SALIDA, CO 81201	13990 ADAMS ST, LINCOLN, NE 68527	S9, T10, R8, Acres 6th Principal Meridian, LOT 14 SW	121.21
2	2316400009000	113300	CARSON, GERALD G & BONNIE J	14230 HOLDREGE ST LINCOLN, NE 68527	14230 HOLDREGE ST, LINCOLN, NE 68527	S16, T10, R8, Acres 6th Principal Meridian, LOT 25 SE	49.91
3	2316300002000	113299	GRIFFITH, DANIEL LEE	13990 ADAMS ST LINCOLN, NE 68527		S16, T10, R8, 6th Principal Meridian, LOT 3 SW	75.55
4	2321100005000	113384	GRIFFITH, DANIEL LEE	13990 ADAMS ST LINCOLN, NE 68527		S21, T10, R8, 6th Principal Meridian, LOT 40 NW	76.78
5	2317406004000	147582	CIRCLE K HOLDINGS LLC	Attn: C/O GERRY A KRIESER 3410 FIRETHORN TER LINCOLN, NE 68520		STEVENS CREEK RIDGE 4TH ADDITION, OUTLOT B, PT LYING IN TD 37	74.52
6	2308405002000	135888	CIRCLE K HOLDINGS LLC	Attn: C/O GERRY A KRIESER 3410 FIRETHORN TER LINCOLN, NE 68520	13000 ADAMS ST, LINCOLN, NE 68527	STEVENS CREEK POINTE FIRST ADDITION, OU TLOT A	114.9
7	2316100005000	113295	OTLEY, EDWIN SCOTT CO-TRUSTE & RUTH ANN THOMPSON CO-TRUSTEE	2400 N 134 ST LINCOLN, NE 68527-9521		S16, T10, R8, 6th Principal Meridian, LOT 16 NW	133.21
8	2321200001000	113388	STEVENS CREEK K LLC	Attn: GERRY KRIESER 3410 FIRETHORN TER LINCOLN, NE 68520		S21, T10, R8, 6th Principal Meridian, LOT 22 & 23 NE	154.25
9	2316200003000	146259	BOZARTH, CAROL L REVOCABLE TRUST	14401 ADAMS ST LINCOLN, NE 68527		S16, T10, R8, 6th Principal Meridian, LOT 24 NE	58.37
10	2317406003000	147581	CIRCLE K HOLDINGS LLC	Attn: C/O GERRY A KRIESER 3410 FIRETHORN TER LINCOLN, NE 68520		STEVENS CREEK RIDGE 4TH ADDITION, OUTLOT B, PT LYING IN TD 35	78.13
11	2308200003000	113197	ANDERSON, BRUCE E	4101 N 134 ST LINCOLN, NE 68527	4101 N 134TH ST, LINCOLN, NE 68527	S8, T10, R8, 6th Principal Meridian, LOT 36 NE	43.38
12	2321300001000	113389	EDWIN SCOTT OTLEY & RUTH ANN THOMPSON TRUST	2400 N 134 ST LINCOLN, NE 68527	2400 N 134 ST LINCOLN, NE 68527	S21, T10, R8, 6th Principal Meridian, LOT 46 SW	78.82
13						Total Acres:	1,059.03

Appendix C: Letters of Support

Dear Commissioners,

I'm writing as a business owner and resident of Lincoln. I support the Salt Creek Solar Project being proposed in East Lincoln. The Salt Creek Solar Project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers. I urge you to approve the Salt Creek Solar Project to bring clean, renewable energy to Lancaster County, and the City of Lincoln. This is an important step toward dealing with climate change, a serious issue in front of us that demands attention and action. Thank you for your consideration.

Drew Ulmer

drew.ulmer@gmail.com

Lincoln, NE

Dear Commissioners,

I'm writing in support of the Salt Creek Solar Project being proposed in East Lincoln. It is important for the Lincoln community to make significant steps at reducing our greenhouse gas emissions, protecting ourselves from climate change impacts (one of which may be energy availability), and making the transition to a clean energy economy. I hope you will support this project. Thank you.

Kim Morrow

kim@verdisgroup.com

Lincoln, NE

Dear Commissioners,

I'm writing in support of the Salt Creek Solar Project being proposed in East Lincoln. The Salt Creek Solar Project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers. I urge you to approve the Salt Creek Solar Project to bring clean, renewable energy to Lancaster County, and the City of Lincoln. Thank you for your consideration.

Sen. Mark Kolterman

mkolterman@windstream.net

Seward, NE

David Svik

Fishin1947@yahoo.com

Lincoln, NE

Matthew Schulte

mschulte999@gmail.com

Lincoln, NE

Cheryl Schulte

Cluanns@aol.com

Eagle, NE

Dylan Murphy

damurphy717@gmail.com

Lincoln, NE

Kathryn Potter

Kasspotter@gmail.com

Lincoln, NE

Brian Reitz

reitzb@goldmail.etsu.edu

Bellevue, NE

Stephany Martinez

hskrgirl815@gmail.com

Lincoln, NE

Joseph Dorenbach

Jdorenbach57@gmail.com

Lincoln, NE

Lottie Buncy

lottiebuncy19@gmail.com

Lincoln, NE

Nanci Kyhn
nanci.kyhn@yahoo.com
Martell, NE

Kipp Kruse
kkruse1121@gmail.com
Lincoln, NE

John Henning
jhenning.pe@gmail.com
Omaha, NE

Caleb Pharris
cpharris@olsson.com
Lincoln, NE

Zach Wurdeman
zachary.wurdeman@outlook.com
Lincoln, NE

Ken Kavanaugh
blackjohnflint@gmail.com
Lincoln, NE

Allen Thomsen
allen@thomsen.page
Lincoln, NE

William Black
Biobb@bellsouth.net
Hickman, NE

Gregory Sechser
gjsech@yahoo.com
Omaha, NE

Gregory Schwaninger
gschwaninger@gmail.com
Hallam, NE

Kelsey Slauson
kelseybradley89@hotmail.com
Lincoln, NE

Dijon DeLaPorte
dijondelaporte@gmail.com
Lincoln, NE

Bernard Mount
bmount@eaest.com
Chicago, Ill

Nick Thweatt
nickthweatt@me.com
Lincoln, NE

Alejandro Diaz
Alex.alejandro.diaz.93@gmail.com
Lincoln, NE

Robert Shaw
shaws@mlcltd.com
Lincoln, NE

Reese Hummel
Reeser45@yahoo.com.au
Lincoln, NE

Amy Johns	ajohns119@gmail.com
Rochelle Dyer	rocdye@msn.com
Gayle Mittan	boogsrocks@earthlink.net
Kelsie Schumacher	kelsie.schumacher@gmail.com
James Ngu	pacificautoinc@gmail.com
Sharon Ramsier Foster	sharon.foster@homerealestate.com
Diane Rocke	dianerocke@yahoo.com
Avery Pickering	nepick1@gmail.com
Jody Lyons Kann	jlkann@windstream.net
Bart Holmquist	bart2@windstream.net
Jeff Bunn	tootall89@aol.com
Kirk Bahm	kirkbahm@aol.com
Brian Podwinski	brian@bluebloodbrewing.com
Judy Cobb	jbellcobb@yahoo.com
Robert Davidson	goldenarm6@windstream.net

Paul Freeman	paulfreeman7@gmail.com
Amber Patterson	grama_005@yahoo.com
Kyle Dietz	dietzk9272@gmail.com
Sharon Hergenrader	shergen47@live.com
Sharon Nilson	nilson.sharon@gmail.com
Pascual Perez B	juliasobonito@gmail.com
Jay Schmidt	justicewk@windstream.net
Margaret Berry	corn goddess7@icloud.com
Marj Manglitz	marjmanglitz@yahoo.com
Cori Watkins	corileigh67@yahoo.com
Jenny Vu	ohnojenny@gmail.com
Donald Dilsaver	donalddilsaver@yahoo.com
Nick Chesnut	nickchesnut@hotmail.com
Donnis Reese	donnisjreese@yahoo.com
Dennis Cooley	hosscooley@outlook.com
Shirley Daugherty	jd62649@windstream.net
David Segoviano	dsego55@yahoo.com
Victoria Dunn	vickyadunn@gmail.com
Patty Shorney	pattyshorney@gmail.com
Sue Klein	SzzQue2@alo.com
Ellen Nisely	ellennisely53@gmail.com
Cindy Wohlers-Green	cindywohlersgreen@gmail.com
Riley Knust	riloknust@gmail.com
Ken Woodruff	wken3280@gmail.com
Sam Williams	sw73321@gmail.com
Daniel Hogue-Chelle	dhguitarplyr@gmail.com
Luke Pitts	pitts@ku.edu
Mary Jensen	mjensen38@yahoo.com
Linda Harris	lindaharris824@yahoo.com
Ken Kavanaugh	blackjohnflint@gmail.com
Connie Lewis	prairierose@live.com
David Barker	dbpegasus@aol.com
John Vergith	bumpus02@hotmail.com
Edison McDonald	edisonmcdonald@gmail.com
Sandy Tysinger	kurtsandyt@gmail.com
Stephanie Greggs	steph1469@pipeline.com

Dale Gebhard	imaboatman25@gmail.com
LeAnn Frobom	leannlafave@hotmail.com
Michaela Aulner	michaelavr@cox.net
William Black	biobb@bellsouth.net
Kim Marriner	wmarriner@neb.rr.com
Amanda Vodraska	mandamom@hotmail.com
Randy Draper	draper.randy@gmail.com
Bobbie Magnuson	bmagnuson1953@yahoo.com
Melinda Taylor	melinda71659@gmail.com
Mark Reich	markreich55@gmail.com
Lisa Scheele	glen5574@yahoo.com
Vicki Miller	louvicm@gmail.com
Sandy Scofield	lazysks@gmail.com
Courtney Bruntz	courtney.bruntz@gmail.com
Joan Stahly Rouse	djrhouse14@outlook.com
Mary Edwards	candmelstars@juno.com
Brad Chambers	bowenc37@gmail.com
Tonya Bauer	bauer6@microlnk.com
Jan Hemmerling	jnhemmer@yahoo.com
Ana Trentini	amt27244@gmail.com
Kathie Hiatt	khiatt2@unl.edu
Gabe Kelly	ghkelly75@yahoo.com
Janssen Nelson	janssenthebeast@gmail.com
Alejandro Diaz	blackninja217@hotmail.com
Todd Jensen	todd@toddjensen.net
Gloria Huetson	hueyshut@gmail.com
Drew Ulmer	latortuga@gmail.com
Kathryn Lane	lanekate204@gmail.com
Pamela Palmer	pamelapalmer303@gmail.com
Al Davis	oloranch@gmail.com
Bella Figuric	isabellaluv96@gmail.com
Tacha Stuart	godess69.ts@gmail.com
Craig Wagner	cawags66@hotmail.com
Linda Camp	llclindacamp@gmail.com
Kourtney Emanuel	
Natalie Turcios	

Sherry Miller	
Barb Ramsey	
Janice Wright	
Dianne Keefover-Pinkerton	
Anita Johnson	
Rae Catlin	
Dixie Ruthann	
Janine Copple	
Kelly Bartzatt	
Walter Dondlinger	
Olivia Harrison	
Rebecca Gregory Dawson	
Heather Klein	
Chris Duncan	
Neal Mattox	
Linda Bryant	
Cheryl Moshiri	
Jessica Conrad	
Mary Rogge	
John Jorgensen	
Tony Curtis	
Connie B. Parrish	
David Queen	
Chey Vazquez	
Chris Krivda	
Marina Fabrikant	
Karen Studier-Billings	
Stephany Madsen Martinez	
Patricia Owen	



Community Supporters

“Lincoln has a historic opportunity to become a regional leader in solar power and as a result, continue attracting world-class businesses and workers to our city. This proposed solar project will increase household earnings through the creation of hundreds of jobs during construction and millions in construction dollars being spent in Lancaster County. The project will also generate significant tax revenue that will help fund local schools, public safety and other Lincoln and Lancaster County services and infrastructure.”

Pat Haverty, Vice President

Lincoln Partnership for Economic Development

“Solar energy development can provide landowners with a new source of value added income that also provides good construction jobs, uses no water, and emits no carbon. For landowners, renewable energy is an environmentally responsible way to gain additional value added income from the natural resources we already own.”

John Hansen, President

Nebraska Farmers Union

“I’m writing in support of the Salt Creek Solar Project being proposed in East Lincoln. The Salt Creek Solar Project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers. Thank you for your consideration.”

Mark Kolterman, Nebraska State Senator

District 24, Seward

“I’m writing in support of the Salt Creek Solar Project being proposed in East Lincoln. The Salt Creek Solar Project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers. Thank you for your consideration.”

Matthew Schulte, former Lincoln Public School Board member

“I am writing in support of the Salt Creek Solar Project, a utility scale solar farm that has been approved unanimously by the Lincoln/Lancaster County Planning Commission and the Lincoln City Council. The project is being developed by Ranger Power and will be located just east of Lincoln, Nebraska. Nebraska has a great solar resource, and this \$230 million project will help our region play a bigger role in advanced clean energy generation. It will also promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers.”

Kim Morrow, Verdis Group, Lincoln

Nebraska State Legislature

SENATOR ADAM MORFELD

District 46
State Capitol
PO Box 94604
Lincoln, Nebraska 68509-4604
(402) 471-2720
amorfeld@leg.ne.gov



COMMITTEES

Vice Chairperson - Committee on Committees
Education
Judiciary
Education Commission of the States

January 27, 2020

To Whom It May Concern:
Subject: Salt Creek Solar Project

I am writing in support of the **Salt Creek Solar Project**, a utility scale solar farm that has been approved unanimously by the Lincoln/Lancaster County Planning Commission and the Lincoln City Council. The project is being developed by Ranger Power and will be located just east of Lincoln, Nebraska.


Nebraska has a great solar resource, and this \$230 million project will help our region play a bigger role in advanced clean energy generation. It will also promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers.

The location of the project near existing infrastructure owned by Lincoln Electric System (LES) and additional connectivity opportunities with Omaha Public Power District (OPPD) and Nebraska Public Power District (NPPD), make this project the most significant currently permitted in Nebraska.

The landowners who are participating in the Salt Creek Solar project will benefit from a new and steady source of income that will complement their farming revenues. The project will also generate significant tax revenue that will help fund local schools, public safety like police and fire, as well as other Lincoln and Lancaster County services and infrastructure.

I appreciate Ranger Power's continued commitment to share updates and communication with Lincoln and Lancaster County landowners, neighbors, local residents, community leaders and other public officials as the project moves forward.

Sincerely,


Adam Morfeld
District 46



June 21, 2019

Dear Honorable Planning Commissioners:

I am writing in support of the **Salt Creek Solar Project**, a utility scale solar farm proposed by Ranger Power within the city limits of Lincoln.

This \$230 million project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers.

The landowners who are participating in the Salt Creek Solar project will benefit from a new and steady source of income that will complement their farming revenues. The project will also generate significant tax revenue that will help fund local schools, public safety like police and fire, as well as other Lincoln and Lancaster County services and infrastructure.

Nebraska has a great solar resource, and this project will help our region play a bigger role in advanced clean energy generation.

