City Council Introduction: February 1, 2016
Public Hearing: February 8, 2016, 3:00 p.m. Bill No. 16R-23

# FACTSHEET

**TITLE: COMBINED SPECIAL PERMIT/USE PERMIT NO. 11H -** Amendment to reflect the redevelopment of several areas of the SouthPointe Pavilions Shopping Center, including height, parking and roadway waivers, located at the northeast corner of South 27th Street and Pine Lake Road.

**BOARD/COMMITTEE:** Planning Commission

**APPLICANT:** RED Capital Management LLC

**RECOMMENDATION:** Conditional Approval (8-0: Sunderman, Harris, Cornelius, Weber, Corr, Lust, Scheer and Hove voting 'yes'; Beecham absent).

**STAFF RECOMMENDATION:** Conditional Approval.

**OTHER DEPARTMENTS AFFECTED:** N/A

**SPONSOR:** Planning Department

**OPPONENTS:** Two letters of opposition.

**REASON FOR LEGISLATION:**

To allow for the construction of a new Scheels building and parking garage, including an increase in the approved floor area, revisions to the lot and building footprint layouts, reduction of parking requirements, and an increase in the building height, on property generally located on the northeast corner of South 27th Street and Pine Lake Road.

**DISCUSSION/FINDINGS OF FACT:**

1. This special permit/use permit (Bill #16R-23) request is associated with the following resolutions and ordinances being prepared by the Law Department:
   A. Resolution declaring SouthPointe an Enhanced Employment Area (Bill #16R- 24);
   B. Ordinance authorizing an occupation tax on retail business within the enhanced employment area (Bill #16-4);
   C. Resolution approving a Development Agreement for the SouthPointe Project (Bill #16R-25); and
   D. Bond Ordinance authorizing the City to issue bonds in the amount of $19,950,000 to construct a public parking garage at SouthPointe (Bill #16-5).

2. This is a request to amend Combined Special Permit/Use Permit No. 11, includes waivers to allow for a maximum of floor area of 730,000 square feet, with 60-foot height allowances for the main commercial center and 46-foot height allowance for the entrance tower of the theater, reduce parking requirement to 1 stall per 300 square feet of retail use, and allow horizontal curves on private roadway to be less than 150 feet.

3. The staff recommendation of conditional approval is based upon the "Analysis" as set forth on p.8-12, concluding that the future Land Use Map designates the area surrounding the intersection at South 27th Street and Pine Lake Road for commercial land uses. The waiver to the parking requirement is appropriate given the similar parking waivers previously approved at other comparable shopping centers in Lincoln with no detrimental impact. The waiver to the maximum building height is acceptable a the increased height would be allowed only over certain lots in the northeast part of the shopping center and additional screening will be installed. The waiver for height of the parking garage is only for architectural features and lighting, not for the main building walls. This request complies with the Zoning Ordinance and is consistent with the Comprehensive Plan. The staff presentation is found on p.15-16.

3. Testimony from the applicant and members of the development team is found on p.16-19.

4. There was no testimony in opposition; however, two adjacent property owners submitted letters of opposition, primarily expressing concern with the size and height of the proposed building and the impact on the adjacent neighborhood.

5. On January 6, 2016, the Planning Commission voted 8-0 (Beecham absent) to recommend conditional approval of this application, as set forth in the staff report dated December 22, 2015, (See p.12-14).

**FACTSHEET PREPARED BY:** Geri Rorabaugh, Administrative Officer **DATE:** January 22, 2016

**REVIEWED BY:** David R. Cary, Director of Planning **DATE:** January 22, 2016

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**LINCOLN CITY/LANCASTER COUNTY PLANNING STAFF REPORT**

**for January 6, 2016 PLANNING COMMISSION MEETING**

**PROJECT #:** Combined Special Permit/Use Permit No. 11H

**PROPOSAL:** To amend Combined Special Permit/Use Permit 11 to reflect the planned construction and demolition of several buildings, an increase in floor area, reduce the parking requirement, and increase the building height.

**LOCATION:** Northeast corner of South 27th Street and Pine Lake Road

**LAND AREA:** 76.33 acres more or less

**EXISTING ZONING:** B-5 and O-3

**WAIVER /MODIFICATION REQUESTS:**

1. Reduce the current parking requirement to 1 stall per 300 square feet regardless of use, except for movie theater uses.
2. Increase the maximum building height from 40' to 73' on Lot 16 for a new building.
3. Increase the maximum building height from 40' to 45' on Lot 17 and Outlot 'B' to permit architectural building features and lighting on a new parking garage.
4. Allow horizontal curves on Ridge Line Road, a private roadway, to be less than 150'.

**CONCLUSION:** The Future Land Use Map designates the area surrounding the intersection at South 27th Street and Pine Lake Road for commercial land uses. The waiver to the parking requirement is appropriate given the similar parking waivers previously approved at other comparable shopping centers in Lincoln with no detrimental impact. The waiver to the maximum building height is acceptable as the increased height would be allowed only over certain lots in the northeast part of the shopping center and additional screening will be installed. The waiver for height of the parking garage is only for architectural features and lighting, not for the main building walls. This request complies with the Zoning Ordinance and is consistent with the Comprehensive Plan.

| **RECOMMENDATION:** | | |
|---|---|---|
| SPUP #11H | | Conditional Approval |
| Waivers: | | |
| 1. | Reduce the parking requirement to 1 stall per 300 square feet regardless of use, except for theater uses. | Approval |
| 2. | Increase the building height from 40' to 73' on Lot 16, Block 1 as shown on the building elevation. | Conditional Approval |
| 3. | Increase the building height from 40' to 45' on Lot 17, Block 1 and Outlot 'B' to permit architectural features and lighting as shown on the building elevation. | Conditional Approval |
| 4. | Allow horizontal curves on a private roadway to be less than 150'. | Approval |

**GENERAL INFORMATION:**

**LEGAL DESCRIPTION:** All of SouthPointe Pavilions 1st, 2nd, 3rd, 4th, and 5th Additions in the northwest quarter of Section 19, Township 9 North, Range 7 East and in the southwest quarter of Section 18, Township 9 North, Range 7 East of the 6th P.M., Lincoln, Lancaster County Nebraska.

**EXISTING LAND USE:** Commercial center

**SURROUNDING LAND USE AND ZONING:**

North: Single Family Dwellings; R-3
South: Single Family Dwellings, Attached Single Family Dwellings, and Commercial Center; R-3, H-4 and O-3
East: Single Family Dwellings and Commercial Center; R-3 and O-3
West: Single Family Dwellings and Commercial Center; R-1, O-3 and B-2

**ASSOCIATED APPLICATIONS:** None

**HISTORY:**

In 1979, the zoning over this area was converted from the J-1 Planned Regional Commercial District and C Multiple Dwelling District to the B-5 Planned Regional Business District. Change of Zone #2740 approved in 1994 reshaped the B-5 zoning, converting some portions from B-5 to R-3 Residential District and O-3 Office Park District. The 1994 South Ridge Subarea Plan, adopted by the City Council on February 14, 1994 and incorporated into the Comprehensive Plan, allocated 1,360,000 square feet of commercial space to the four corners around the intersection of South 27th Street and

Pine Lake Road. In February 1994, the City approved a Zoning and Annexation Agreement which has provided for the development of roads, water, sewer, and trails in the area. In December 1996, the City approved Combined Use Permit/Special Permit 11 for the authority to develop 717,000 square feet of commercial, retail, theater, and office uses on property generally located on the northeast corner of South 27th Street and Pine Lake Road.

Use Permit/ Special Permit History

11 The original generic permit was approved on December 9, 1996.

11A A more detailed site plan for the whole center was approved in February 1998.

11B Amendment approved in August 1998, increased the height limit from 40 to 46 feet for an entrance tower on the facade of the movie theater, reduced the front yard setback from 40 to 30 feet for 11 ground signs, reduced the parking requirement by 338 stalls due to noncurrent parking uses, and eliminated some sidewalks.