Ranger Power has an extensive track record developing successful solar projects. They are well known for utilizing a community-first approach by engaging residents through face-to-face neighborhood outreach, community meetings, and forums. Ranger Power is working closely with Lincoln and Lancaster County landowners, neighbors and local residents, regularly meeting with stakeholders to hear their thoughts and answer questions.

I urge the Planning Commission to support the Salt Creek Solar Project to bring clean, renewable energy to Lancaster County, and the City of Lincoln. Please feel free to contact me with any concerns or questions.

Sincerely,

A handwritten signature in blue ink that reads "Pat Haverty".

Pat Haverty
Vice President
Lincoln Partnership for Economic Development

Nebraska State Legislature

SENATOR ANNA WISHART

District 27
911 E Street
Lincoln, Nebraska 68508

Legislative Address:
State Capitol
PO Box 94604
Lincoln, Nebraska 68509-4604
(402) 471-2632
awishart@leg.ne.gov



COMMITTEES

Vice Chairperson - State-Tribal Relations
Appropriations

Dear Honorable Planning Commissioners:

It is with utmost enthusiasm that I write this letter in support of Ranger Power's Salt Creek Solar Project. As an elected official that prioritizes initiatives which bolster the economic vitality of our state, I am excited at the prospect of Ranger Power's proposed utility-scale solar installation program expanding to east Lincoln, Lancaster County.

Quite notably, this large-scale project will not only create construction jobs, but also long-term maintenance and operations careers – this influx of workers will in return enhance consumer demand for our local goods and services, thus creating the potential for expanded enterprise opportunities for Lancaster County's business community. As a result of its firm placement within Lancaster County, Ranger Power's Salt Creek Solar project will also provide decades of steady tax revenues for Lincoln/Lancaster County and other taxing bodies. It is worth mentioning that the Salt Creek Solar Project would bring significant benefit to Lancaster County's landowners as well, as those who participate in said project will accrue a new and steady source of income that will complement their farming revenues – at a time when Lancaster County's farming community has been hit hard with many conditions outside of their control, I am particularly pleased see potential relief in this form.

As renewable energy initiatives continually restructure the global marketplace toward sustainability, efficiency, and cost-effectiveness, I believe that Nebraska must take part in this movement and play a bigger role in advanced energy generation. Ranger Power's operations should be welcomed in our state for this reason, as the firm has an extensive track record in developing successful solar projects; all the while, Ranger Power is consistently known for taking a respectful and transparent approach in working with local communities and responding to their unique questions and concerns – Ranger Power's work on the Salt Creek Project thus far is a testament to their sterling reputation.

For these reasons, I support the Salt Creek Solar Project. Please feel free to contact me with any concerns or questions that you may have.

Sincerely,

A handwritten signature in black ink, appearing to read "Anna Wishart". The signature is fluid and cursive, with the first name "Anna" and last name "Wishart" clearly distinguishable.

State Senator Anna Wishart
District 27



January 6, 2020

To Whom It May Concern:

Subject: Salt Creek Solar Project

I am writing in support of the **Salt Creek Solar Project**, a utility scale solar farm that has been approved unanimously by the Lincoln/Lancaster County Planning Commission and the Lincoln City Council. The project is being developed by Ranger Power and will be located just east of Lincoln, Nebraska.

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Ranger Power has an extensive track record of developing successful solar projects. They are well known for utilizing a community-first approach by engaging residents through face-to-face neighborhood outreach, community meetings, and forums.

We appreciate Ranger Power's continued commitment to share updates and communication with Lincoln and Lancaster County landowners, neighbors, local residents, community leaders and other public officials as the project moves forward.

Sincerely,

A handwritten signature in purple ink that reads "Pat Haverty".

Pat Haverty
Vice President
Lincoln Partnership for Economic Development



CITY COUNCIL OF LINCOLN NEBRASKA

555 South 10th Street • Lincoln, NE 68508 • 402-441-7515

FAX: 402-441-6533 • E-MAIL: council@ci.lincoln.ne.us

January 6, 2020

To Whom It May Concern:

Subject: Salt Creek Solar Project

We are writing in support of the **Salt Creek Solar Project**, a utility scale solar farm that has been approved unanimously by the Lincoln/Lancaster County Planning Commission and the Lincoln City Council. The project is being developed by Ranger Power and will be located just east of Lincoln, Nebraska.

Nebraska has a great solar resource, and this \$230 million project will help our region play a bigger role in advanced clean energy generation. It will also promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers.

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We appreciate Ranger Power's continued commitment to share updates and communication with Lincoln and Lancaster County landowners, neighbors, local residents, community leaders and other public officials as the project moves forward.

Sincerely,

Jane Raybould
Chair, Lincoln City Council

Richard Meginnis
Vice-Chair Lincoln City Council

James Michael Bowers
Lincoln City Council

Bennie Shobe
Lincoln City Council

Roy Christensen
Lincoln City Council

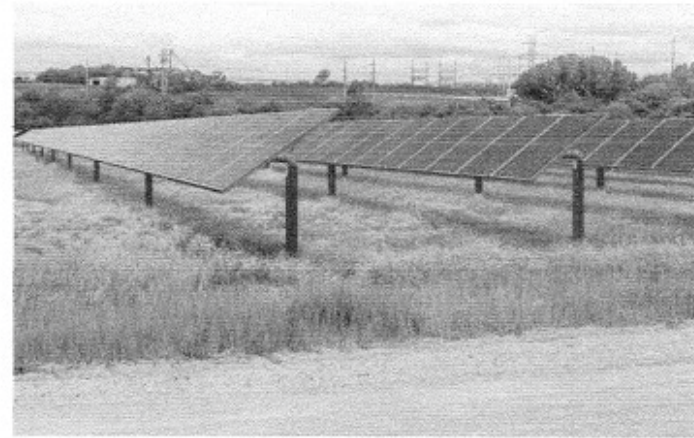
Sandra Washington
Lincoln City Council

Editorial, 8/31: Solar farm proposal great for Lancaster County

Journal Star editorial board

As demand for renewable energy increases and the cost of generating it decreases, the playing field in Nebraska is evolving.

Omaha Public Power District shut down its nuclear plant, the nation's smallest, near Fort Calhoun in October 2016, citing its operating costs. Just a few months later, LES formally ended its agreement to purchase 30% of the power generated by a coal-fired Nebraska Public Power District plant near Hallam.



A rendering shows a series of solar panels planned as part of a project east of Lincoln.

Meanwhile, more companies than ever pledge to use 100% of their power from renewable sources, as Facebook has done with wind energy at its new Papillion data center, and energy providers increasingly diversify for more environmentally friendly offerings.

Amid this confluence of trends has come a massive, 230-megawatt solar farm proposed for more than 1,000 acres north and east of Lincoln. The plan goes before the Lincoln-Lancaster County Planning Commission on Sept. 4, where New York-based Ranger Power's application for a special-use permit should be met with open arms – and an approval.

A handful of solar operations are scattered across the state, including the community solar panels installed by Lincoln Electric System starting in 2016. But this particular proposal would dwarf the present capacity of all such installations in the state – by a factor of five – and, when fully operational, could power up to 35,000 homes.

Obviously, commitments from Nebraska's public power providers to purchase the electricity generated will be instrumental in fueling the economic viability of this project.

Since the sun shines during times of peak power usage, the added energy produced by a local solar farm would provide a great complement to existing sources – without emitting more carbon. The technology planned for this development would also collect sunlight from both the sky and reflecting off snow in the winter.

Beyond the benefits of solar power, though, this project's approach merits praise, too.

Of the more than 1,000 acres scattered between O Street and Havelock Avenue on which Ranger Power wants to install solar panels, the company did so entirely by working with willing landowners rather than deploying eminent domain. Furthermore, it's seeking no tax abatement, and company officials estimate it will pay some \$800,000 a year in taxes to Lancaster County entities.

Lastly, the company has a decommissioning plan in place in 40 years. Should the land use or need for solar panels in that area change once the contracts are completed, little work is required beyond removing the poles on which the panels

SP 19036A Legal

Section 8-10-8

Lot 36

Section 9-10-8

Lots 6,14 and the NW1/4 SE1/4

That portion of Lot 13 lying within the City 3-mile ETJ

Section 10-10-8

Lots 13, 14 and E1/2 SW1/4 lying within the City 3-mile ETJ

Section 15-10-8

Lots 1 and 2

That portion of Lots 6 and 7 and the SE1/4NW1/4 lying within the City ETJ

Section 16-10-8

Lots 3,16,24 and 25

Section 21-10-8

Lots 22,23,40 and 46

Outlot B Stevens Creek Ridge 4th

Outlot A Stevens Creek Pointe First Addition

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

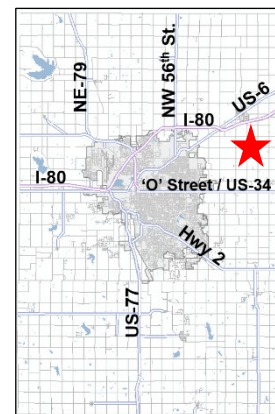
FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 213, LINCOLN, NE 68508

APPLICATION NUMBER Special Permit #21042	FINAL ACTION? Yes	DEVELOPER/OWNER Salt Creek Solar, LLC
PLANNING COMMISSION HEARING DATE October 27, 2021	RELATED APPLICATIONS None	PROPERTY ADDRESS/LOCATION Generally from N. 148 th St to N. 190 th St and Holdrege St. to north of Havleock Ave.

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for a Special Permit per Article 13.051 of the Lancaster County Zoning Regulations for a Large Solar Energy Conversion System (SECS) for up to 125 megawatts on approximately 1,430 acres.



JUSTIFICATION FOR RECOMMENDATION

The proposed Large Solar Energy Conversion System provides for alternative, renewable source of energy, which is supported and promoted by the 2040 Comprehensive Plan. The project meets all conditions of the special permit. The proposed vegetative buffer and setback from the property line to the solar panels should help mitigate any impact to non-participating properties.

APPLICATION CONTACT

David Levy, 402-213-9063
dlevy@bairdholm.com

STAFF CONTACT

Tom Cajka, (402) 441-5662 or
tcajka@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The proposed project meets the goals of the Comprehensive Plan to promote renewable energy sources. The project meets all requirements of Article 13.051.

WAIVERS:

None

KEY QUOTES FROM THE 2040 COMPREHENSIVE PLAN

P.1.4 - The importance of building sustainable communities – communities that conserve and efficiently utilize our economic, social, and environmental resources so that the welfare of future generations is not compromised - has long been recognized. This concept has grown in importance with increased understanding of the limits to energy supplies and community resources, the likelihood that energy costs will continue to increase in the future, the climatic impacts of energy consumption, and the impacts on the physical and economic health of the community. LPlan 2040 describes a community that values natural and human resources, supports advances in technology, and encourages development that improves the health and quality of life of all citizens.

P.1.5 - The economy provides opportunities for local food production and sales, renewable energy production, and the

benefit of natural resources produced in the area and integrates them into the land use pattern.

P.2.6 - Agriculture is still a major factor in Lancaster County's economy with about 90 percent of the land area of the county being used for agricultural production.

P.3.3 - Environmental resources reside within a broad range of settings that should be considered as policy and development decisions are made.

P.3.11- Preserve agricultural land within Tier I and Tier II areas, both to reduce conflicts in the future growth of Lincoln and to ensure available land for the production of food products that are important to the health and economic vitality of the community.

P.5.1 - Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.

P.5.2 - Strive for predictability for neighborhoods and developers.

P.5.4 - Agriculture is the dominant land use in Lancaster County, accounting for roughly $\frac{3}{4}$ of all land.

P.7.2 - Strive for predictability for neighborhoods and developers for residential development and redevelopment.

P.7.2 - Encourage acreages to develop in appropriate areas and preserve farmland.

P.7.12 - LPlan 2040 supports the preservation of land in the bulk of the County for agricultural and natural resource purposes. However, it recognizes that some parts of the County are in transition from predominantly agricultural uses to a mix that includes more residential uses. Balancing the demand for rural living and the practical challenge of integrating acreages with traditional land uses will continue.

P.11.2 - Promote renewable energy sources.

P.11.3 - Lincoln must develop a comprehensive strategy of fuel diversity and encourage conservation, alternative forms of energy and modern energy technologies.

P.11.4 - Energy from renewable resources such as solar, geothermal, and wind technologies generally does not contribute to climate change or local air pollution and generally conserves nonrenewable natural resources.

P.11.7 - Local government entities, including all local utilities, should strive to increase utilization of renewable energy sources such as wind power, hydropower, solar energy, biomass, and geothermal energy.

P.11.7 - Continue to encourage and expand wind and solar access to buildings and other land uses.

P.11.22 - Continue to include, and increase where feasible, renewable sources of energy, such as wind and solar energy, in future planning of LES facilities and partnerships.

P.12.8 - Tier II shows areas where long term utility planning is occurring today and acts as a secondary reserve should Tier I develop faster than anticipated. Tier II should remain in its current use in order to allow for future urban development.

P.12.9 - Tier III provides an approximately 131 square mile area for Lincoln's longer term growth potential-beyond 44 years.

ANALYSIS

1. This application is for a Large Solar Energy Conversion System with a capacity of up to 125 megawatts alternating current (MWac). The panels will utilize photovoltaic technology to convert solar energy into electricity. The panels use anti-reflection materials to retain as much of the solar spectrum as possible. The panels use a single-axis tracking panel technology which allows the panels to follow the sun throughout the day.
2. The special permit area covers approximately 1,430 acres located approximately from N.148th St. to N.190th St. and from Holdrege St. to north of Havelock Ave. All of the project area is zoned AG-Agriculture. The entire project of 2,807 acres is split between City and County zoning jurisdictions. This special permit is only for the county jurisdiction.
3. The project area includes outlots within 4 Community Unit Plans. A recent text amendment to the Lancaster County Zoning Regulations was approved by the County Board in September 2021. The text amendment approved

the use of Solar Energy Conversion System on outlots within a Community Unit Plan. The solar panels or associated appurtenances must be located 300 feet from a non-participating property with a dwelling.

4. The project area mainly contains farm ground, but also contains native grasslands, wetlands and flood plain. The project will avoid these environmentally sensitive areas.
5. The applicant's letter states that the project would provide energy for approximately 16,000 homes.
6. The applicant notes that they have engaged in community outreach through meetings individuals and an open house. An open house on the project was held at Southeast Community College on June 3, 2021.
7. Pierce County and Madison County zoning regulations for commercial solar farms were reviewed. Pierce and Madison Counties had similar regulations. Both required that the solar projects use fixed panel photovoltaic that are ground mounted using rammed post construction technique. The panels must be located to support rainwater between each module and growth of vegetation beneath the arrays. They must also limit impact of storm water runoff. Setbacks are 30 feet side and rear measured from lot line abutting a residential use or district. Both counties require a decommissioning plan.
8. Clay County zoning regulations for commercial solar farm was reviewed. Clay County requires that no solar panels be within the flood plain, wetlands or scenic areas. A vegetation management plan is required. An emergency response plan that identifies all entry areas, shut offs, disconnects and valves is required. Setbacks are 300 feet to a dwelling and 500' from a dwelling to an inverter. A decommissioning plan is required. In addition the applicant must meet with the local Natural Resource District.
9. A review of Saunders County and Cass County zoning regulations for commercial solar farms found that setbacks are the same as the district, but no less than 30 feet for a side or rear yard to a residential use or district. This is a smaller setback than the 100 foot setback to non-participating properties with a residence Lincoln required in the previous special permits.