11C Increased the square footage from 717,000 SF to 730,000 SF and permitted an increase in the height limit from 40 to 60 feet for the main commercial center in April 1999.

11D Added an early childhood care facility with a maximum of 150 children in August 1999.

11E Was withdrawn in December 1999 before it was scheduled with the Planning Commission.

11F Increased the maximum number of children from 150 to 170 for an early childhood care facility in January 2000.

11G This application was submitted in August 2014 but was voided in October 2014.

**COMPREHENSIVE PLAN SPECIFICATIONS:** This area is identified as a Regional Commercial Center in the Lincoln/Lancaster County Comprehensive Plan. Regional Centers typically contain one million or more square feet of developed building space and generally include a unique blend of commercial and other compatible land uses (P. 5.6, 5.9-5.10). The existing Regional Centers are considered sufficient for the needs of the community through 2040 and no new additional Regional Centers are planned for at this time. The area is also identified as a Mixed Use Redevelopment Node that would be appropriate for the introduction of dwelling units and mixed uses. Nodes are Commercial Centers that are five acres or larger that are encouraged to be redeveloped into walkable residential mixed use centers (P. 6.4-6.5).

P. 1.9 - The Future Land Use map of the Comprehensive Plan designates Commercial land uses for this site.

P. 5.1 - Focus primarily on retention and expansion of existing businesses; attracting new businesses should also be encouraged.

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. 5.2 - Strive for predictability for neighborhoods and developers.

P. 5.2 - Encourage commercial centers to encompass a broad range of land uses with the integration of compatible land use types.

P. 5.3 - Apply design standards as a tool for economic development. They provide assurances for surrounding property owners as well as prospective developers.

P. 5.5 - Locate all new commercial and industrial development within Lincoln or the incorporated communities.

P. 5.6 - Encourage public-private partnerships, strategic alliances, and collaborative efforts as a means to accomplish future economic objectives.

P. 5.6 - Based on the projected population growth rates, the Plan identifies the potential for 58.6 million square feet of occupied retail, office, and service uses by 2040. A substantial portion of this future commercial capacity will be accommodated on sites already zoned or approved for commercial development or that have been identified in the Plan for future commercial land use.

P. 5.7-5.8 - Strategies for Commercial Centers:

- Locate Commercial Centers where they will have access to arterial streets with adequate capacity and be supported by transit, trails, sidewalks, and local streets.

- Develop smaller stores next to anchor stores to encourage small business and to provide a variety of goods and services for customers utilizing the centers.

- Design streets and public spaces to enhance pedestrian activity and support multiple modes of transportation.

- Create a pedestrian-oriented environment in the physical arrangement of buildings and parking.

- Develop Commercial Centers as compact clusters or mixed use nodes with appropriate site design features to accommodate shared parking and ease of pedestrian movement, to minimize impacts on adjacent areas, and encourage a unique character.

- Design new Commercial Centers in a manner that facilitates future development and intensification of land uses on the site.

- Design buildings and land uses at the edge of the center to be compatible with adjacent residential land uses. Examples of compatible land uses include apartments, mixed use residential buildings, offices, assisted living facilities, or child care centers. Buildings should be compatible in terms of height, building materials and setback. Small compatible commercial buildings at the edge could include retail or service uses. Buildings with more intrusive uses should have greater setbacks, screening requirements and be built of more compatible materials.

- Locate the most intensive commercial uses, such as restaurants, car washes, grocery stores, gas stations/ convenience stores and drive through facilities nearer to the major street or roadway and furthest from the residential area (unless contained within a mixed use center). Lighting, dumpsters, loading docks and other service areas should be screened from residences.

P. 5.8-5.9 - Detailed Strategies for Future Commercial Centers:

2. Pedestrian orientation, parking at rear, multiple pedestrian routes, buildings and uses close to each other.

8. Provide for transit opportunities in the center design.

9. Provide public amenities such as recreational facilities, plazas, squares and other types of facilities or meeting areas open to public.

P. 5.14 - Strategies for Commercial Infill:

- Develop infill commercial areas to be compatible with the character of the area.

- Maintain and encourage businesses that conveniently serve nearby residents, while ensuring compatibility with adjacent neighborhoods.

- Avoid encroachment into existing neighborhoods during expansion of existing commercial and industrial uses, and take steps to ensure expansions are in scale with the adjacent neighborhood, are properly screened, fulfill a demonstrated need and are beneficial to health and safety.

P. 6.2 - Guiding Principles for Mixed Use Redevelopment:

- Incorporate and enhance street networks with multiple modes of transportation in order to maximize access and mobility options.

- Develop with substantial connectivity between developing or existing neighborhoods and developing or redeveloping commercial centers.

P. 6.10-6.11 - Strategies for Facilitating Redevelopment:

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

- Support and enhance existing infrastructure and amenities.

**UTILITIES:** All utilities are available at this site.

**TOPOGRAPHY:** The site generally slopes upwards from the south to the north and northeast.

**TRAFFIC ANALYSIS:** Pine Lake Road and South 27th Street are classified as Urban/Rural Minor Arterial streets. The original traffic study for the Southridge 27th and Pine Lake four-corner development projected a maximum Rush Hour (4-6 P.M.) trip cap of 3,995 trips for the northeast corner overall. The most recent approved plan estimated adjusted P.M. peak trips for the northeast corner at 3,471 trips. With this amendment, the total estimated peak trips will be 3,968. Although peak trips overall will increase with this amendment, they will not exceed the previously approved peak trip cap. Based on these projections, additional traffic generated by projects associated with this amendment could be accommodated on the existing road system.

**PUBLIC SERVICE:** The closest fire station is located at South 27th Street and Old Cheney Road.

**REGIONAL ISSUES:** A portion of the expanded commercial uses to be added as part of this amendment are designed as a regional retail and entertainment attraction. The additional traffic projected to result from the proposed redevelopment could be accommodated on the existing road system.

**ENVIRONMENTAL CONCERNS:** There are no major environmental concerns associated with this amendment. This redevelopment project will involve ground disturbance over an area greater than one acre and therefore must comply with the requirements of Lincoln Municipal Code Title 28, Stormwater Quality and Erosion. A Water Quality Control Form, Grading and Drainage Plan, Maintenance Plan, and other calculations have been submitted to Public Works and Utilities in accordance with Title 28.

**AESTHETIC CONSIDERATIONS:** Aesthetic considerations for this application relate primarily to potential impacts of the proposed commercial building and parking garage on single family residences to the north. Additional landscape screening and berming are planned to the north of the structures to reduce the visual impact.

**ALTERNATIVE USES:** The Comprehensive Plan shows this area as Commercial on the Future Land Use Map. Therefore, this amendment is in accordance the future land use plan and no alternative uses are suggested.

**ANALYSIS:**

1. This is a request for an amendment to Combined Special Permit/Use Permit (SP/UP) #11 to increase the approved floor area, revise lot and building footprint layouts, reduce the parking requirement, and increase the building height for Lots 17 and 16 and Outlot 'B'.

2. The current specifications of the Special Permit/Use Permit are:

   A. Approved Maximum Floor Area: 730,000 square feet

   B. Constructed Floor Area: 670,978 square feet

C. Height limit: 60' for the main commercial center, 46' for the entrance tower of the theater. The maximum height for all other areas within the use permit is 40' in the B-5 district and 45' in the O-3 district.

D. Required Parking: 1 stall per 300 square feet for the office and bank uses on Lot 11; 4.5 stalls per 1,000 square feet for retail uses; 1 stall per 100 square feet for restaurants; and the movie theater parking requirement is 1 stall per 50 square feet of seating area plus parking for affiliated uses within 300 feet of the main use per Section 27.67.040.