Screening is required only if a dwelling is within 300 feet of a solar panel. The solar farm must be designed as to absorb or detain stormwater runoff. The project must conform with National and State fire code.

10. An increased risk of fire around the solar array has been a concern. The City of Lincoln fire department was asked to look at the risk of fire to a solar facility. The fire department found that the risk of fire is very low. A review found that most fires associated with solar panels are from roof mounted units.

A paper, "[Health and Safety Impacts of Solar Photovoltaics](#)", by North Carolina State University Clean Energy Technology Center May 2017 (Paper) (to access full report ctrl + click on link and then enter SP19036A in application number box) addressed many concerns of Photovoltaic (PV) solar systems, including fire. The paper identified that only a small portion of materials in the panels are flammable and those components cannot self-support a significant fire. Flammable components include the thin layers of polymer encapsulates surrounding the PV cells, plastic junction boxes and insulation on wiring. The rest of the panel is composed of non-flammable components, mainly the protective glass.

Fire from solar panels is extremely rare. Installed properly, PV solar panels do not cause fires. Where fire has started from a solar panel it was in most cases electrical arcing due to improper installation, faulty wiring, or insufficient insulation. (nachi.org/solar-panel-fire-electrical-hazards.htm)

11. Environmental impacts from solar systems are often a topic of concern. The [North Carolina State paper](#) also addressed environmental impacts. A PV solar system has small amounts of toxic materials. Solar PV panels consist of glass, polymer, aluminum, copper and semiconductor materials. Some panels contain a small amount of lead. The lead is being phased out. Lead was a component of solder. Testing to simulate the potential for leaching from broken panels did not find a potential toxicity threat from these trace elements.

The applicant has informed the Planning Department that the project will use crystalline silicon panels that contain no lead or cadmium. Cadmium is only found in thin film solar panels.

LLCHD did not find any unusual risk to air quality or soil/groundwater contamination of solar panels compared to any other type of man-made structure. As an example, solar panels provide no more risk to air quality of a fire or soil contamination after a storm than a large agricultural building filled with vehicles, agricultural farm products and chemicals.

No other use within the Lancaster County Zoning Regulations requires an Environmental Impact Study. These uses include, but not limited to, manufacturing and processing of chemicals and petroleum products, metal products, salvage yards, commercial feedlot, and commercial wind energy conversion system.

12. A study, "Analysis of the Potential for a Heat Island Effect in Large Solar Farms" conducted by the Center for Life Cycle Analysis, Department of Earth and Environmental Engineering, Columbia University found that an analysis of 18 months of detailed data showed that in most days, the solar array was completely cooled at night, and thus, it is unlikely that a heat island effect could occur.
13. The 2040 Comprehensive Plan supports renewable energy sources and alternative fuels. Renewable energy generally does not contribute to climate change or local air pollution and generally conserves nonrenewable natural resources. Solar has the potential to reduce energy consumption and greenhouse gas emissions by reducing the amount of fuel required to produce a unit of energy output.
14. Solar Energy Conversion System was added to the Lancaster County Zoning Regulations by Special Permit in July 2020. The Lancaster County Board approved the change unanimously. The special permit requires the following conditions be met.

- a. The Large Solar Facility shall use photovoltaic cells to convert solar energy into electricity.

The applicant's letter states that the panels will use photovoltaics technology to convert solar energy into electricity.

- b. No electrical substation owned or operated by a private electric supplier, or any other facility owned or operated by a private electric supplier to support the generation, transmission or distribution of electricity for a Large Solar Facility, shall be located as to cause an exceedance of the following noise level standards.
 1. From the hours of 10 pm to 7 am: Fifty (50) dBA maximum 10-minute Laeq
 2. From the hours of 7 am to 10 pm: Sixty (60) dBA maximum 10-minute Laeq

For the purposes of determining compliance with these standards, noise levels shall be measured at the closest exterior wall of any dwelling unit located on the property that submitted the noise complaint. If an electrical substation(s) owned or operated by a private electric supplier violates a noise standard at a dwelling unit constructed after the electrical substation(s) is approved, then the electrical substation becomes a non-conforming use. Electrical substations owned by public electric suppliers shall not be subject to the noise level standards herein.

The applicant's letter states that there is no substation within the County zoning jurisdiction, but the inverters in the City jurisdiction will meet the noise level requirements.

- c. Obtain an approved erosion control plan from the Lower Platte South Natural Resource District or Nemaha Natural Resources District, depending on the location of the Large Solar Facility, before receiving building permits.

The erosion control plan will be submitted prior to building permit.

- d. The Large Solar Facility shall provide visual screening for adjacent non-participating residential uses, public park uses, and school uses, through setbacks as otherwise required in the Lancaster County Zoning Regulations and/or other techniques to address the site-related impacts of the Large Solar Facility on adjacent non-participating properties.

1. The applicant shall use fences, walls, berming, vegetation, or some combination thereof to provide visual screening. Fencing, walls or berming may be used to supplement other screening methods, but shall not account for over fifty percent (50%) of the screening. Existing natural features, topography and vegetation may be used to achieve visual screening if provided in accordance to the visual screening requirements provided herein.

- a. If the visual screening is for adjacent non-participating residential uses, it shall be provided as follows:

- i. The screen shall only be required if the closest exterior wall of the dwelling is within three hundred (300) feet of the property line adjacent to the Large Solar Facility.
 - ii. If the screen is required, the screen shall cover one hundred percent (100%) of the surface area of a vertical plane extending along the property line adjacent to the Large Solar Facility at an amount equal to or greater than the surface area of the dwelling to be visually screened, plus seventy five (75) feet in both directions or until it reaches a public road right-of-way, whichever comes first, and from the ground to a height of at least eight (8) feet above the adjacent ground.
- b. If the visual screening is for adjacent non-participating public park or school uses, it shall be provided as follows:
 - i. The screen shall cover at least seventy percent (70%) of a vertical plane extending along the entire property line adjacent to the Large Solar Facility, from the ground to a height of at least eight (8) feet above the adjacent ground.
2. If the visual screening is achieved through a fence or wall, it shall be provided along the property line as follows:
 - a. Acceptable fence and wall materials for visual screening include masonry, stone, and wood, but exclude chain link fences (with or without slats). Alternative fence materials being used for screening must be approved by the Planning Director.
3. If the visual screening is achieved through berming, it shall be provided along the property line as follows:
 - a. The side slopes shall not exceed three to one (3 to 1), horizontal to vertical.
 - b. The mounded ground surface shall be protected to prevent erosion through the use of turf lawn or other alternative groundcovers.
4. If the visual screening is achieved through vegetation, it shall be provided along the property line as follows:
 - a. At a rate of at least four (4) trees every one hundred (100) linear feet. Of the four (4) trees every one hundred (100) linear feet, at least one (1) shall be a deciduous shade tree and three (3) shall be evergreen or ornamental trees. The trees shall be evenly distributed within each one hundred (100) linear feet section.
 - b. At least two-thirds (2/3), but no more than three-quarters (3/4) of the total ornamental/evergreen trees along the property line shall be made up of evergreen trees.
 - c. Each tree shall have a minimum mature height of fifteen (15) feet.
5. Visual screening is not required along the property line adjacent to a Participating Property.

The project will meet the conditions for screening to non-participating properties. There are no parks or schools in the project area. A combination of fence, vegetation and existing landscape features will provide screening.

iii. Each application shall have a decommissioning plan (removal of equipment/improvements and restoration of lands) that is reviewed and approved by the Planning Department prior to beginning operations. The decommissioning plan shall provide the following:

1. A plan outlining the means, procedure, and costs of removing the Large Solar Facility, including, but not limited to, the solar panels and collectors, electrical wiring/cabling, fencing, and any related supporting infrastructure to a minimum depth of three (3) feet.
2. At the expense of the permittee, a cost estimate for the decommissioning of the Large Solar Facility and any estimated resale and salvage value shall be prepared by a professional engineer. The permittee shall provide to the Planning Department a revised and updated decommissioning cost estimate every five (5) years from the date of approval to cover the cost of meeting this obligation. The decommissioning cost estimate shall explicitly detail the cost, any estimated resale and salvage values, shall account for inflation, cost and value changes, and advances in decommissioning technologies and approaches.
3. The estimated decommissioning cost, less any resale and salvage value, shall be guaranteed in one of the following forms: (i) surety bond, (ii) cash to be held in escrow by the County Treasurer at a Bank, or (iii) a letter of credit from a financial institution reasonably acceptable to the County which shall be irrevocable unless replaced with cash or other form of security reasonably acceptable to County. The owner of the Large Solar Facility shall provide the decommissioning cost guaranty no later than the end of the fifteenth (15th) year of operation, and shall maintain the financial security thereafter for as long as the Large Solar Facility is in existence or upon discontinuance, decommissioning, or abandonment of the Large Solar Facility. Such financial security shall be updated every five (5) years to cover the costs associated with the updated decommissioning cost estimates.
4. For purposes of this Section, discontinuance, decommissioning, or abandonment shall mean the Large Solar Facility has produced no energy for twelve (12) consecutive months. The owner or operator shall have twelve (12) months to complete decommissioning of the Large Solar Facility. If the owner or operator of the Large Solar Facility fails to remove the installation in accordance with the requirements of this permit or within twelve (12) months following discontinuance, decommissioning, or abandonment, the County may collect the bond or other financial security and the County or a hired third party may enter the property to physically remove the installation.

The applicant will submit a decommissioning plan to be reviewed and approved by the Planning Department prior to beginning operations. The decommissioning plan will describe the process for dismantling the solar panels, site restoration, removal of all fences and waste management.

e. The Large Solar Facility shall meet the following setback requirements:

Non-Participating Property with a Dwelling	100 feet
Non-Participating Property without a Dwelling	50 feet
Participating Property with a Dwelling	0 feet
Participating Property without a Dwelling	0 feet
Public or Private Roadway	50 feet

The project will meet the setback requirements. The solar panels will need to be setback 300 feet from a non-participating dwelling if that dwelling is in a Community Unit Plan per Article 15.007. The exact language from Article 15.007 is:

An outlot within a Community Unit Plan reserved for agricultural uses, open space, common facilities, and /or a Solar Energy Conversion System and all necessary appurtenances thereto may be used for such designated use in accordance with Article 13 as required; provided that, notwithstanding the provisions of Section 13.051(a)(vi), any Large Solar Facility on an outlot within a Community Unit Plan that has a final plat recorded on or before September 7, 2021, shall have a property line setback of three hundred (300) feet from any Non-Participating Property with a dwelling within that Community Unit Plan.

15. The proposed special permit request is supported by the Comprehensive Plan and meets the conditions of the special permit. The applicant is not requesting any waivers.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: AG-Agriculture Farm ground and multiple acreage lots

SURROUNDING LAND USE & ZONING

North: AG-Agriculture	Farm ground and acreages
South: AG-Agriculture	Farm ground and acreages
East: AG-Agriculture	Farm ground and acreages
West: AG-Agriculture	Farm ground and acreages

APPROXIMATE LAND AREA: 1,430 acres

LEGAL DESCRIPTION: see attached

Prepared by

Tom Cajka, Planner

Date: October 14, 2021

Applicant: Salt Creek Solar, LLC
500 S. 4th Street
Eagle, NE 68347
240-437-2685

Contact: David Levy
1700 Farnam Street Suite 1500
Omaha, NE 68102
402-213-9063
dlevy@bairdholm.com

Owner: See attached list

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/SP/21000/SP21042 Salt Creek Solar.tjc.docx>

CONDITIONS OF APPROVAL - SPECIAL PERMIT #21042

Per Article 13.051 this approval permits a Solar Energy Conversion System.

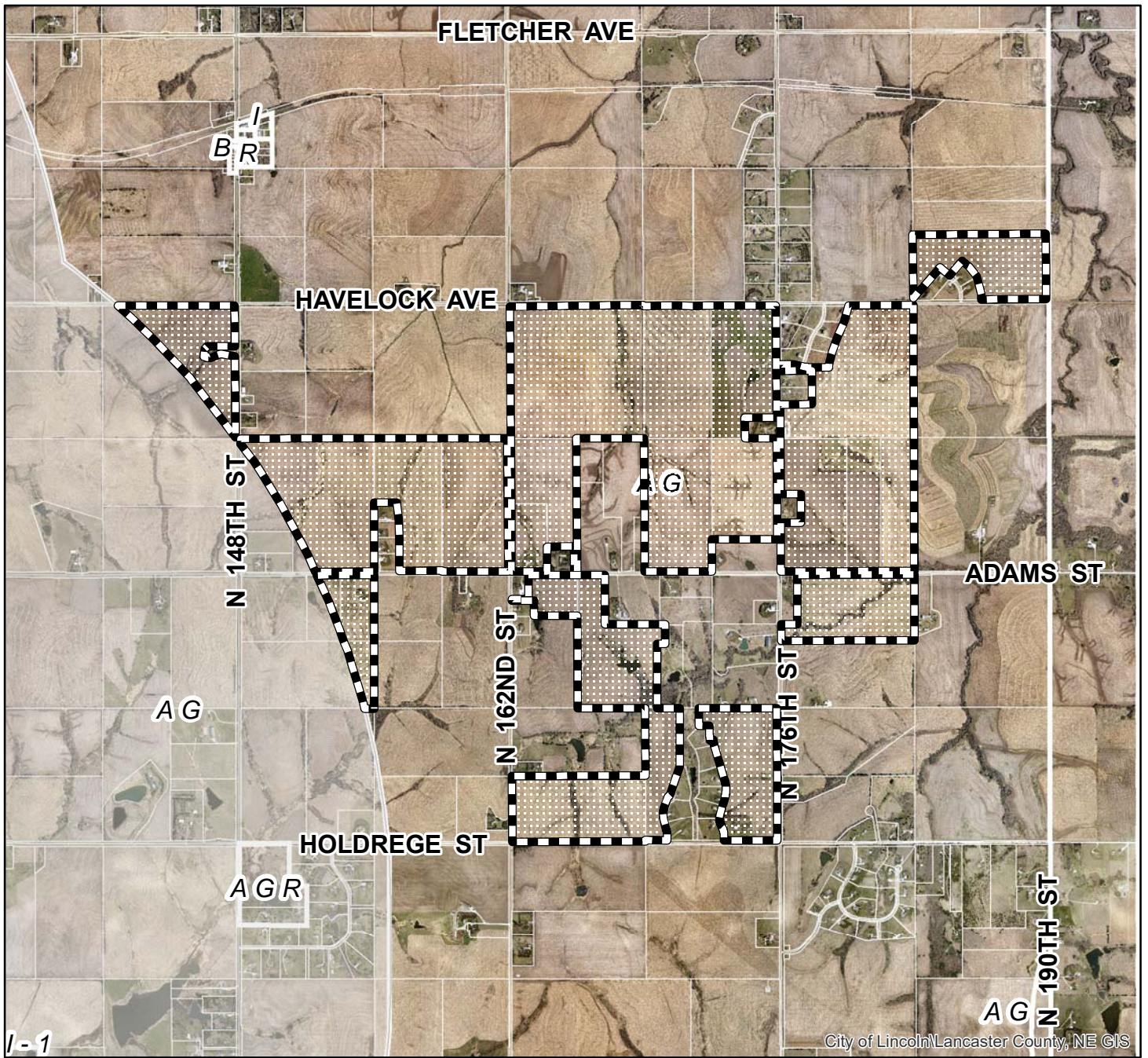
Site Specific Conditions:

1. Before receiving building permits the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including 2 copies with all required revisions and documents as listed below:
 - 1.1 Add a note that no solar panels are allowed where significant streams are located within the property or within drainage easements.
 - 1.2 Identify the 100-year floodplain and any minimum flood corridors on the site plan to the satisfaction of Lancaster County Engineering Department.
 - 1.3 Add a note that no solar panels shall be located within the 100-year floodplain or any minimum flood corridor.
 - 1.4 In the Key on the site plan after 50 ft setback add, "Non-participating property without a dwelling."
 - 1.5 In the Key on the site plan after 100 ft setback add, "Non-participating property with a dwelling."
 - 1.6 IN the Key on the site plan after 300 ft setback add, Non-participating property with a dwelling tha is in a Community Unit Plan."
2. Before receiving building permits provide the following documents meeting all the requirements to the Planning Department to the satisfaction of the Planning Director:
 - 2.1 An Erosion Control Plan
 - 2.2 A landscape plan.
 - 2.3 A Decommissioning Plan.

Standard Conditions:

3. The following conditions are applicable to all requests:
 - 3.1 Before starting the operation all development and construction shall substantially comply with the approved plans.
 - 3.2 All privately-owned improvements, including landscaping and recreational facilities, shall be permanently maintained by the Permittee or an appropriately established homeowners association approved by the City.
 - 3.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters be in substantial compliance with the location of said items as shown on the approved site plan.
 - 3.4 The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.
 - 3.5 The applicant shall sign and return the letter of acceptance to the County Clerk. This step should be completed within 60 days following the approval of the special permit. The Permittee shall file a copy

of the resolution approving the special permit and the letter of acceptance with the Register of Deeds. Building permits will not be issued unless the letter of acceptance has been filed.

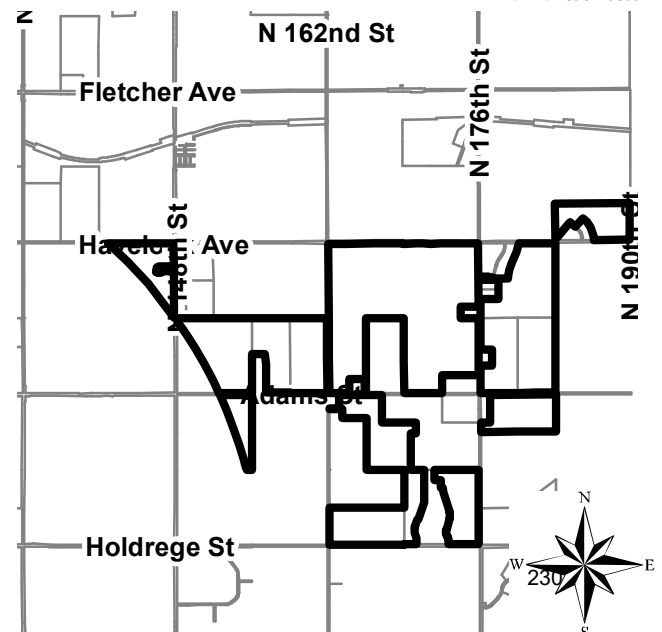
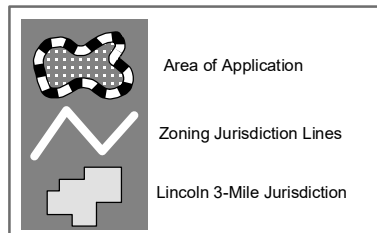


Special Permit #: SP21042 Eight Square Miles:
Salt Creek Solar
N 162nd St & Havelock Av

Zoning:

- R-1 to R-8 Residential District
- AG Agricultural District
- AGR Agricultural Residential District
- O-1 Office District
- O-2 Suburban Office District
- O-3 Office Park District
- R-T Residential Transition District
- B-1 Local Business District
- B-2 Planned Neighborhood Business District
- B-3 Commercial District
- B-4 Lincoln Center Business District
- B-5 Planned Regional Business District
- H-1 Interstate Commercial District
- H-2 Highway Business District
- H-3 Highway Commercial District
- H-4 General Commercial District
- I-1 Industrial District
- I-2 Industrial Park District
- I-3 Employment Center District
- P Public Use District

Sec.11 T10N R08E
 Sec.10 T10N R08E
 Sec.09 T10N R08E
 Sec.15 T10N R08E
 Sec.14 T10N R08E
 Sec.01 T10N R08E
 Sec.12 T10N R08E
 Sec.13 T10N R08E





Salt Creek Solar, LLC

Special Permit Application

Salt Creek Solar Project

Lancaster County, NE

Salt Creek Solar, LLC
226 N Morgan Street #200
Chicago, IL 60607
Phone: (847) 707-6019
Email: Sean@rangerpower.com

Prepared By:
HDR Inc.
1917 S 67th Street
Omaha, NE
68106-2973



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- Appendix B: Participating Property Owner List & Owner Permissions
- Appendix C: Letters of Support
- Appendix D: Decommissioning Plan Approved in City Special Permit 19036

1 Introduction

Salt Creek Solar, LLC (“Salt Creek Solar”) is pleased to submit this Large Solar Energy Conversion System Special Permit application for the Salt Creek Solar Project (“Project”) within Lancaster County, Nebraska (“County”). Salt Creek Solar submits this application pursuant to, and in full compliance with, Section 13.051 of the Lancaster County Zoning Regulations.

The Project will utilize photovoltaic technology to convert solar energy into electricity, producing approximately 125 Megawatts (MW) on approximately 1,430 acres of land in the agricultural (“AG”) zoning districts located in unincorporated Lancaster County.

The developer for the Salt Creek Solar Project, Ranger Power LLC (“Ranger Power”) is among the most experienced solar developers in the Midwest. Ranger Power has a 7 Gigawatt (GW) portfolio, which spans 10 states and is comprised of nearly 50 projects. These range in nameplate capacity from 74 MW – 400 MW.

Since 2017, Ranger Power has permitted more than 2,000 MW and executed nearly 1,200 MW of utility-scale Power Purchase and Build-Own-Transfer agreements throughout the Midwest. Over 500 MW of Ranger Power projects have been taken to construction, of which approximately 150 MW are generating power. By the end of 2021, Ranger Power anticipates that over 500 MW of projects developed by Ranger Power will be in generating power. This includes the 239 MW Assembly solar project in Shiawassee County, Michigan, and the Prairie State, Dressor Plains, and Big River Solar facilities, totaling 347 MW, in Illinois. These projects are among the first and largest utility-scale solar projects in their respective states.

This application letter describes the project and company, compliance with the Special Permit requirements, a site description and plan, the proposed built conditions, a decommissioning plan overview, and identifies the participating properties along with the County’s application form for the Special Permit.

2 Findings of Fact

The Project meets the standards set out in the Lancaster County Master Plan inviting renewable energy development in the following ways. Solar power is a renewable energy source with several attractive features, including utilizing the predictable, unlimited, and free energy from the sun, providing clean energy with no emissions, and producing power during the day when demand is high. According to the Solar Energy International Association website, 1 MW of energy provides power for approximately 130 homes in Nebraska. At this level of generation, the approximately 125 MW Project would power up to approximately 16,000 homes. In addition, a utility-scale solar development creates both temporary construction jobs and permanent maintenance and operations jobs. Solar development allows landowners to retain agricultural land within their families for future generations.

The Project will bring local tax benefits and near-term economic benefits of construction for the community and the region. These tax revenues can be used to invest in new roads, bridges, schools, or to offset existing tax rates. In addition to several hundred construction and development workers,

the Project would require a handful of local employees to support operations and maintenance throughout the lifetime of the project.

The proposed Project satisfies the following three findings:

(a) the community as a whole, the surrounding neighborhood, and the real property adjacent to the area included within the site plan for this Solar Energy Conversion System will not be adversely affected by granting such a permit;

(b) said site plan together with the terms and conditions hereinafter set forth are consistent with the 2040 Comprehensive Plan and with the intent and purpose of Title 13 of the Lancaster County Zoning Regulations to promote the public health, safety, and general welfare; and

(c) the Project is not seeking any waivers and the application fully complies with the Zoning Regulations as written.

3 Special Permit Compliance Overview

The Project is located on 25 properties leased, under purchase option, or under easement in the eastern portion of Lancaster County, and will interconnect at the Lincoln Electric System ("LES") Wagener Substation at 128th Street and Adams Street.

Salt Creek Solar has designed a Project that complies with the Lancaster County Solar Text Amendment 13.051 Solar energy Conversion System (SECS), as described in

Table 1.

Special Permits: Lancaster County Solar Text Amendment 13.051			
No.	Conditions Summary*	Conditions Met	Addressed in Application Section(s):
i.	Photovoltaic system to convert solar energy into electricity	Yes	Site Description and Location, Proposed Built Conditions
ii.	Noise level limits	Yes	Proposed Built Conditions
iii.	Erosion control plan approval	Yes	Proposed Built Conditions
iv.	Visual screening for site related impacts	Yes	Proposed Built Conditions
v.	Decommissioning Plan for end of life	Yes	Decommissioning Plan Overview
vi.	Setback requirements	Yes	Proposed Built Conditions, Appendix A
The height of the solar panels, solar collector, and any mounts shall not exceed twenty-five (25) feet when oriented at maximum tilt.			

*See Lancaster County Ordinance 13.051.

Table 1 – Lancaster County Solar Energy Conversion System Special Permit Conditions

4 Site Description and Location

The Project is in the eastern portion of Lancaster County, Nebraska, in an area roughly bounded by 190th Street on the east, 148th Street on the west, Havelock Avenue on the north and Holdrege on the south. The Project is sited adjacent to existing electrical infrastructure, eliminating the need for lengthy and costly new overhead transmission lines. The Project is located between the major load centers of Lincoln and Omaha, promoting grid security and stability, and providing power to large load centers during high-demand, on-peak hours.

The Project encompasses parcels adding up to approximately 1,430 acres located within the unincorporated Lancaster County, outside of the ETJ. Salt Creek Solar has acquired the rights necessary to develop, construct, and operate the approximately 125 MW Project through lease, purchase option, easement agreements, and letters of intent from private property owners. A list of participating parcels can be found in Appendix B.

The Project area is zoned Agriculture ("AG"). The Project parcels primarily feature cultivated agricultural land, but they also contain a limited amount of wooded areas, wetlands, creeks or streams, and other constraints such as transmission lines and natural gas lines. The Project is sited to avoid these constraints and set back as the ordinance requires. To the extent practicable, existing vegetation will remain in place and will be utilized as a natural buffer. Other areas will utilize new vegetative buffering. For a site overview and a detailed view, see Appendix A.

5 Proposed Built Conditions

The Project will consist of a self-powered single-axis tracking solar panel system on North-South oriented racking which is supported by steel piles driven into the ground. The Project is an approximately 125 MW project located on approximately 1,430 acres in the AG district of Lancaster County. The Project will:

- Use PV cells to convert solar energy into electricity.
- Locate the Project inverters to strive to avoid causing an exceedance of the required noise level standards per Amendment 13.051 as follows:
 - From the hours of 10 pm to 7 am: Fifty (50) dBA maximum 10-minute Laeq as measured from adjacent dwellings.
 - From the hours of 7 am to 10 pm: Sixty (60) dBA maximum 10-minute Laeq as measured from adjacent dwellings.
- Obtain approval for erosion control and stormwater management from Nebraska Department of Environment and Energy before receiving building permits.
- Provide visual screening for adjacent non-participating residential uses, public park uses, and school uses, in accordance with the Lancaster County Zoning Regulations to address site-related impacts of the Project on adjacent non-participating properties, as shown in the Project Layout in Appendix A.
- Use a combination of fence, vegetation, and existing landscape features to provide visual screening.

- For non-participating residences whose closest exterior wall of the dwelling is within three hundred (300) feet of their own property line adjacent to the Project, the screening will meet the requirements in the Zoning Regulations. The project will meet property line setback requirements as set forth in Table 2.

Property Type	Distance (feet)
Non-Participating Property with a Dwelling	100
Non-Participating Property without a Dwelling	50
Participating Property with a Dwelling	0
Participating Property without a Dwelling	0
Public or Private Roadway	50
Outlot Adjacent to Homes in a Community Unit Plan	300

Table 2 – Property Line Setbacks to Solar Panels

6 Decommissioning Plan

The Project will submit a decommissioning plan to be reviewed and approved by the Planning Department for the final site layout prior to beginning operations. The Project's decommissioning plan will comply with the decommissioning requirements set forth in the Lancaster County Zoning regulations. See approved decommissioning plan from the City of Lincoln Special Permit 19036 in Appendix D.

7 Community Support

Ranger Power develops solar projects like Salt Creek Solar with a focus on working with the surrounding community, educating neighbors on Project details, soliciting comments, and adapting the final layout to incorporate feedback. The Project developer has engaged in substantial community outreach, including more than 60 meetings with neighbors, and a public open house on June 3rd, 2021. Feedback from this outreach will be incorporated into the final site design.

As a result of these conversations and frequent outreach to local stakeholders and community leaders, the Project has received letters of support, included in Appendix C.

As an additional measure of providing ongoing education and Project information to Lancaster County, there will be a kiosk located at an accessible location on the Project area available for public use throughout the lifetime of the Project.