The following specifications are proposed with this amendment:

E. Approved Maximum Floor Area: 818,985 square feet, a 12% increase over the current approved maximum floor area.

F. Height Limit: 60' for the main commercial center, 46' for the entrance tower of the theater, 73' feet for a commercial building on Lot 16, and 45' for architectural building features and lighting on the parking garage on Lot 17 and Outlot 'B'.

G. Required Parking: 1 stall per 300 square feet regardless of use, except the movie theater parking requirement would be unchanged.

3. Two reductions in the parking requirement were previously approved. A reduction of the required parking was approved in September 1998 with SP/UP amendment #11B based on non-concurrent parking demands for the movie theater and office building to the north. Also approved with amendment #11B was a delay of construction of 104 parking stalls for the commercial uses east of the main shopping center until such time as a parking garage was constructed on the site.

4. The permit area is currently required to have 3,229 parking stalls. They currently have 3,274 parking stalls, a surplus of 45 stalls.

5. With the proposed reduced parking requirement, the permit area would be required to have 3,071 parking stalls, and with the construction of a parking garage would provide 3,808 stalls, a surplus of 737 stalls.

6. Two other similar shopping centers in Lincoln have recently converted to the 1:300 parking ratio regardless of use, East Park Plaza in July 2012 and Edgewood Shopping Center in August 2013. The Gateway Mall reduction to the 1:300 parking ratio is on the City Council agenda in January 2016.

7. The reduced parking requirement for this permit is acceptable due to the existence of non-concurrent uses that can share parking, the unlikelihood of spillover into residential neighborhoods, and the likelihood that shoppers will visit multiple tenants on one visit. Since the mid-20$^{th}$ century, shopping center parking requirements in the United States have typically been based on estimated peak demand, i.e., the busiest days and/or hours of the year. This standard has become less relevant

over time for many shopping centers, particularly with the growth of online shopping on traditional peak days. The parking reduction would allow for further redevelopment, a wider range of uses within the center, and more efficient use of the site.

8. The minimum parking requirement proposed as part of this amendment will be met during all phases of construction.

9. The maximum height of the underlying zoning within this Combined Special Permit/Use Permit has been increased twice previously. The height limit was increased from 40' to 46' for an entrance tower on the facade of the movie theater in August 1998, and the height limit for the main commercial center was increased from 40' to 60' in April 1999. The waiver to the maximum building height is considered acceptable because the increased height would be allowed only over certain lots in the northeast part of the shopping center and additional screening will be installed. It is important to note that the waiver for height of the parking garage would only be for architectural features and lighting, not for the main building walls.

10. The new commercial building on Lot 16 (for Scheels) and parking garage would be located approximately 100' from the north property line at their closest points, in conformance with the required 100' rear yard setback for the B-5 district. An increase in the maximum building height from 40' to 73' is requested. For reference, the existing building in that location that houses Michael's, Dressbarn, and Famous Footwear is 24' high for the main building and 29' for architectural features.

    The commercial building planned for Lot 16 will be constructed at a maximum height of 73' to accomodate two central atriums. Along the rear facade of the building, the area under the central atrium extends out approximately 15-20' from the main building for 73' of the total 360' length of the rear facade. Only the extended portion underneath the atrium would sit at the 100' rear yard setback line; the remainder of the rear facade would sit back from the setback approximately 15-20'.

    The parking garage will have ground level parking and two upper level parking decks. The wall of the top level will be approximately 34' high, with a height waiver for architectural features and lighting to 45'. Currently, the site of the future parking garage houses surface parking and the Scheels building.

11. The northeast corner of South 27th Street and Pine Lake Road has been planned as a regional commercial development since 1979 when it was re-zoned to the B-5 Planned Regional Commercial District. Originally, the area along what is now Williamsburg Drive west of South 32nd Street had been included within the B-5 district, but was re-zoned to R-3 in 1993 and platted as residential lots in 1994 to provide a buffer between the future shopping center and the pre-existing homes to the north. Those homes are adjacent to the shopping center on the north side where the Lot 16 commercial building and parking garage are planned. Therefore, it is important to note that the houses along Williamsburg Drive were developed after the shopping center was already zoned for regional commercial uses.

12. To reduce the visual impacts of the Lot 16 commercial building and parking garage, the applicant will install additional landscaping and berms north of the proposed structures. There are existing trees and berms on either side of the trail north of these future buildings that screen the commercial area from the nearby homes. Additional higher berming and evergreen trees, deciduous shade trees, and deciduous ornamental trees will be installed according to the approved landscape plan to enhance the existing screening and replace trees that have died. An approximately 14' wall will screen semi-trailer trucks behind loading docks and trash stations for the Lot 16 commercial building to provide noise and visual screening to the homes to the north.

13. The existing SouthPointe Trail connection into the shopping center will be slightly reconfigured in relation to the development planned on Lots 16 and 17 and Outlot 'B'.

14. An access point for loading trucks on the east side of the Lot 8 commercial building will be created that will take direct access from of South 32nd Street. The new connection would allow direct truck access to the rear of the building via a, whereas currently, the trucks must negotiate a 90 degree turn through the roundabout to and navigate the internal road network through parking and pedestrian crossings.

15. Informational letters describing the project were sent to neighbors on December 1. A neighborhood meeting was held on December 8. The comments received during the neighborhood meeting primarily related to concerns about traffic congestion, traffic speed relative to South 32nd Street and the trail crossing, and exterior lighting.

16. To address longstanding issues with traffic speeds on South 32nd Street north of the shopping center and neighborhood concerns about traffic levels related to the new development, the developer has agreed to work with Public Works and Utilities to install a traffic control measure along South 32nd Street at the bike trail crossing. Traffic measures will include curb extensions at the trail crossing as shown on the site plan to slow traffic at the crossing and modifications to traffic signal timing at the intersection of South 32nd Street and Pine Lake Road to reduce traffic congestion in the roundabout.

17. In roadway design, a horizontal curve provides a gradual transition between two strips of road. In consideration of site and design constraints with the proposed plan, Public Works and Utilities does not oppose a waiver to reduce the radii of horizontal curves on Ridge Line Road, as the generally lower speed of traffic within the shopping center would not create a safety hazard.

19. The following plans are to be approved as part of this Special Permit/Use Permit: The three sheets that include the 1) Detail/Note Plan, 2) Site Plan, and 3) Grading and Drainage Plan; the complete landscaping plan for the area north of Lots 16, 17, and Outlot B; two sheets that include elevations for the Lot 16 commercial building and parking garage. The remaining sheets are for informational purposes.

20. Redevelopment associated with this Combined Special Permit/Use Permit amendment will take place in phases. However, the amended site plan shows completion of all phases. The development phases as scheduled are as follows:

Phase 1 Fall 2015 - Spring 2016: Construction of Valentino's/retail building on Lot 16 at South 28th Street and Pine Lake Road.

Phase 2 Spring 2016 - Fall 2016: Demolition of existing food court and construction of new Michael's building on Lot 6.

Phase 3 Fall 2016 - Fall 2018: Demolition of existing Michael's and Austad's building and construction of new Scheels building on Lot 16; relocation of DressBarn and Famous Footwear to Trader Joe's/Office Max building.

Phase 4 Fall 2018 - Spring 2019: Demolition of old Scheels building and construction of surface parking lot in its place.

Phase 5 Spring 2019 - Fall 2019: Construction of parking deck on Lot 17 and Outlot "B".

Phase 6 Fall 2019 - Fall 2020: Construction of retail building on ground level of parking deck.

Phase 7 Fall 2020: Scheduled completion of retail building on ground level of parking deck.

**CONDITIONS OF APPROVAL:**

This approval permits 818,985 square feet of floor area and waivers to increase the building height from 40' to 73' on Lot 16, Block 1 as shown on the elevation plan, increase the building height from 40' to 45' on Lot 17, Block 1 and Outlot 'B' to permit architectural features and lighting as shown on the elevation plan, reduce the required parking to 1 parking stall per 300 square feet of floor area regardless of use, except for theaters which remains unchanged, and allow horizontal curves on Ridge Line Road, a private roadway, to be less than 150'.