8 Conclusion

Please approve Salt Creek Solar's application or a Special Permit for a Solar Energy Conversion System due to:

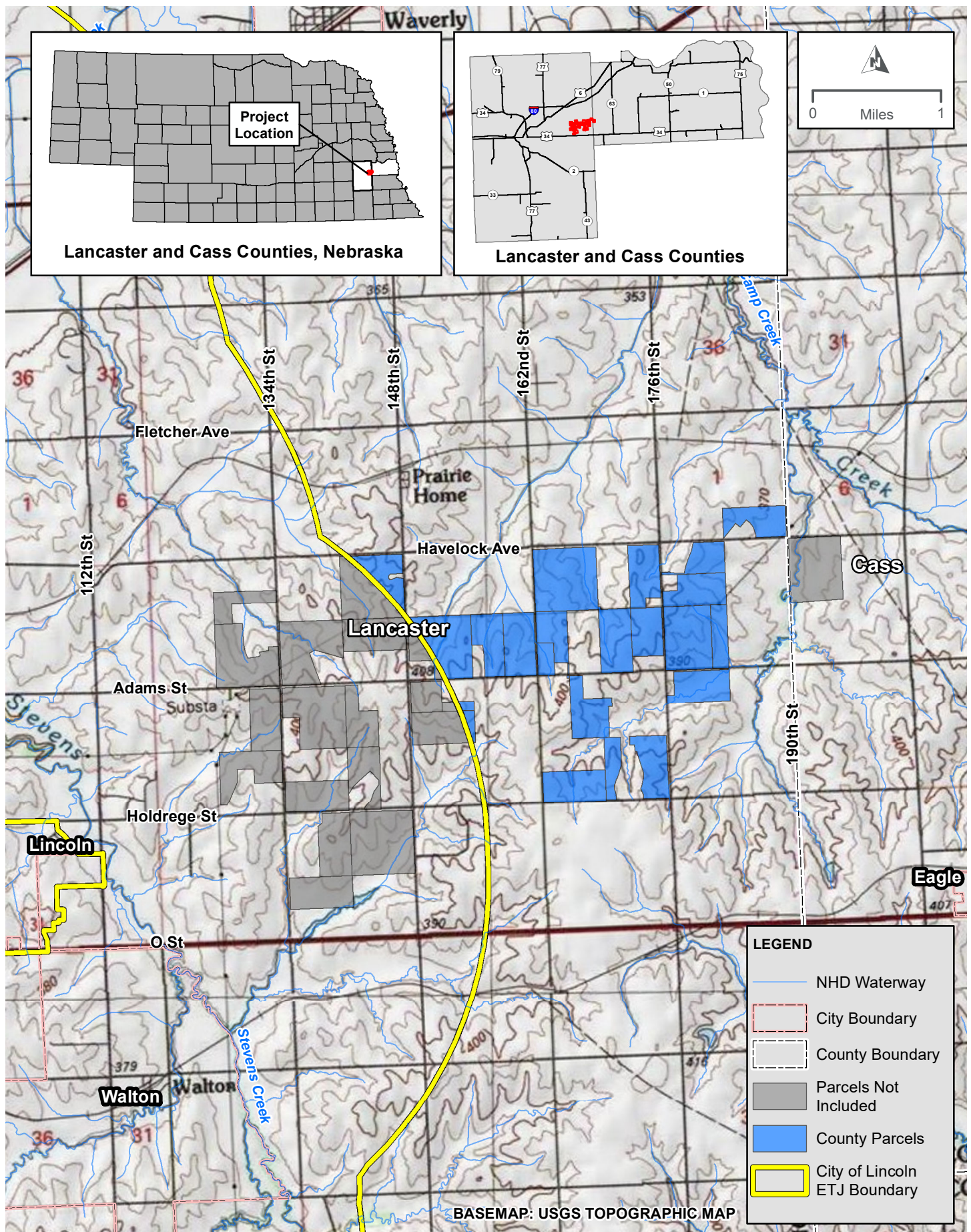


- Its meeting the goals of the Master Plan regarding renewable energy development.
- Its compliance with all conditions established in Lancaster County Zoning Regulations Section 13.051.
- Its satisfaction of the criteria for a Special Permit in Lancaster County Zoning Regulations section 13.002, specifically that it: is compatible with the character of the neighborhood, it will have a minimal effect on traffic conditions, it will greatly enhance public utility facilities, and it is consistent with and in furtherance of the Comprehensive Plan and other matters relating to the public health, safety and general welfare because it adds to the property tax base, allows private landowners to put their property to a productive legal use of their choosing, and adds a significant local source of economical, sustainable, reliable clean energy.
- Its support in the Lancaster County community and its resolve to continue to work with the surrounding community to be a good neighbor for the life of the project.

On behalf of the Salt Creek Solar Project, Ranger Power would like to thank the Lancaster County Planning Commission and the Lancaster County Board of Commissioners for their consideration of this application and bringing responsible development and clean energy to Lancaster County.



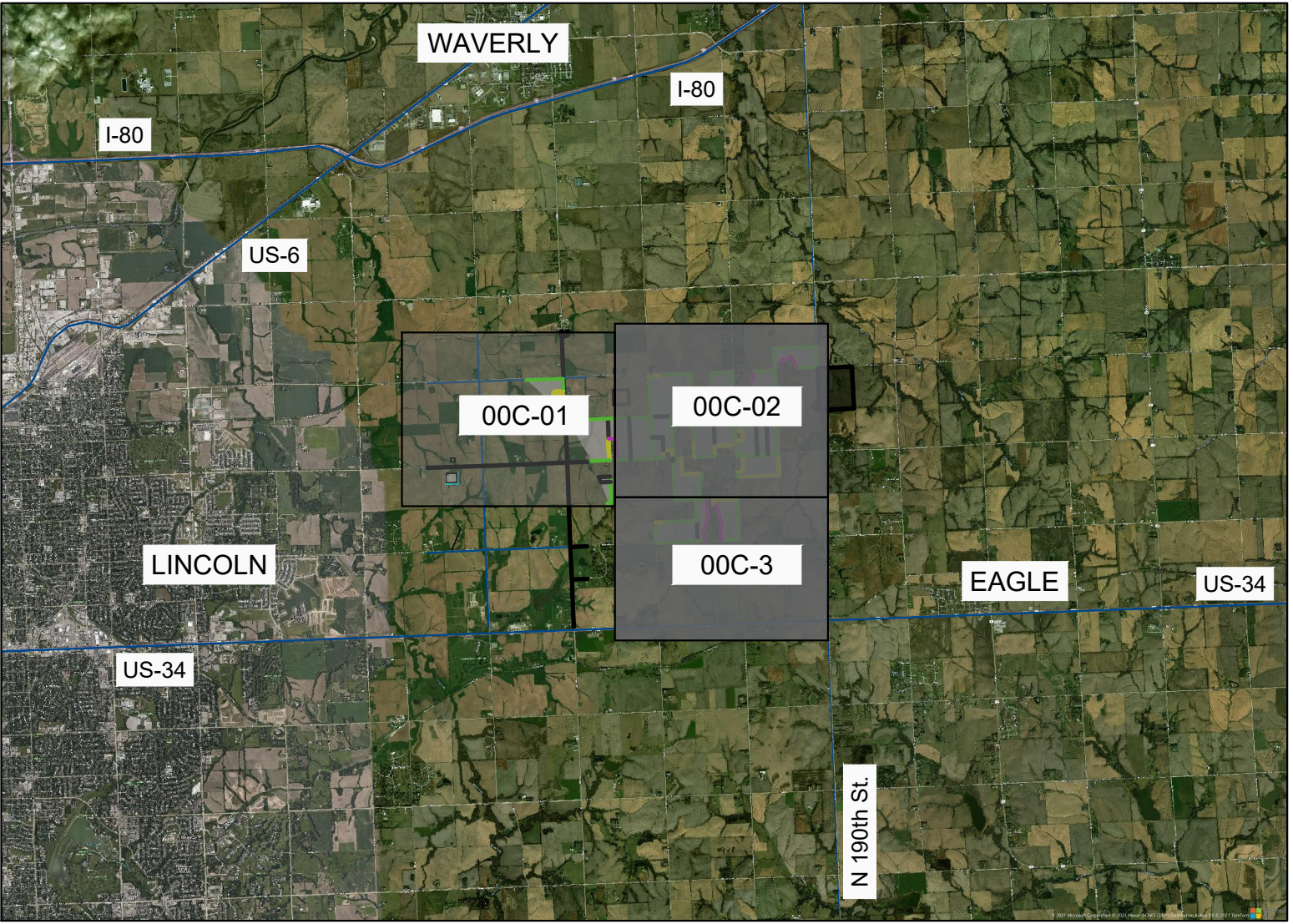
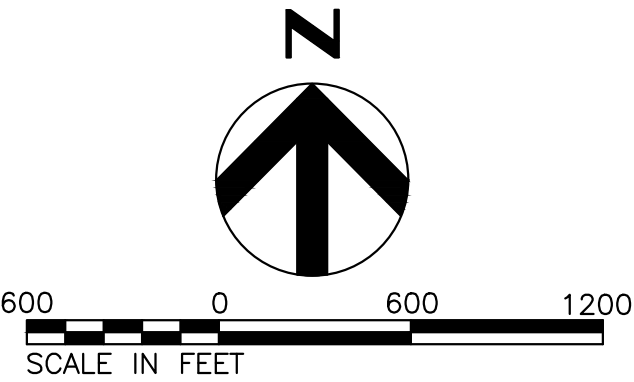
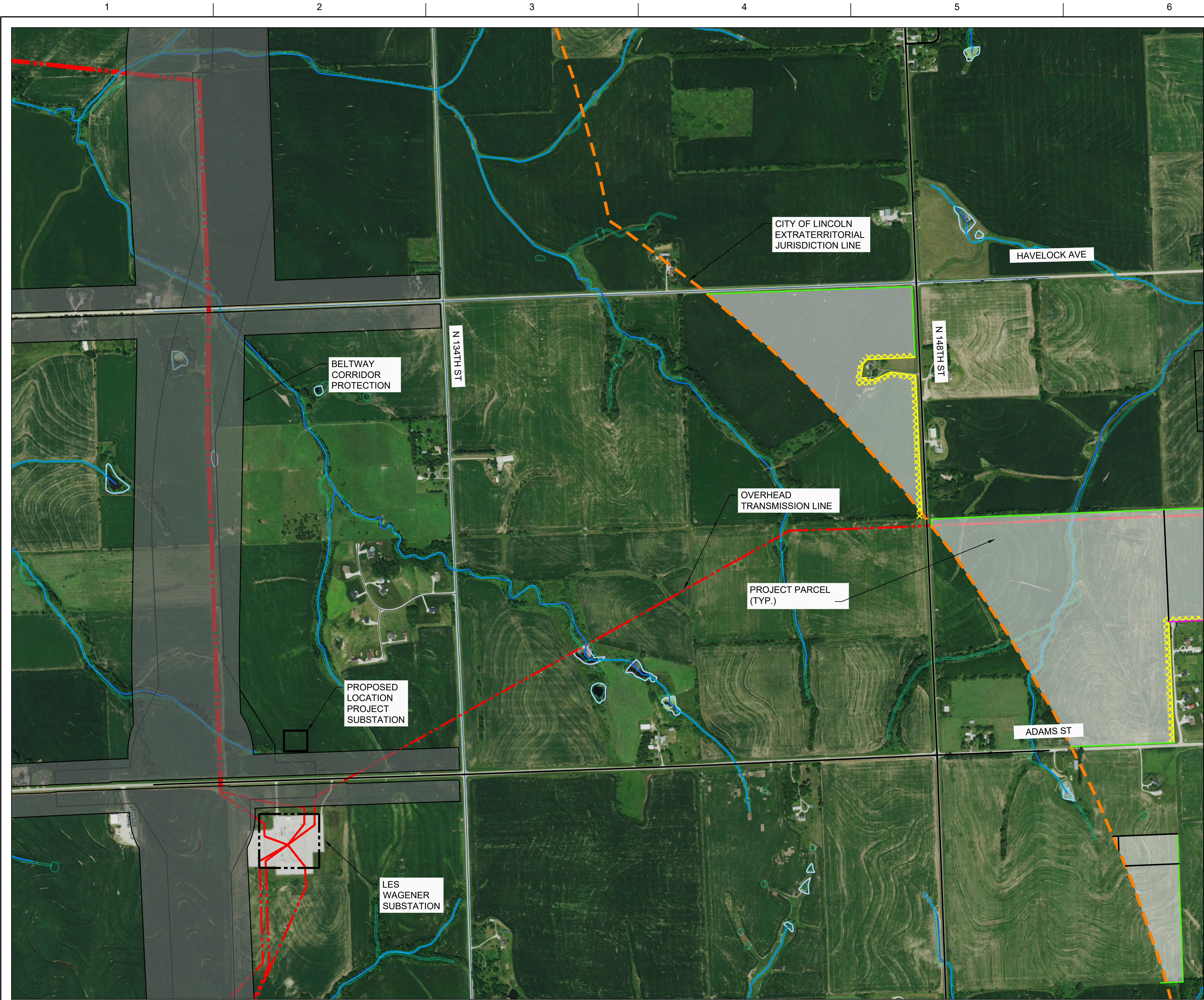
Appendix A: Site Plan



APPENDIX A.1 - LANCASTER COUNTY PROJECT OVERVIEW

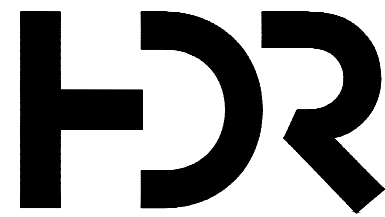
SALT CREEK SOLAR





KEY	
	BELTWAY CORRIDOR PROTECTION
	COUNTY PARCELS
	OVERHEAD TRANSMISSION LINES
	NATURAL GAS LINES
	0 FT SETBACK
	50 FT SETBACK
	100 FT SETBACK
	300 FT SETBACK
	NEW VEGETATIVE BUFFERING
	EXISTING VEGETATIVE BUFFER
	CITY OF LINCOLN EXTRATERRITORIAL JURISDICTION LINE
	NWI WETLANDS
	NHD WATERWAY
	NHD WATERBODY

PRELIMINARY



ISSUE	DATE	DESCRIPTION
D	10-01-21	REISSUED FOR PERMIT
C	9-20-21	REISSUED FOR PERMIT
B	6-18-21	REISSUED FOR PERMIT
A	7-24-19	ISSUED FOR PERMIT

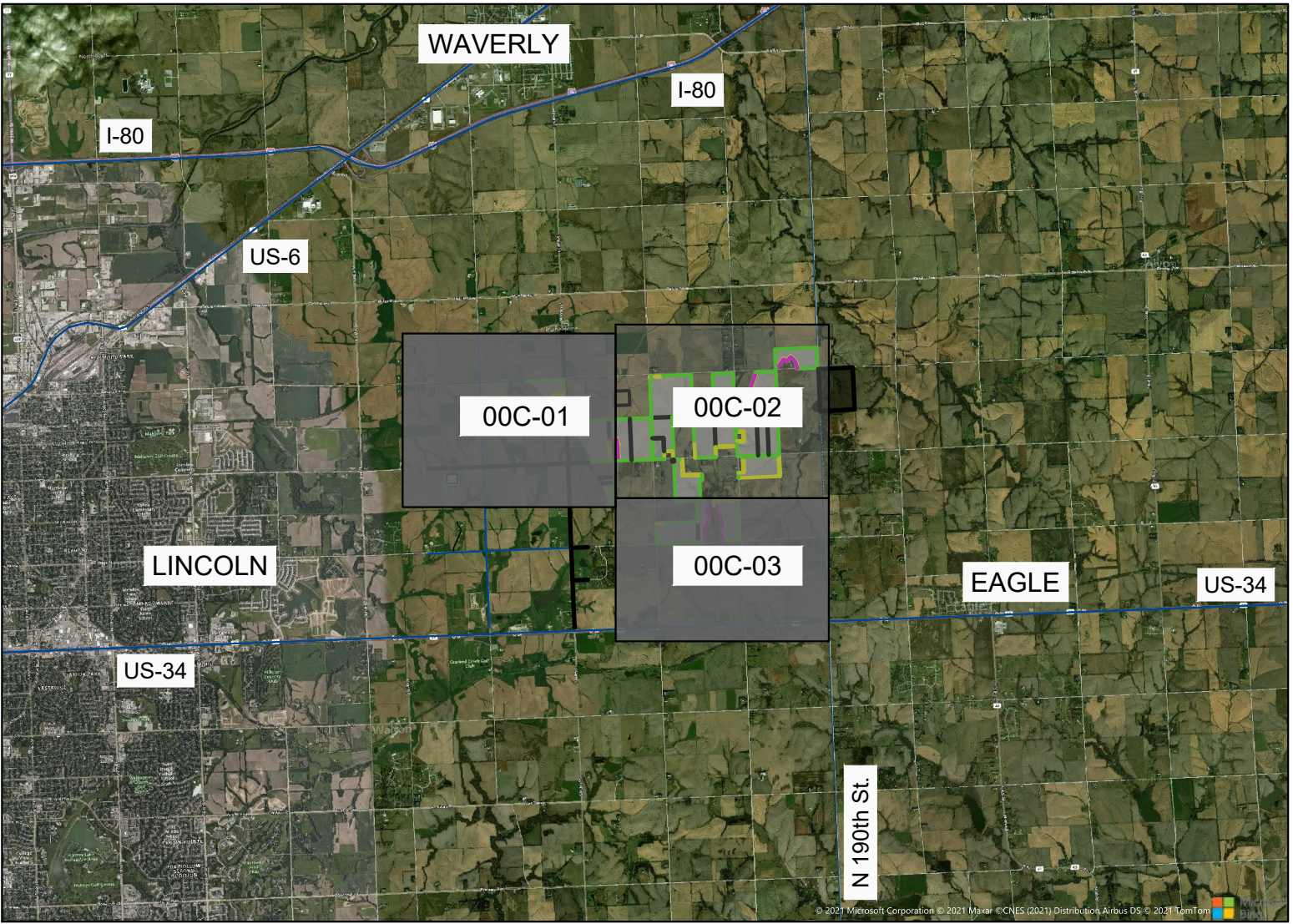
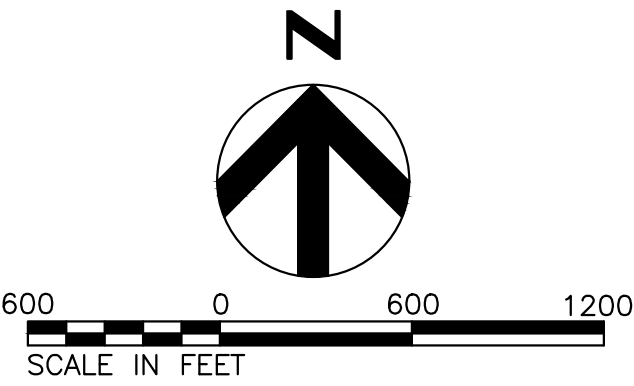
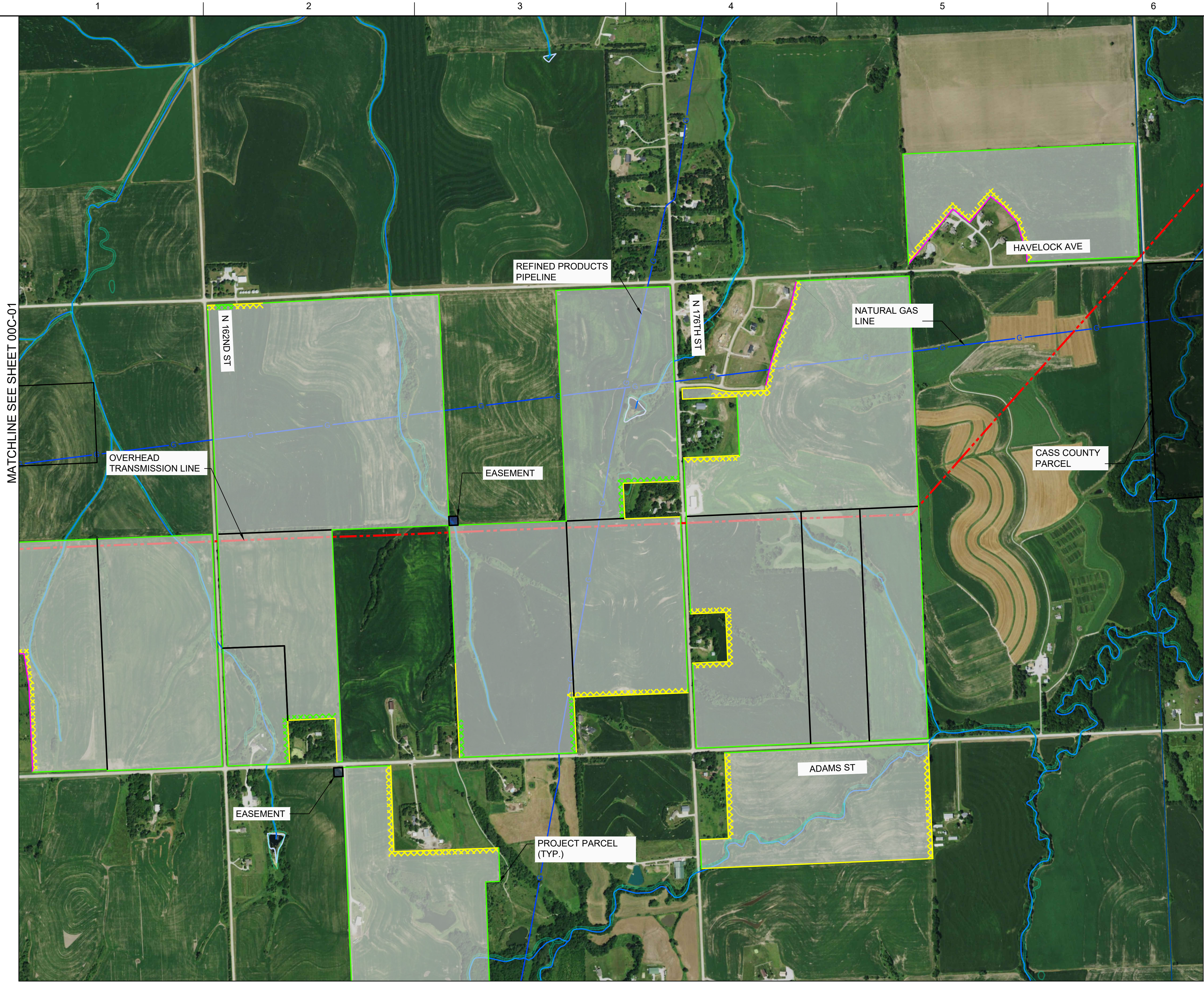
PROJECT MANAGER	W. KIRBY
DESIGNED BY	A. CALTON
DRAWN BY	A. CALTON
PROJECT NUMBER	10156414



APPENDIX A.2
LANCASTER COUNTY - PROJECT PARCELS
SALT CREEK SOLAR

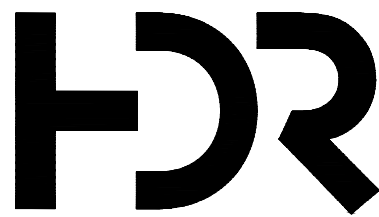
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SHEET
00C-01



KEY	
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	COUNTY PARCELS
	OVERHEAD TRANSMISSION LINES
	NATURAL GAS LINES
	0 FT SETBACK
	50 FT SETBACK
	100 FT SETBACK
	300 FT SETBACK
	NEW VEGETATIVE BUFFERING
	EXISTING VEGETATIVE BUFFER
	CITY OF LINCOLN EXTRATERRITORIAL JURISDICTION LINE
	NWI WETLANDS
	NHD WATERWAY
	NHD WATERBODY

PRELIMINARY



ISSUE	DATE	DESCRIPTION
D	10-01-21	REISSUED FOR PERMIT
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A	7-24-19	ISSUED FOR PERMIT

PROJECT MANAGER	W. KIRBY
DESIGNED BY	A. CALTON
DRAWN BY	A. CALTON
PROJECT NUMBER	10156414

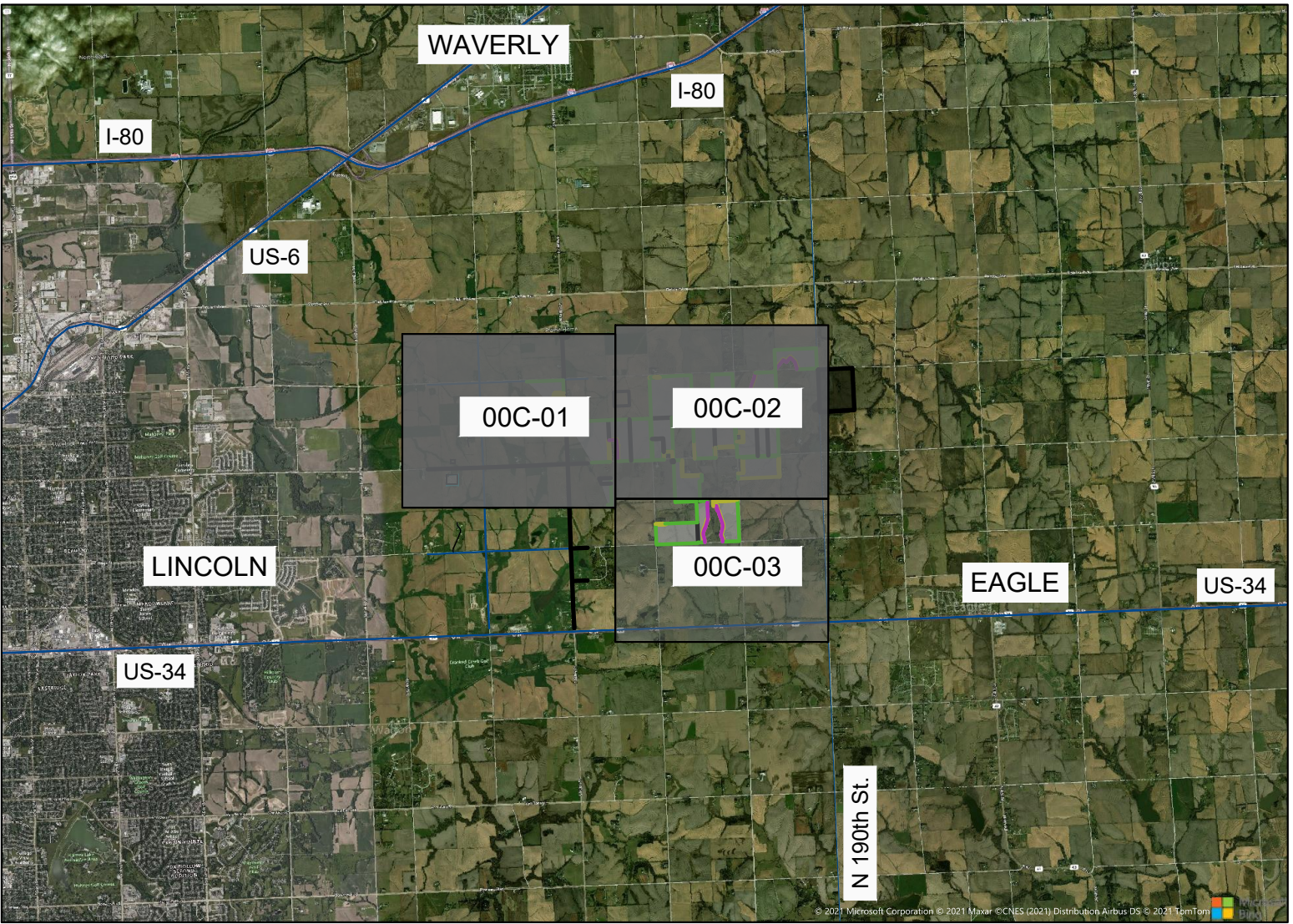
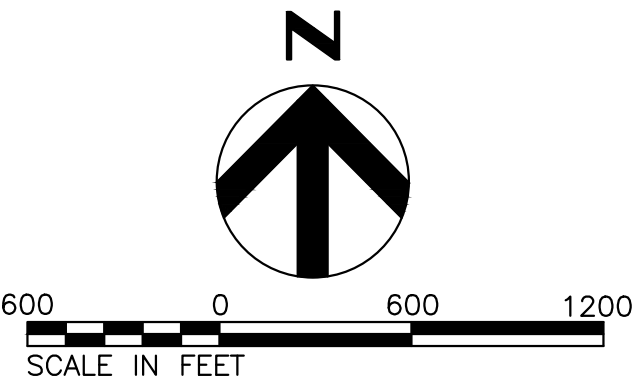


APPENDIX A.2
LANCASTER COUNTY - PROJECT PARCELS
SALT CREEK SOLAR

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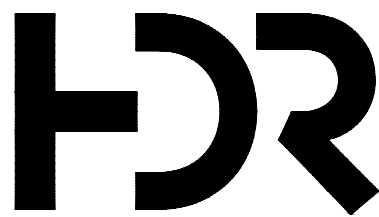
SHEET
00C-02

MATCHLINE SEE SHEET 00C-02



KEY	
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	COUNTY PARCELS
	OVERHEAD TRANSMISSION LINES
	NATURAL GAS LINES
	0 FT SETBACK
	50 FT SETBACK
	100 FT SETBACK
	300 FT SETBACK
	NEW VEGETATIVE BUFFERING
	EXISTING VEGETATIVE BUFFER
	CITY OF LINCOLN EXTRATERRITORIAL JURISDICTION LINE
	NWI WETLANDS
	NHD WATERWAY
	NHD WATERBODY

PRELIMINARY



ISSUE	DATE	DESCRIPTION
D	10-01-21	REISSUED FOR PERMIT
C	9-20-21	REISSUED FOR PERMIT
B	6-18-21	REISSUED FOR PERMIT
A	7-24-19	ISSUED FOR PERMIT

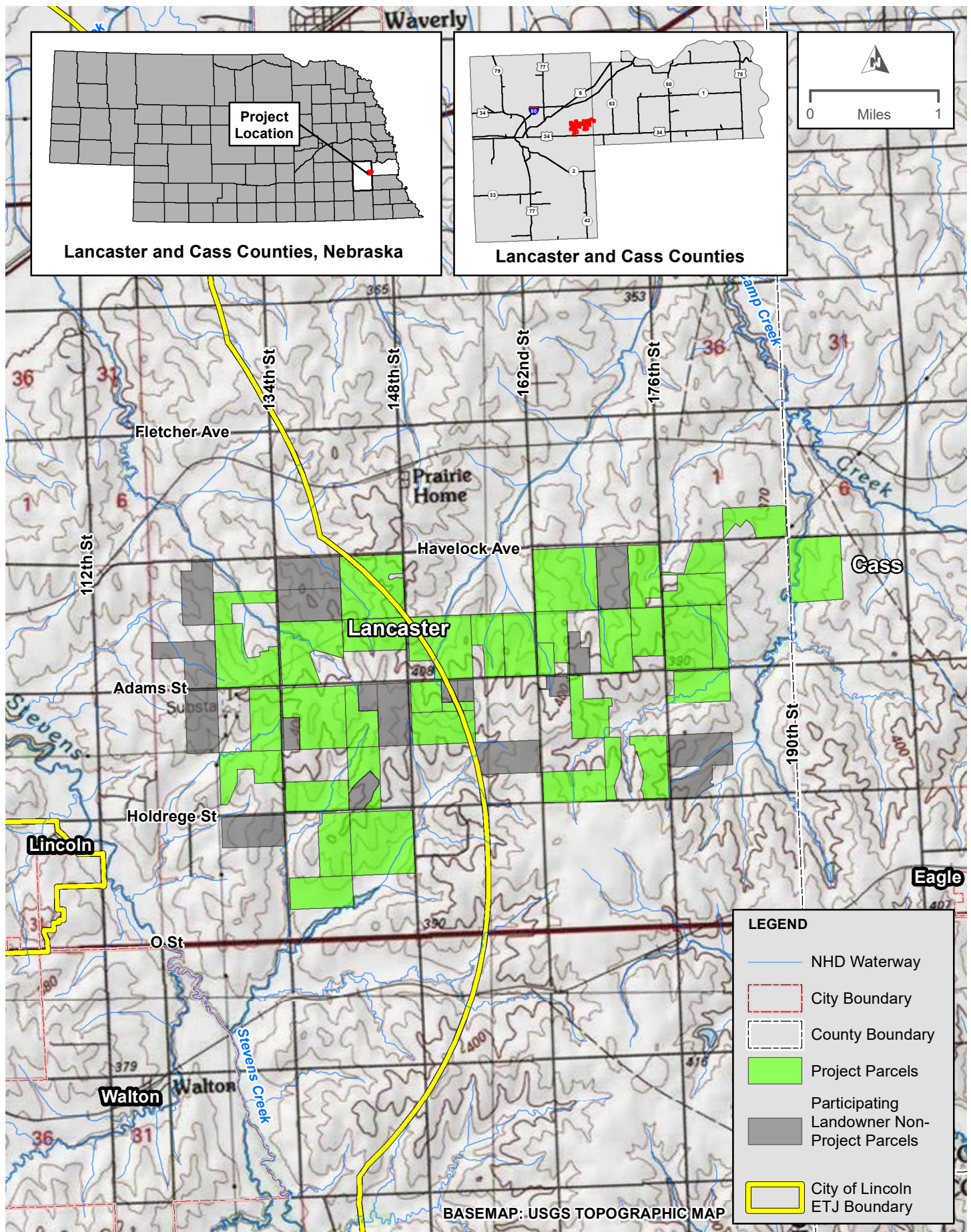
PROJECT MANAGER	W. KIRBY
DESIGNED BY	A. CALTON
DRAWN BY	A. CALTON
PROJECT NUMBER	10156414