**Site Specific Conditions:**

1. 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 upon approval before receiving building permits for Lot 16, Block 1 or before a final plat is approved:

1.1 Make the following revisions to Sheet 1:

1.1.1 Revise the text for Waiver #4 to reference Outlot 'B' instead of Outlot 'A'.

1.1.2 Combine all sign related notes into Site Plan note #6 to read: "An additional center sign has been permitted on the retaining wall at S. 28th Street & Southridge Road. Signs need not be shown on this

site plan, but need to be in compliance with chapter 27.69 of the Lincoln Zoning Ordinance except where specified otherwise, and must be approved by Building & Safety Department prior to installation. Details of all signs, including type, location, height, and size, will be submitted separately at time of sign permit.

1.1.3 Add a note to the site plan stating that the developer will fund the necessary equipment for traffic signal timing modifications at S. 32nd Street and Pine Lake Road to reduce traffic congestion.

1.1.4 On the Land Use Table, correct the required parking figure for Lot 4, Block 1 to 764 stalls and correct the required parking figure for Lot 17 to 67 stalls. Adjust the total and ratio accordingly and other minor corrections to lot listings.

1.2 Make the following revisions to Sheet 2:

1.2.1 Add a sidewalk on the west side of S. 30th Street north of Zermatt Drive.

1.2.2 Remove the labels for use and square footage on each lot, as the land use table on Sheet 1 is sufficient description.

1.3 The following plans are to be approved as part of this Special Permit/Use Permit: The three sheets that include the 1) Detail/Note Plan, 2) Site Plan, and 3) Grading and Drainage Plan; the complete landscaping plan for the area north of Lots 16, 17, and Outlot B; two sheets that include elevations for the Lot 16 commercial building and parking garage. Adjust the sheet numbering to include the additional sheets.

1.4 A complete landscape (screen) plan for the area north of Lots 16, 17, and Outlot B approved by the Director of Planning.

1.5 Post a surety for the necessary traffic signal equipment to adjust signal timing at S. 32nd Street and Pine Lake Road as determined by Public Works and Utilities.

1.6 Design and install traffic calming measures at the trail crossing on S. 32nd Street to the satisfaction of Public Works and Utilities or post a surety for this work.

1.7 Submit required documents and calculations in compliance with the requirements of Lincoln Municipal Code Title 28 to the satisfaction of Public Works and Utilities.

1.8 Provide documentation from the Register of Deeds that the letter of acceptance as required by the approval of the special permit has been recorded.

**Standard Conditions:**

2. The following conditions are applicable to all requests:

   2.1 Before occupying the buildings all development and construction is to substantially comply with the approved plans.

   2.2 All privately-owned improvements, including landscaping and recreational facilities, are to be permanently maintained by the Permittee or an appropriately established homeowners association approved by the City.

   2.3 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.

   2.4 This resolution's terms, conditions, and requirements bind and obligate the permittee, its successors and assigns.

   2.5 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.

   2.6 The site plan as approved with this resolution voids and supersedes all previously approved site plans, however all resolutions/ordinances approving previous permits remain in force unless specifically amended by this resolution.

Prepared by
Rachel Jones, Planner
441-7603 or rjones@lincoln.ne.gov

**DATE:** December 22, 2015

**APPLICANT:** RED Capital Management LLC
7500 College Blvd., Suite 750
Overland Park, KS 66210

**OWNER:** RED Capital Management LLC and Powder Mountain LLC
7500 College Blvd., Suite 750
Overland Park, KS 66210

**CONTACT:** Kent Seacrest
111 Lincoln Mall, Suite 350
Lincoln, NE 68508

# COMBINED SPECIAL PERMIT/USE PERMIT NO. 11H

**COMBINED SPECIAL PERMIT / USE PERMIT NO. 11H**
**TO REDEVELOP SEVERAL AREAS OF THE SHOPPING CENTER**
**ON PROPERTY GENERALLY LOCATED AT**
**SOUTH 27TH STREET AND PINE LAKE ROAD.**
**PUBLIC HEARING BEFORE PLANNING COMMISSION: January 6, 2016**

**Staff recommendation:** Conditional Approval.

Members present: Cornelius, Corr, Harris, Lust, Scheer, Sunderman, Weber and Hove present; Beecham absent.

There were no ex parte communications disclosed.

**Staff Presentation: Rachel Jones of the Planning Department** came forward to state this amendment to the combined Special Permit/Use Permit No.11H reflects the demolition and construction of several buildings on the east end of the SouthPointe Shopping Pavilions site. The existing food court building will be demolished and redeveloped and the remaining Valentino's restaurant will move to another location within the mall. A new Scheels location will be constructed north and east of its current location and the existing Scheels building will eventually be demolished and redeveloped. There will be a new parking garage constructed west of the new Scheels building that will include retail bays on the exterior first floor. There is a requested waiver to reduce the parking requirement to 1 stall per 300 square feet, which is consistent with other parking reductions approved at other shopping centers recently. There are also two height waivers to accommodate the central atriums and architectural features of the Scheels building up to 73 feet, and for architectural features and lighting up to 45 feet on the parking garage. The trail connection to SouthPointe mall will be maintained but reconfigured slightly. The main concerns raised by neighbors at public meetings held in December related to traffic speed and congestion in the area. The applicant has committed to several things to address various concerns. They will help to pay for street signal timing changes at 32nd Street and Pine Lake Road, where traffic backs up all the way to the roundabout directly to the north. They will install improvements to the trail connection, including the installation of a traffic table and curb extension, both to slow traffic. The applicant has also agreed to install additional landscaping and berms, in addition to a 14-foot screening wall to help with any noise and visual impacts. Jones noted that there was a last minute comment from a neighbor suggesting an alternate layout that would move Scheels farther away from the residential areas directly to the north.

Corr asked to be shown the original SouthPointe boundary stating that there is related discussion in the Staff Report about Williamsburg Road. Jones showed that the original boundary of the B-5 zoning included an area slightly farther to the north.

Corr asked about the configuration of the private roadway that runs through SouthPointe. Jones said the ring road will be reconfigured to curve along the new parking garage. Corr asked if it was the southwest corner that has the curve. Jones suggested the applicant can speak to the exact layout of the road curves.

Corr said that the Staff Report also talks about the main commercial center several times and referred to a portion being increased up to 60 feet. She wondered what is considered the "main commercial center" of this property. Jones stated it is the central part of the mall that is connected through interior sidewalks and connections. One lot within a previous final plat had the height increase. Corr wondered if the current Scheels building is part of that. Jones confirmed that it is. The general eastern boundary of that lot is west of S. 30th. Corr wondered if the current Scheels building is the only building that is that tall. Jones said she was not sure, but that the movie theater was previously approved for an entrance facade up to 46 feet.

Harris asked for more details about the reconfiguration of the trail. Jones said the trail will remain in the same location. Right now it has a switchback configuration. There will be some grade changes, but it will remain largely the same. Harris asked if the connection will be in the same place. Jones said yes, and it will direct people under the parking garage to a sidewalk along the west side of the Scheels building.

Corr asked if the trail will go under the garage. Jones said that is where pedestrians and bicyclists will be directed from the trail connection. The garage will be just south of the connection. Corr went on to ask if the current trail goes through SouthPointe. Jones said it runs along the north. Hove added that the exit is there and one can get off the trail to access the mall.

Harris asked if there will be bicycle parking in the garage. Jones said that is up to the developers.

Corr asked what the curb extensions are. Jones said that instead of the curbs being straight on either side of the trail, they would bump out in order to create a shorter crossing distance for pedestrians and bicyclists. It also slows traffic.

Corr also asked what the traffic table is. Jones said it is a raised, flat speed bump that is larger in scale.

**<u>Proponents</u>**:

**1. Kent Seacrest, 1111 Lincoln Mall**, came forward representing the applicant.

**2. Jeff McMahon, 4918 W. 87th Street, Prairie Village, KS**, came forward as one of four partners of RED Development. He introduced his development team, who were on hand at today's meeting. He was raised in Lincoln and served as architect of the original SouthPointe project built in the late 1990s. SouthPointe is nearly 20 years old now. When approached by Scheels to do a flagship store, we were very excited. Retail is an evolving process and 20 years is a good marker at which to refresh a project such as the mall so it can remain vital into the future.

McMahon said the Scheels flagship store provides an entirely unique experience. This 220,000 square foot store will be a regional draw. Other sites were considered, but remaining at SouthPointe was determined to be the best option. As one enters the flagship store, they walk under a massive aquarium and into the main atrium with a ferris wheel. Within, there are multiple interactive activities. At the current location, 38% of shoppers come from outside the county and that number is expected to rise to 50% once the new store is completed.

Of SouthePointe shoppers, 39% are there to visit Scheels. The next largest draw at the mall is 6%. They are a great company with great benefits and they contribute directly to this community, such as the $500,000 contribution that was made to a local gym.

He went on to say that the ring road is important to maintain the easy flow of traffic. The only change is that it will go under the new parking garage. That garage will be kept up high to accommodate truck traffic. It will also be safe and well lit. The trail is going to remain active. Contractors will put up barricades on the south side. There will be times when trees will be added. There are currently bike racks and there will be more in the future to encourage bicycle traffic. The trail itself will not go under the deck of the parking garage, but there is an exit so people can come off the trail and into Scheels. We agree with the addition of the traffic table and will work with Public Works. There is another traffic table to the north, so it will not be new for the area.

**3. Korey Schulz, 1801 McGee Street, Kansas City, MO**, came forward as the landscape architect. He presented the current configuration of the landscape plan along the trail and the back of the existing building. The current building has an access drive near the trail which will be removed. That will eliminate truck traffic from that area and help to create a more park-like feel on the south side of the trail and near the back of new Scheels building. Currently, there are existing 20- to 30-foot evergreens in decent shape. There is a gap in the middle where evergreens had been cut down. In the last few years, the current owner has put down smaller plants, but that gap is not well screened now. We are proposing transplanting the smaller growth along the areas with the larger evergreens so that when those die out, the smaller growth will have filled in the area. The central area will start with a clean slate. Earth berms will be built up as high as is possible and we have a preliminary list of plants to fill the area, which includes large 16-  to18- foot evergreens and other ornamental shade trees.

Lust noted that the reason landscaping has been dying in one area is due to a lack of irrigation. Neighbors have been doing what they can to take on the maintenance of the plants. She asked what the plan will be for making sure it is well cared for in the future. Schulz replied that topic was discussed at the neighborhood meeting.

Scheer said the maintenance of the landscaping was an issue for him as well. When looking at the size of the trees that are proposed, those will take a lot more initial maintenance and care to get established. He wanted to make sure they are planning to accommodate it and make it work. That buffer is great and a wonderful asset between the neighbors and the shopping area, but it must be lush and growing. The comments from the neighbors about the lack of maintenance are troubling. He asked for assurance that it is being planned for. McMahon responded that he does not know why irrigation was not installed in the area in the first place.  The east, south and west sides are all irrigated, so it makes no sense that it was not done in this one area. They are committing to doing that.

He added that the areas behind the office building to the west are owned by someone else. There is another pad to the west. His firm has plans to offer to add additional landscaping in those areas, even though they do not own the property.

Corr asked if the trees will get enough sun in the area behind the building. Schulz said that the plants are being chosen specifically for that location.

Corr went on to ask for clarification that traffic is being removed from the area behind the building and that they will not take delivery on that side. Schulz pointed out the area to the east where deliveries will be made. Seacrest said that there is currently a service road behind the existing building which brings lights, trucks and unusual people making deliveries at unusual times, so that is being removed. Corr wondered if the wall will also help to contain the noise and lights. Seacrest said they spoke directly with neighbor who raised that concern. Corr asked if it will be a solid wall. Seacrest said it will be constructed out of brick and will be solid. McMahon noted that the architecture at the back of the building is attractive, with nicer finishes and the characteristic arch. It looks like an entrance, though it is not. In their opinion, the backs of the current buildings are not great. Even though the building is higher, by eliminating the truck access and adding the landscaping, the finished product is much nicer.

Lust asked if the truck deliveries will come in through the roundabout at 32nd street and if that is part of the reason for adjusting the traffic light. Seacrest said it is only part of the reason. Right now, the neighborhood wants to make sure they will be able to access the arterial streets with ease. What is happening now, the timing of the light for cars going east on Pine Lake Road is off, so traffic backs into the roundabout and nobody moves. We have worked with Public Works and this is an opportunity to give longer left-turn arrow time at that intersection. It is one of the conditions that we agree to pay for with this.

Harris referenced a rendering provided in their packets that showed a view of the new store from the point of view of neighbors to the north. She asked what materials will be visible above the canopy. McMahon said they would see the 4-sided architecture. Harris asked if this is the decorative elements they see. Schulz said yes. McMahon noted the glass is also a major feature of the atrium. The flagship store has an airplane hanging in that location. Seacrest added that there is also screening around the HVAC elements. McMahon agreed that they are more than 210 feet from the residences and are hidden by the parapet.

Seacrest stated that Scheels is an extremely popular business. This will amount to a 3-fold growth and will be a very attractive bump. Lincoln is lucky they chose to remain in this spot and that they are one of the higher paying retailers, providing good benefits to employees, and getting 4-star ratings from employees and business reviewers. The property values of shopping centers and surrounding areas go hand-in-hand. Both have life cycles with growth, maturity and decline. The challenge for shopping centers is to continue to attracts shoppers and tenants. They must continually reinvest to keep their market coming. Three components of doing this are expansion, providing new sources of entertainment, and uplifting smaller surrounding businesses. This Scheels expansion accomplishes all three of those. Shoppers spend hours in this store, not just to buy, but to be entertained. The surrounding homes came in after the shopping center was built. There is a restrictive covenant that they are buying and building next to center that allows changes to center. The traffic pattern that was done accommodated something bigger than what is there today,

so no big changes are required in that regard. Overall, the applicant has been a good neighbor. Opportunity was taken at the neighborhood meeting to address other concerns unrelated to this application, such as the hours of sweeping and cleaning the lots. The improvements to the trail crossing will make for a safer crossing. Solutions to problems with the roundabout have been discussed. We feel that if this project is successful, the neighborhood will be too. This plan conforms to the goals set out in the Comprehensive Plan by expanding the tax base and sales tax revenue and by retaining business. Construction alone will bring in $628,000. The Comp Plan also encourages infill. We view this as infill and rehabilitation that uses current infrastructure and prevents us from entering a new neighborhood. We are increasing jobs and making a large private sector investment. Seacrest concluded by stating that the applicant agrees to all of the conditions. He thanked staff for all their hard work.

Corr asked if the parking lot in front of Trader Joe's and Office Max will be resurfaced. McMahon and Seacrest stated yes.

Corr said she would still like to know what is 60 feet now. McMahon said the phasing on this project is very complicated. The existing Scheels will be kept in place while the new building is under construction. It will be an overnight turn. The 60 feet is located along the spine of the existing Scheels. The parapets are around 50 to 52 feet, which is the same height on the proposed building. The amendment we are looking for is for the spine on the new building, which is larger. There was an exception made for the theater as well.

**Opponents**:

There was no testimony in opposition.

**COMBINED SPECIAL PERMIT / USE PERMIT NO. 11H**
**ACTION BY PLANNING COMMISSION**: **January 6, 2016**

Lust moved approval, seconded by Harris.