APPENDIX A.2
LANCASTER COUNTY - PROJECT PARCELS
SALT CREEK SOLAR

FILENAME | 00C-03.dwg
SCALE | 1" = 600'

SHEET
00C-03



APPENDIX A.3 - PROJECT NEIGHBORS: PARTICIPATING LANDOWNERS

SALT CREEK SOLAR





Appendix B: Participating Property Owner List & Owner Permissions



PARCEL AND PROPERTY OWNER LIST - Within Lancaster County, Outside City of Lincoln (includes parcels straddling ETJ line)							
NO.	PID NO.	PARCEL ID NO.	OWNER	OWNER ADDRESS	SITE ADDRESS	LEGAL DESCRIPTION	APPROXIMATE ACRES
1	2309200003000	113219	BUCY, KATHRYN L & LARSON, JAMES M	2618 T ST AUBURN, NE 68305		That portion of the following described land lying northeasterly of the City of Lincoln extra-territorial line: Lot 13 of Irregular tracts in the Northeast Quarter of Section 9, Township 10 North, Range 8 East of the 6th P.M., Lancaster County, Nebraska.	Approximately 62.4 acres in Lancaster County jurisdiction (total parcel acreage: 152.4)
2	2310300001000	113230	BROUSE, SUSAN G & DONALD R	6501 CAMPBELL DR, LINCOLN, NE 68510		That portion of the following described land lying northeasterly of the City of Lincoln extra-territorial line: The East Half of the Southwest Quarter and Lots 13 and 14, Irregular Tract located in the West Half of the Southwest Quarter, Section 10, Township 10 North, Range 8 East of the 6th P.M., Lancaster County, Nebraska	Approximately 106.2 acres in Lancaster County jurisdiction (total parcel acreage: 136.91)
3	2315100004000	113283	SCHROEDER, DENNIS A & JANE L	15401 ADAMS ST, LINCOLN, NE 68527	15163 ADAMS ST, LINCOLN, NE 68527	That portion of the following described land lying northeasterly of the City of Lincoln extra-territorial line: Lot 7, Irregular Tract located in the Northwest Quarter, Section 15, Township 10 North, Range 8 East of the 6th P.M., Lancaster County, Nebraska	Approximately 5.7 acres in Lancaster County jurisdiction (total parcel acreage: 19.53)
4	2315100005000	113284	SCHROEDER, DENNIS A & JANE L	15401 ADAMS ST, LINCOLN, NE 68527	15401 ADAMS ST, LINCOLN, NE 68527	That portion of the following described land lying northeasterly of the City of Lincoln extra-territorial line: Lot 6, Irregular Tract located in the Northwest Quarter, Section 15, Township 10 North, Range 8	Approximately 19.37 acres in Lancaster County jurisdiction (total parcel acreage: 19.53)



						East of the 6th P.M., Lancaster County, Nebraska	
5	2315100003000	113282	MCHARGUE, LOUANN	145 DONEGAL RD, AURORA, NE 68818		That portion of the following described land lying northeasterly of the City of Lincoln extra-territorial line: The Southeast Quarter of the Northwest Quarter and Lot 2, Irregular Tract located in the Northwest Quarter, Section 15, Township 10 North, Range 8 East of the 6th P.M., Lancaster County, Nebraska	Approximately 11.55 acres in Lancaster County jurisdiction (total parcel acreage: 78.66)
6	2310401005000	307935	BUEL, JAMES M	PO BOX 301, EAGLE, NE 68347		ADAMS STREET ACREAGES, ACRES 63.86, OUTLOT A	63.86
7	2310400005000	113235	PARTINGTON, JAMES W & BARBARA J TRUST	2600 N 162ND ST, LINCOLN, NE 68527		S10, T10, R8, 6th Principal Meridian, E1/2 SE	77.13
8	2311100001000	113236	RENZE, ANTHONY W & MASSEY, GINGER R	6108 FOREST MEADOW CT NE, CEDAR RAPIDS, IA 52411		S11, T10, R8, 6th Principal Meridian, LOT 20 NW	154.22
9	231130000900	320341	SWARTS, JERRY JOE TRUST	16555 ADAMS ST, LINCOLN, NE 68527		S11, T10, R8, 6th Principal Meridian, LOT 16 SW	49.78
10	2311300007000	113244	MARSHALL, JOHN M & KELLIE L	16300 ADAMS ST, LINCOLN, NE 68527	16300 ADAMS ST, LINCOLN, NE 68527	S11, T10, R8, 6th Principal Meridian, LOT 13 SW	21.02
11	2314100014000	328464	SWARTS, JERRY JOE TRUST	16555 ADAMS ST, LINCOLN, NE 68527	16555 ADAMS ST, LINCOLN, NE 68527	S14, T10, R8, 6th Principal Meridian, LOTS 25 & 26 N1/2	71.62
12	2314300003000	113279	CIRCLE KL HOLDINGS LLC	Attn: GERRY KRIESER 3410 FIRETHORN TER LINCOLN, NE 68520		S14, T10, R8, 6th Principal Meridian, S1/2 SW	76.84
13	2314402004000	350051	SWARTS, JERRY JOE TRUST	16555 ADAMS ST, LINCOLN, NE 68527		SAGEBROOK ESTATES, OUTLOT A	32.83



14	2314401008000	350046	SWARTS, JERRY JOE TRUST	16555 ADAMS ST, LINCOLN, NE 68527	17400 HOLDREGE ST, LINCOLN, NE 68527	SAGEBROOK ESTATES, OUTLOT C	69.33
15	2311400001000	113245	BURNER, PAUL C	1634 DEVOE DR, LINCOLN, NE 68506		S11, T10, R8, 6th Principal Meridian, W 1/2 SE	78.62
16	2311400003000	344181	BARGER FAMILY TRUST	ATTN: UNITED FARM & RANCH MANAGEMENT INC., PO BOX 85506, LINCOLN, NE 68501-3009		S11, T10, R8, 6th Principal Meridian, LOT 18	58.2
17	2311200002000	113238	1939 FARMS LLC	PO BOX 81823, LINCOLN, NE 68501		S11, T10, R8, 6th Principal Meridian, LOT 19 NE	70.49
18	2312103005000	410125	1939 FARMS LLC	ATTN: JASON MILLER, PO BOX 81823, LINCOLN, NE 68501		NATIVE GRASS ADDITION, OUTLOT A	114.52
19	2312301002000	407654	BARGER FAMILY TRUST	ATTN: UNITED FARM & RANCH MANAGEMENT INC., PO BOX 85506, LINCOLN, NE 68501-3009		MARY JANET ADDITION, LOT 2	71.92
20	2312300003000	407655	BARGER FAMILY TRUST	ATTN: UNITED FARM & RANCH MANAGEMENT INC., PO BOX 85506, LINCOLN, NE 68501-3009		S12, T10, R8, Acres, 6th Principal Meridian, W1/2 E1/2 SW	39.46
21	2312300002000	113252	CP FARMS LLC	ATTN: JASON HENDERSON, 11265 WEEPING WATER RD, WEEPING WATER, NE 68463		S12, T10, R8, 6th Principal Meridian, E 1/2 E 1/2 SW1/4	39.47
22	2301401006000	113083	CIRCLE KL HOLDINGS LLC	Attn: GERRY KRIESER 3410 FIRETHORN TER		STEVENS CREEK ESTATES ADDITION, OUTLOT B	61.43



				LINCOLN, NE 68520			
23	2313100003000	113255	SCHROEDER, TED C & KAREN L TRUST	9595 CROOKED CEDAR LN, RILEY, KS 68531		S13, T10, R8, 6th Principal Meridian, LOT 10 NW	69.86
24	2311200001000	113237	MARK D LEAVITT & MICHAEL A LEAVITT	4000 N 134TH ST, LINCOLN, NE 68527		S11, T10, R8, 6th Principal Meridian, LOT 21 NE	Easement
25	2314100016000	335023	PARTINGTON, JAMES W & BARBARA J TRUST	2600 N 162ND ST, LINCOLN, NE 68527		S14, T10, R8, 6th Principal Meridian, LOT 27 NW	Easement
						Total Acres:	1,425.82



Appendix C: Letters of Support

Dear Commissioners,

I'm writing as a business owner and resident of Lincoln. I support the Salt Creek Solar Project being proposed in East Lincoln. The Salt Creek Solar Project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers. I urge you to approve the Salt Creek Solar Project to bring clean, renewable energy to Lancaster County, and the City of Lincoln. This is an important step toward dealing with climate change, a serious issue in front of us that demands attention and action. Thank you for your consideration.

Drew Ulmer

drew.ulmer@gmail.com

Lincoln, NE

Dear Commissioners,

I'm writing in support of the Salt Creek Solar Project being proposed in East Lincoln. It is important for the Lincoln community to make significant steps at reducing our greenhouse gas emissions, protecting ourselves from climate change impacts (one of which may be energy availability), and making the transition to a clean energy economy. I hope you will support this project. Thank you.

Kim Morrow

kim@verdisgroup.com

Lincoln, NE

Dear Commissioners,

I'm writing in support of the Salt Creek Solar Project being proposed in East Lincoln. The Salt Creek Solar Project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers. I urge you to approve the Salt Creek Solar Project to bring clean, renewable energy to Lancaster County, and the City of Lincoln. Thank you for your consideration.

Sen. Mark Kolterman

mkolterman@windstream.net

Seward, NE

David Svik

Fishin1947@yahoo.com

Lincoln, NE

Matthew Schulte

mschulte999@gmail.com

Lincoln, NE

Cheryl Schulte

Cluanns@aol.com

Eagle, NE

Dylan Murphy

damurphy717@gmail.com

Lincoln, NE

Kathryn Potter

Kasspotter@gmail.com

Lincoln, NE

Brian Reitz

reitzb@goldmail.etsu.edu

Bellevue, NE

Stephany Martinez

hskrgirl815@gmail.com

Lincoln, NE

Joseph Dorenbach

Jdorenbach57@gmail.com

Lincoln, NE

Lottie Buncy

lottiebuncy19@gmail.com

Lincoln, NE

Nanci Kyhn
nanci.kyhn@yahoo.com
Martell, NE

Kipp Kruse
kkruse1121@gmail.com
Lincoln, NE

John Henning
jhenning.pe@gmail.com
Omaha, NE

Caleb Pharris
cpharris@olsson.com
Lincoln, NE

Zach Wurdeman
zachary.wurdeman@outlook.com
Lincoln, NE

Ken Kavanaugh
blackjohnflint@gmail.com
Lincoln, NE

Allen Thomsen
allen@thomsen.page
Lincoln, NE

William Black
Biobb@bellsouth.net
Hickman, NE

Gregory Sechser
gjsech@yahoo.com
Omaha, NE

Gregory Schwaninger
gschwaninger@gmail.com
Hallam, NE

Kelsey Slauson
kelseybradley89@hotmail.com
Lincoln, NE

Dijon DeLaPorte
dijondelaporte@gmail.com
Lincoln, NE

Bernard Mount
bmount@eaest.com
Chicago, Ill

Nick Thweatt
nickthweatt@me.com
Lincoln, NE

Alejandro Diaz
Alex.alejandro.diaz.93@gmail.com
Lincoln, NE

Robert Shaw
shaws@mlcltd.com
Lincoln, NE

Reese Hummel
Reeser45@yahoo.com.au
Lincoln, NE

Amy Johns	ajohns119@gmail.com
Rochelle Dyer	rocdye@msn.com
Gayle Mittan	boogsrocks@earthlink.net
Kelsie Schumacher	kelsie.schumacher@gmail.com
James Ngu	pacificautoinc@gmail.com
Sharon Ramsier Foster	sharon.foster@homerealestate.com
Diane Rocke	dianerocke@yahoo.com
Avery Pickering	nepick1@gmail.com
Jody Lyons Kann	jlkann@windstream.net
Bart Holmquist	bart2@windstream.net
Jeff Bunn	tootall89@aol.com
Kirk Bahm	kirkbahm@aol.com
Brian Podwinski	brian@bluebloodbrewing.com
Judy Cobb	jbellcobb@yahoo.com
Robert Davidson	goldenarm6@windstream.net

Paul Freeman	paulfreeman7@gmail.com
Amber Patterson	grama_005@yahoo.com
Kyle Dietz	dietzk9272@gmail.com
Sharon Hergenrader	shergen47@live.com
Sharon Nilson	nilson.sharon@gmail.com
Pascual Perez B	juliasobonito@gmail.com
Jay Schmidt	justicewk@windstream.net
Margaret Berry	corn goddess7@icloud.com
Marj Manglitz	marjmanglitz@yahoo.com
Cori Watkins	corileigh67@yahoo.com
Jenny Vu	ohnojenny@gmail.com
Donald Dilsaver	donalddilsaver@yahoo.com
Nick Chesnut	nickchesnut@hotmail.com
Donnis Reese	donnisjreese@yahoo.com
Dennis Cooley	hosscooley@outlook.com
Shirley Daugherty	jd62649@windstream.net
David Segoviano	dsego55@yahoo.com
Victoria Dunn	vickyadunn@gmail.com
Patty Shorney	pattyshorney@gmail.com
Sue Klein	SzzQue2@alo.com
Ellen Nisely	ellennisely53@gmail.com
Cindy Wohlers-Green	cindywohlersgreen@gmail.com
Riley Knust	riloknust@gmail.com
Ken Woodruff	wken3280@gmail.com
Sam Williams	sw73321@gmail.com
Daniel Hogue-Chelle	dhguitarplyr@gmail.com
Luke Pitts	pitts@ku.edu
Mary Jensen	mjensen38@yahoo.com
Linda Harris	lindaharris824@yahoo.com
Ken Kavanaugh	blackjohnflint@gmail.com
Connie Lewis	prairierose@live.com
David Barker	dbpegasus@aol.com
John Vergith	bumpus02@hotmail.com
Edison McDonald	edisonmcdonald@gmail.com
Sandy Tysinger	kurtsandyt@gmail.com
Stephanie Greggs	steph1469@pipeline.com