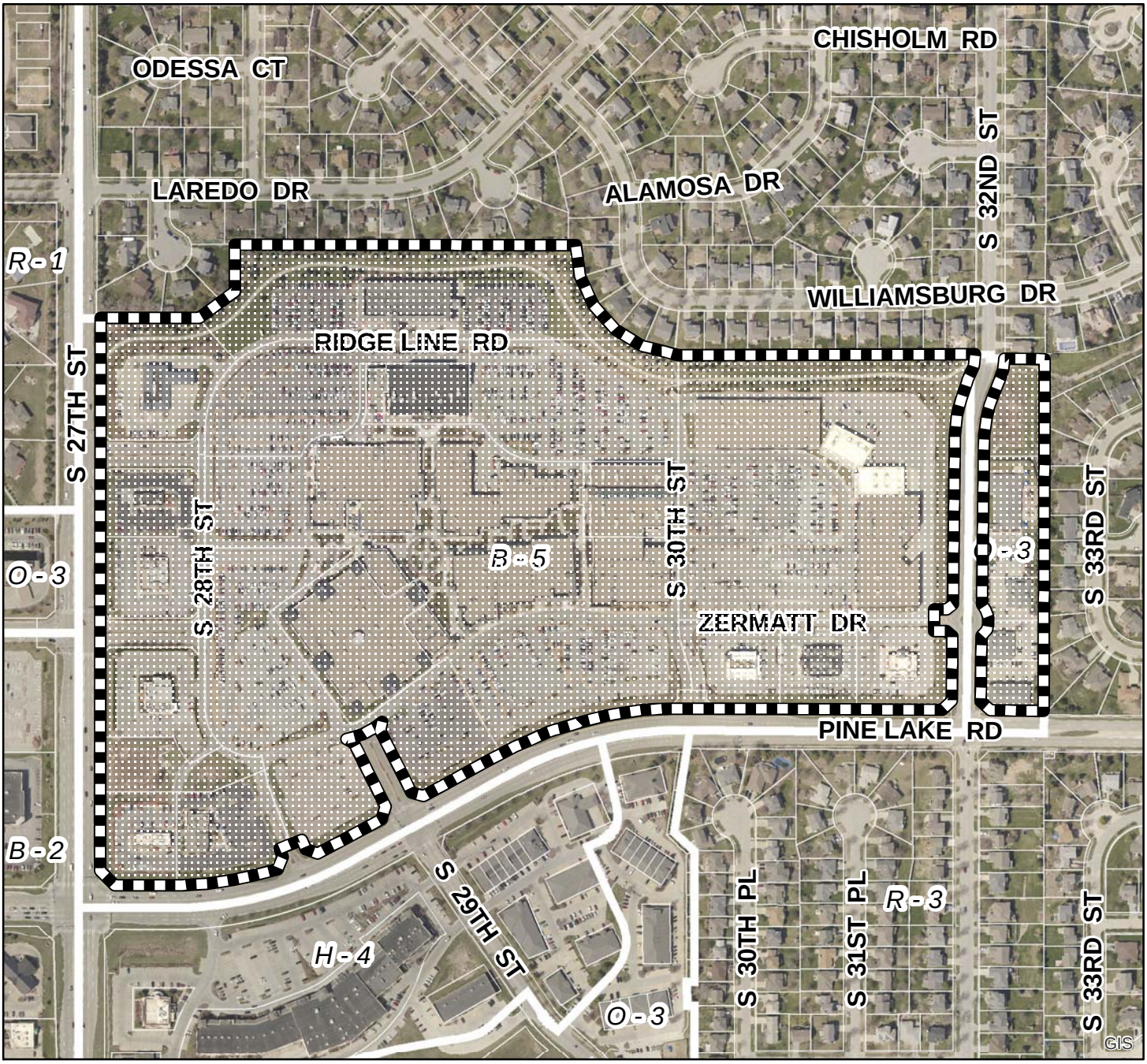
Harris said this is a great project that she will support. She noted that the parking reduction was not discussed much. Planning Commission recently approved the same parking reduction at Gateway Mall. In previous years, two others were approved. At this point it seems the 1:300 ratio is established practice and it is time to codify that and she would welcome that change from the Planning Department.

Lust stated that she used to live in the Southern Hills neighborhood and she knows that when the mall first went in there were concerns, but the feeling generally is that it has been a great asset for the neighborhood and growth in the area, and being able to walk to it and the entertainment options. It is great to see this reinvestment so that it maintains its quality, so she is happy to support this application.

Corr said that any time changes occur, there is hesitation, especially for neighbors for whom the landscape will change, and especially with this large of a height increase. She applauds the applicant for providing images so that neighbors could understand what the new landscape will be. Once this is done, this is going to be a good project that will not seem so overbearing. Sometimes it just takes time to get used to the new landscape. Neighbors are getting some good concessions, and the applicant is going above and beyond in providing the irrigation, extra trees, and the roadway improvements. It makes it easier to approve projects of this scale.

Hove stated intends to support this project. RED Development is doing a great job and Scheels is an asset to the area.

Motion carried 8-0: Cornelius, Corr, Harris, Lust, Scheer, Sunderman, Weber and Hove voting ‘yes’; Beecham absent.



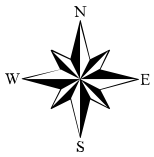

*2013 aerial*

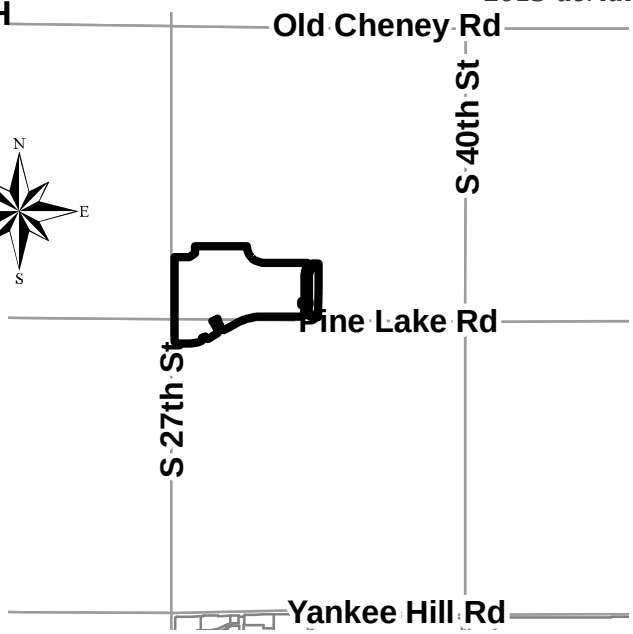
**Combined Special Permit Use Permit #: SPUP11H**
**SouthPointe Pavillions Shopping Center**
**S 27th St & Pine Lake Rd**

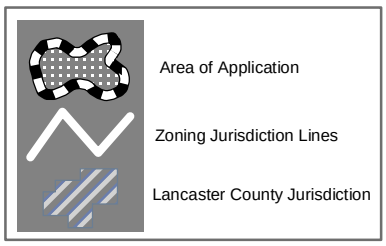
## Zoning:

| | |
|---|---|
| **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 |

One Square Mile:
Sec.18 T09N R07E
Sec.19 T09N R07E



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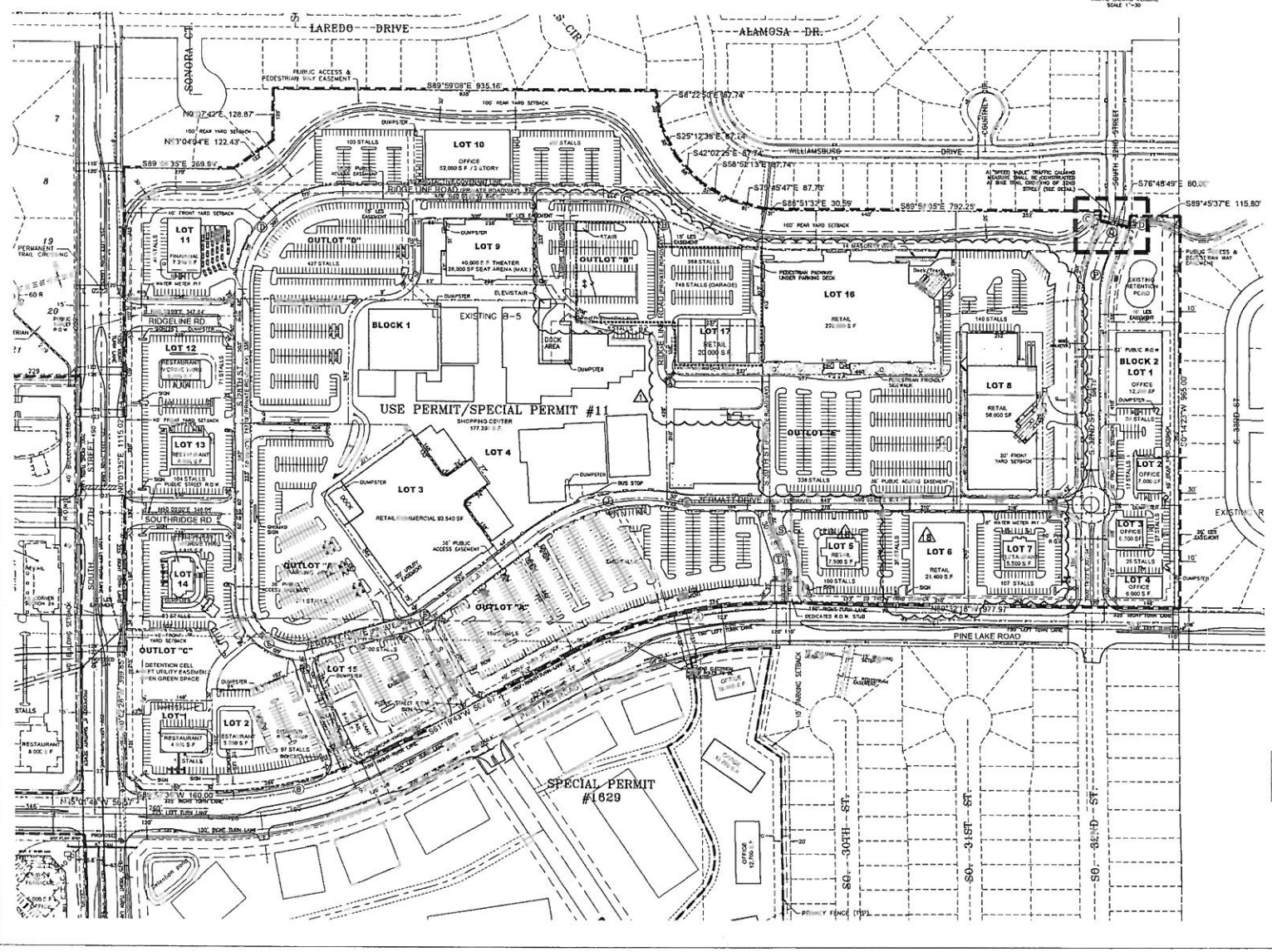
# SOUTHRIDGE USE PERMIT
AMENDMENT
SITE PLAN