Dale Gebhard	imaboatman25@gmail.com
LeAnn Frobom	leannlafave@hotmail.com
Michaela Aulner	michaelavr@cox.net
William Black	biobb@bellsouth.net
Kim Marriner	wmarriner@neb.rr.com
Amanda Vodraska	mandamom@hotmail.com
Randy Draper	draper.randy@gmail.com
Bobbie Magnuson	bmagnuson1953@yahoo.com
Melinda Taylor	melinda71659@gmail.com
Mark Reich	markreich55@gmail.com
Lisa Scheele	glen5574@yahoo.com
Vicki Miller	louvicm@gmail.com
Sandy Scofield	lazysks@gmail.com
Courtney Bruntz	courtney.bruntz@gmail.com
Joan Stahly Rouse	djrouse14@outlook.com
Mary Edwards	candmelstars@juno.com
Brad Chambers	bowenc37@gmail.com
Tonya Bauer	bauer6@microlnk.com
Jan Hemmerling	jnhemmer@yahoo.com
Ana Trentini	amt27244@gmail.com
Kathie Hiatt	khiatt2@unl.edu
Gabe Kelly	ghkelly75@yahoo.com
Janssen Nelson	janssenthebeast@gmail.com
Alejandro Diaz	blackninja217@hotmail.com
Todd Jensen	todd@toddjensen.net
Gloria Huetson	hueyshut@gmail.com
Drew Ulmer	latortuga@gmail.com
Kathryn Lane	lanekate204@gmail.com
Pamela Palmer	pamelapalmer303@gmail.com
Al Davis	oloranch@gmail.com
Bella Figuric	isabellaluv96@gmail.com
Tacha Stuart	godess69.ts@gmail.com
Craig Wagner	cawags66@hotmail.com
Linda Camp	llclindacamp@gmail.com
Kourtney Emanuel	
Natalie Turcios	

Sherry Miller	
Barb Ramsey	
Janice Wright	
Dianne Keefover-Pinkerton	
Anita Johnson	
Rae Catlin	
Dixie Ruthann	
Janine Copple	
Kelly Bartzatt	
Walter Dondlinger	
Olivia Harrison	
Rebecca Gregory Dawson	
Heather Klein	
Chris Duncan	
Neal Mattox	
Linda Bryant	
Cheryl Moshiri	
Jessica Conrad	
Mary Rogge	
John Jorgensen	
Tony Curtis	
Connie B. Parrish	
David Queen	
Chey Vazquez	
Chris Krivda	
Marina Fabrikant	
Karen Studier-Billings	
Stephany Madsen Martinez	
Patricia Owen	



Community Supporters

“Lincoln has a historic opportunity to become a regional leader in solar power and as a result, continue attracting world-class businesses and workers to our city. This proposed solar project will increase household earnings through the creation of hundreds of jobs during construction and millions in construction dollars being spent in Lancaster County. The project will also generate significant tax revenue that will help fund local schools, public safety and other Lincoln and Lancaster County services and infrastructure.”

Pat Haverty, Vice President

Lincoln Partnership for Economic Development

“Solar energy development can provide landowners with a new source of value added income that also provides good construction jobs, uses no water, and emits no carbon. For landowners, renewable energy is an environmentally responsible way to gain additional value added income from the natural resources we already own.”

John Hansen, President

Nebraska Farmers Union

“I’m writing in support of the Salt Creek Solar Project being proposed in East Lincoln. The Salt Creek Solar Project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers. Thank you for your consideration.”

Mark Kolterman, Nebraska State Senator

District 24, Seward

“I’m writing in support of the Salt Creek Solar Project being proposed in East Lincoln. The Salt Creek Solar Project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers. Thank you for your consideration.”

Matthew Schulte, former Lincoln Public School Board member

“I am writing in support of the Salt Creek Solar Project, a utility scale solar farm that has been approved unanimously by the Lincoln/Lancaster County Planning Commission and the Lincoln City Council. The project is being developed by Ranger Power and will be located just east of Lincoln, Nebraska. Nebraska has a great solar resource, and this \$230 million project will help our region play a bigger role in advanced clean energy generation. It will also promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers.”

Kim Morrow, Verdis Group, Lincoln

Nebraska State Legislature

SENATOR ADAM MORFELD

District 46
State Capitol
PO Box 94604
Lincoln, Nebraska 68509-4604
(402) 471-2720
amorfeld@leg.ne.gov



COMMITTEES

Vice Chairperson - Committee on Committees
Education
Judiciary
Education Commission of the States

January 27, 2020

To Whom It May Concern:
Subject: Salt Creek Solar Project

I am writing in support of the **Salt Creek Solar Project**, a utility scale solar farm that has been approved unanimously by the Lincoln/Lancaster County Planning Commission and the Lincoln City Council. The project is being developed by Ranger Power and will be located just east of Lincoln, Nebraska.


Nebraska has a great solar resource, and this \$230 million project will help our region play a bigger role in advanced clean energy generation. It will also promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers.

The location of the project near existing infrastructure owned by Lincoln Electric System (LES) and additional connectivity opportunities with Omaha Public Power District (OPPD) and Nebraska Public Power District (NPPD), make this project the most significant currently permitted in Nebraska.

The landowners who are participating in the Salt Creek Solar project will benefit from a new and steady source of income that will complement their farming revenues. The project will also generate significant tax revenue that will help fund local schools, public safety like police and fire, as well as other Lincoln and Lancaster County services and infrastructure.

I appreciate Ranger Power's continued commitment to share updates and communication with Lincoln and Lancaster County landowners, neighbors, local residents, community leaders and other public officials as the project moves forward.

Sincerely,


Adam Morfeld
District 46



June 21, 2019

Dear Honorable Planning Commissioners:

I am writing in support of the **Salt Creek Solar Project**, a utility scale solar farm proposed by Ranger Power within the city limits of Lincoln.

This \$230 million project will promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers.

The landowners who are participating in the Salt Creek Solar project will benefit from a new and steady source of income that will complement their farming revenues. The project will also generate significant tax revenue that will help fund local schools, public safety like police and fire, as well as other Lincoln and Lancaster County services and infrastructure.

Nebraska has a great solar resource, and this project will help our region play a bigger role in advanced clean energy generation.

Ranger Power has an extensive track record developing successful solar projects. They are well known for utilizing a community-first approach by engaging residents through face-to-face neighborhood outreach, community meetings, and forums. Ranger Power is working closely with Lincoln and Lancaster County landowners, neighbors and local residents, regularly meeting with stakeholders to hear their thoughts and answer questions.

I urge the Planning Commission to support the Salt Creek Solar Project to bring clean, renewable energy to Lancaster County, and the City of Lincoln. Please feel free to contact me with any concerns or questions.

Sincerely,

A handwritten signature in blue ink that reads "Pat Haverty".

Pat Haverty
Vice President
Lincoln Partnership for Economic Development

Nebraska State Legislature

SENATOR ANNA WISHART

District 27
911 E Street
Lincoln, Nebraska 68508

Legislative Address:
State Capitol
PO Box 94604
Lincoln, Nebraska 68509-4604
(402) 471-2632
awishart@leg.ne.gov



COMMITTEES

Vice Chairperson - State-Tribal Relations
Appropriations

Dear Honorable Planning Commissioners:

It is with utmost enthusiasm that I write this letter in support of Ranger Power's Salt Creek Solar Project. As an elected official that prioritizes initiatives which bolster the economic vitality of our state, I am excited at the prospect of Ranger Power's proposed utility-scale solar installation program expanding to east Lincoln, Lancaster County.

Quite notably, this large-scale project will not only create construction jobs, but also long-term maintenance and operations careers – this influx of workers will in return enhance consumer demand for our local goods and services, thus creating the potential for expanded enterprise opportunities for Lancaster County's business community. As a result of its firm placement within Lancaster County, Ranger Power's Salt Creek Solar project will also provide decades of steady tax revenues for Lincoln/Lancaster County and other taxing bodies. It is worth mentioning that the Salt Creek Solar Project would bring significant benefit to Lancaster County's landowners as well, as those who participate in said project will accrue a new and steady source of income that will complement their farming revenues – at a time when Lancaster County's farming community has been hit hard with many conditions outside of their control, I am particularly pleased see potential relief in this form.

As renewable energy initiatives continually restructure the global marketplace toward sustainability, efficiency, and cost-effectiveness, I believe that Nebraska must take part in this movement and play a bigger role in advanced energy generation. Ranger Power's operations should be welcomed in our state for this reason, as the firm has an extensive track record in developing successful solar projects; all the while, Ranger Power is consistently known for taking a respectful and transparent approach in working with local communities and responding to their unique questions and concerns – Ranger Power's work on the Salt Creek Project thus far is a testament to their sterling reputation.

For these reasons, I support the Salt Creek Solar Project. Please feel free to contact me with any concerns or questions that you may have.

Sincerely,

A handwritten signature in black ink, appearing to read "Anna Wishart". The signature is fluid and cursive, with the first name "Anna" and last name "Wishart" clearly distinguishable.

State Senator Anna Wishart
District 27



January 6, 2020

To Whom It May Concern:

Subject: Salt Creek Solar Project

I am writing in support of the **Salt Creek Solar Project**, a utility scale solar farm that has been approved unanimously by the Lincoln/Lancaster County Planning Commission and the Lincoln City Council. The project is being developed by Ranger Power and will be located just east of Lincoln, Nebraska.

Nebraska has a great solar resource, and this \$230 million project will help our region play a bigger role in advanced clean energy generation. It will also promote cleaner air and water while boosting local tax revenue, creating hundreds of construction jobs and providing income for local farmers.

The location of the project near existing infrastructure owned by Lincoln Electric System (LES) and additional connectivity opportunities with Omaha Public Power District (OPPD) and Nebraska Public Power District (NPPD), make this project the most significant currently permitted in Nebraska.

The landowners who are participating in the Salt Creek Solar project will benefit from a new and steady source of income that will complement their farming revenues. The project will also generate significant tax revenue that will help fund local schools, public safety like police and fire, as well as other Lincoln and Lancaster County services and infrastructure.

Ranger Power has an extensive track record of developing successful solar projects. They are well known for utilizing a community-first approach by engaging residents through face-to-face neighborhood outreach, community meetings, and forums.

We appreciate Ranger Power's continued commitment to share updates and communication with Lincoln and Lancaster County landowners, neighbors, local residents, community leaders and other public officials as the project moves forward.

Sincerely,

A handwritten signature in purple ink that reads "Pat Haverty".

Pat Haverty
Vice President
Lincoln Partnership for Economic Development



CITY COUNCIL OF LINCOLN NEBRASKA

555 South 10th Street • Lincoln, NE 68508 • 402-441-7515

FAX: 402-441-6533 • E-MAIL: council@ci.lincoln.ne.us

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Sincerely,

Jane Raybould
Chair, Lincoln City Council

Richard Meginnis
Vice-Chair Lincoln City Council

James Michael Bowers
Lincoln City Council

Bennie Shobe
Lincoln City Council

Roy Christensen
Lincoln City Council

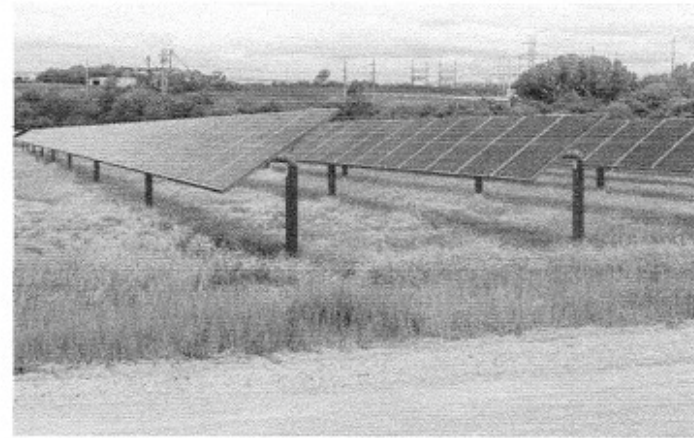
Sandra Washington
Lincoln City Council

Editorial, 8/31: Solar farm proposal great for Lancaster County

Journal Star editorial board

As demand for renewable energy increases and the cost of generating it decreases, the playing field in Nebraska is evolving.

Omaha Public Power District shut down its nuclear plant, the nation's smallest, near Fort Calhoun in October 2016, citing its operating costs. Just a few months later, LES formally ended its agreement to purchase 30% of the power generated by a coal-fired Nebraska Public Power District plant near Hallam.



A rendering shows a series of solar panels planned as part of a project east of Lincoln.

Meanwhile, more companies than ever pledge to use 100% of their power from renewable sources, as Facebook has done with wind energy at its new Papillion data center, and energy providers increasingly diversify for more environmentally friendly offerings.

Amid this confluence of trends has come a massive, 230-megawatt solar farm proposed for more than 1,000 acres north and east of Lincoln. The plan goes before the Lincoln-Lancaster County Planning Commission on Sept. 4, where New York-based Ranger Power's application for a special-use permit should be met with open arms – and an approval.

A handful of solar operations are scattered across the state, including the community solar panels installed by Lincoln Electric System starting in 2016. But this particular proposal would dwarf the present capacity of all such installations in the state – by a factor of five – and, when fully operational, could power up to 35,000 homes.

Obviously, commitments from Nebraska's public power providers to purchase the electricity generated will be instrumental in fueling the economic viability of this project.

Since the sun shines during times of peak power usage, the added energy produced by a local solar farm would provide a great complement to existing sources – without emitting more carbon. The technology planned for this development would also collect sunlight from both the sky and reflecting off snow in the winter.

Beyond the benefits of solar power, though, this project's approach merits praise, too.

Of the more than 1,000 acres scattered between O Street and Havelock Avenue on which Ranger Power wants to install solar panels, the company did so entirely by working with willing landowners rather than deploying eminent domain. Furthermore, it's seeking no tax abatement, and company officials estimate it will pay some \$800,000 a year in taxes to Lancaster County entities.

Lastly, the company has a decommissioning plan in place in 40 years. Should the land use or need for solar panels in that area change once the contracts are completed, little work is required beyond removing the poles on which the panels

Appendix D: Decommissioning Plan Approved in City Special Permit 19036

COUNTY LEGAL SP21042

Outlot B Stevens Creek Estates in Section 1-10-8

Section 9-10-8

That portion of Lot 13 lying within County jurisdiction.

Section 10-10-8

That portion of Lots 13, 14 and E1/2SW1/4 within County jurisdiction.

Outlot A, Adam Street Acreages

E1/2 SE1/4

Section 11-10-8

Lots 13, 16, 18, 19, 20 and 21

W1/2 SE1/4

Section 12-10-8

W1/2 E1/2 and E1/2 E1/2 SW1/4

Outlot A Native Grass Addition

Lot 2 Mary Janet Addition

Section 13-10-8

Lot 10

Section 14-10-8

Lots 25, 26, 27 and S1/2 SW1/4

Outlots A and C Sagebrook Estates

Section 15-10-8

That portion of Lot 6, 7 and the SE 1/4NW1/4 within County jurisdiction.