## LEGAL DESCRIPTION
## NORTHEAST CORNER OF
## S. 27TH & PINE LAKE ROAD

A LEGAL DESCRIPTION OF A TRACT OF LAND COMPOSED OF LOT 19 I.T., AND A PORTION OF RIGHT-OF-WAY FOR PINE LAKE ROAD TO BE VACATED ALL LOCATED IN THE NORTHWEST QUARTER OF SECTION 19, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., AND OUTLOT "B" SOUTHERN HILLS 2ND ADDITION AND A PORTION OF RIGHT-OF-WAY FOR PINE LAKE ROAD TO BE VACATED ALL LOCATED IN THE SOUTHWEST QUARTER OF SECTION 18, TOWNSHIP 9 NORTH, RANGE 7 EAST OF THE 6TH P.M., CITY OF LINCOLN, LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHWEST CORNER OF SAID LOT 19 I.T., SAID POINT BEING 30.00 FEET NORTH OF THE CENTER LINE OF RIGHT-OF-WAY FOR PINE LAKE ROAD AND 34.47 FEET EAST OF THE WEST LINE OF SAID SECTION 19, SAID POINT BEING THE POINT OF BEGINNING; THENCE ON AN ASSUMED BEARING OF NORTH 00 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 1,320.00 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 19 I.T., SAID POINT BEING 50.00 FEET EAST OF ANY WEST LINE OF SAID LOT 19 I.T.; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 19 I.T., SAID LINE BEING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 1,320.00 FEET TO A POINT OF BEGINNING; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 100.00 FEET TO A POINT OF BEGINNING; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 1,320.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 19 I.T. AND POINT BEING 50.00 FEET EAST OF THE WEST LINE OF SAID SECTION 18, AND 30.00 FEET NORTH OF THE NORTH LINE OF SAID SECTION 18; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 30.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 19 I.T. AND POINT BEING 50.00 FEET EAST OF THE WEST LINE OF SAID SECTION 18, AND 60.00 FEET NORTH OF THE NORTH LINE OF SAID SECTION 18; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 1,320.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 19 I.T., SAID POINT BEING 50.00 FEET EAST OF ANY WEST LINE OF SAID LOT 19 I.T.; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 19 I.T., SAID LINE BEING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 1,320.00 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 19 I.T., SAID POINT BEING 50.00 FEET EAST OF THE WEST LINE OF SAID SECTION 18, AND 30.00 FEET NORTH OF THE NORTH LINE OF SAID SECTION 18; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 30.00 FEET TO THE NORTHWEST CORNER OF SAID LOT 19 I.T. AND POINT BEING 50.00 FEET EAST OF THE WEST LINE OF SAID SECTION 18, AND 60.00 FEET NORTH OF THE NORTH LINE OF SAID SECTION 18; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 1,320.00 FEET TO A POINT ON THE WEST LINE OF SAID LOT 19 I.T., SAID POINT BEING 50.00 FEET EAST OF ANY WEST LINE OF SAID LOT 19 I.T.; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 19 I.T., SAID LINE BEING 50.00 FEET EAST OF AND PARALLEL WITH THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 1,320.00 FEET TO A POINT OF BEGINNING; THENCE NORTH 0 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 100.00 FEET TO A POINT OF BEGINNING; THENCE NORTH 0 DEGREES 41 MINUTES 32 SECONDS EAST A DISTANCE OF 1,320.73 FEET TO THE NORTHWEST CORNER OF SAID LOT 19 I.T. AND POINT BEING 50.00 FEET EAST OF THE WEST LINE OF SAID SECTION 18, AND 30.00 FEET NORTH OF THE NORTH LINE OF SAID SECTION 18; THENCE NORTH 0 DEGREES 41 MINUTES 32 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 30.45 FEET TO THE NORTHWEST CORNER OF SAID LOT 19 I.T. AND POINT BEING 50.00 FEET EAST OF THE WEST LINE OF SAID SECTION 18, AND 60.45 FEET NORTH OF THE NORTH LINE OF SAID SECTION 18; THENCE NORTH 0 DEGREES 41 MINUTES 32 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 1,320.45 FEET TO A POINT ON THE NORTH LINE OF SAID LOT 19 I.T., SAID POINT BEING 50.00 FEET EAST OF ANY WEST LINE OF SAID LOT 19 I.T.; THENCE NORTH 0 DEGREES 41 MINUTES 32 SECONDS EAST ALONG THE WEST LINE OF SAID LOT 19 I.T. A DISTANCE OF 122.43 FEET TO A POINT ON THE SOUTH LINE OF SAID OUTLOT "D", SAID POINT BEING 50.00 FEET EAST OF THE WEST LINE OF SAID SECTION 18, AND 30.00 FEET NORTH OF THE SOUTH LINE OF SAID SECTION 18; THENCE SOUTH 89 DEGREES 59 MINUTES 08 SECONDS EAST ALONG THE SOUTH LINE OF SAID OUTLOT "D", SAID LINE BEING 30.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 935.16 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SOUTH 27TH STREET; THENCE ALONG THE WEST RIGHT-OF-WAY LINE OF SOUTH 27TH STREET, THE FOLLOWING 12 COURSES: THENCE SOUTH 42 DEGREES 02 MINUTES 25 SECONDS EAST A DISTANCE OF 87.74 FEET; THENCE SOUTH 25 DEGREES 12 MINUTES 38 SECONDS EAST A DISTANCE OF 87.74 FEET; THENCE SOUTH 56 DEGREES 52 MINUTES 13 SECONDS EAST A DISTANCE OF 87.74 FEET; THENCE SOUTH 73 DEGREES 45 MINUTES 47 SECONDS EAST A DISTANCE OF 87.75 FEET; THENCE SOUTH 86 DEGREES 51 MINUTES 33 SECONDS EAST A DISTANCE OF 30.59 FEET; THENCE SOUTH 89 DEGREES 59 MINUTES 35 SECONDS EAST A DISTANCE OF 792.25 FEET; THENCE SOUTH 76 DEGREES 45 MINUTES 49 SECONDS EAST A DISTANCE OF 80.00 FEET; THENCE SOUTH 89 DEGREES 45 MINUTES 37 SECONDS EAST A DISTANCE OF 115.80 FEET TO A POINT ON THE WEST RIGHT-OF-WAY LINE OF SOUTH 32ND STREET; THENCE SOUTH 00 DEGREES 14 MINUTES 23 SECONDS WEST ALONG THE WEST RIGHT-OF-WAY LINE OF SOUTH 32ND STREET, A DISTANCE OF 965.00 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A DELTA ANGLE OF 90 DEGREES 00 MINUTES 00 SECONDS, AN ARC DISTANCE OF 39.19 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89 DEGREES 45 MINUTES 23 SECONDS WEST ALONG THE SOUTH LINE OF SAID OUTLOT "E", SAID LINE BEING THE SOUTH RIGHT-OF-WAY LINE OF SOUTH 32ND STREET, A DISTANCE OF 80.00 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A DELTA ANGLE OF 90 DEGREES 00 MINUTES 00 SECONDS, AN ARC DISTANCE OF 39.19 FEET TO A POINT OF TANGENCY; THENCE SOUTH 00 DEGREES 14 MINUTES 23 SECONDS WEST ALONG THE EAST LINE OF SAID OUTLOT "E", SAID LINE BEING THE EAST RIGHT-OF-WAY LINE OF SOUTH 32ND STREET, A DISTANCE OF 1,320.00 FEET TO A POINT ON THE NORTH LINE OF SAID OUTLOT "D", SAID POINT BEING 30.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 18; THENCE SOUTH 89 DEGREES 45 MINUTES 23 SECONDS WEST ALONG THE SOUTH LINE OF SAID OUTLOT "D", SAID LINE BEING THE NORTH LINE OF SAID OUTLOT "D", A DISTANCE OF 1,320.00 FEET TO A POINT ON THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 18; THENCE SOUTH 0 DEGREES 14 MINUTES 23 SECONDS WEST ALONG THE EAST LINE OF SAID OUTLOT "D", SAID LINE BEING THE EAST LINE OF THE SOUTHWEST QUARTER OF SAID SECTION 18, A DISTANCE OF 1,320.00 FEET TO A POINT ON THE NORTH LINE OF SAID OUTLOT "D", SAID POINT BEING 30.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 18; THENCE NORTH 89 DEGREES 45 MINUTES 18 SECONDS WEST ALONG THE SOUTH LINE OF SAID OUTLOT "D", SAID LINE BEING 30.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SECTION 18, A DISTANCE OF 1,320.00 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A DELTA ANGLE OF 39 DEGREES 43 MINUTES 43 SECONDS, AN ARC DISTANCE OF 323.58 FEET, A RADIUS OF 466.00 FEET AND A CHORD OF SAID CURVE BEING SOUTH 69 DEGREES 53 MINUTES 43 SECONDS WEST A DISTANCE OF 317.17 FEET TO A POINT OF TANGENCY; THENCE SOUTH 49 DEGREES 01 MINUTES 43 SECONDS WEST ALONG THE CENTER LINE OF RIGHT-OF-WAY FOR PINE LAKE ROAD, A DISTANCE OF 576.16 FEET TO A POINT OF TANGENCY; THENCE SOUTH 81 DEGREES 19 MINUTES 43 SECONDS WEST ALONG THE SOUTHERLY LINE OF SAID LOT 19 I.T. SAID LINE BEING 50.00 FEET NORTHWEST OF AND PARALLEL WITH THE CENTER LINE OF RIGHT-OF-WAY FOR PINE LAKE ROAD, A DISTANCE OF 30.00 FEET TO A POINT OF CURVATURE; THENCE ALONG A CURVE IN A COUNTERCLOCKWISE DIRECTION HAVING A DELTA ANGLE OF 38 DEGREES 43 MINUTES 43 SECONDS, AN ARC DISTANCE OF 319.15 FEET, A RADIUS OF 456.00 FEET AND A CHORD OF SAID CURVE BEING NORTH 69 DEGREES 53 MINUTES 43 SECONDS WEST A DISTANCE OF 312.97 FEET TO A POINT OF TANGENCY; THENCE NORTH 49 DEGREES 01 MINUTES 43 SECONDS WEST ALONG THE SOUTHWEST LINE OF SAID LOT 19 I.T., SAID LINE BEING 50.00 FEET NORTHWEST OF THE CENTER LINE OF RIGHT-OF-WAY FOR PINE LAKE ROAD, A DISTANCE OF 468.60 FEET TO A POINT OF TANGENCY; THENCE SOUTH 89 DEGREES 45 MINUTES 33 SECONDS WEST ALONG THE SOUTH LINE OF SAID LOT 19 I.T., SAID LINE BEING 50.00 FEET NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID LOT 19 I.T., A DISTANCE OF 209.53 FEET TO THE POINT OF BEGINNING. SAID TRACT CONTAINS A CALCULATED AREA OF 19.12 ACRES MORE OR LESS.

## NOTES

1. THE EXACT NUMBER AND LOCATION OF HANDICAP STALLS WILL BE ADDRESSED IN THE INDIVIDUAL BUILDING PERMIT PLANS.
2. RIDGELINE ROAD S. 30TH STREET, S. 28TH STREET AND ZERMATT DRIVE SHALL BE PRIVATE ROADWAYS IN A PUBLIC ACCESS EASEMENT.

## PRIVATE ROADWAY CENTERLINE CURVE DATA

| | | | | | |
|---|---|---|---|---|---|
| A | C=49.50' | K | C=19.54 | | |
| | R=35.00' | | R=100.00 | | |
| | L=54.98 | | L=39.61 | | |
| | Tan=35.00' | | Tan=19.87 | | |
| | Delta=90°00'00" | | Delta=11°20'50" | | |
| B | C=119.05' | P | C=152.68 | | |
| | R=118.02' | | R=150.00 | | |
| | L=124.78 | | L=159.17 | | |
| | Tan=68.04' | | Tan=[illegible] | | |
| | Delta=60°34'43" | | Delta=2[illegible]°36'11" | | |
| C | C=92.46' | Q | C=41.62 | | |
| | R=182.00' | | R=2[illegible] | | |
| | L=93.51' | | L=41.[illegible] | | |
| | Tan=47.51' | | Tan=[illegible] | | |
| | Delta=29°26'15" | | Delta=11°56'31" | | |
| D | C=350.72 | R | C=129.98 | | |
| | R=248.00 | | R=416.23 | | |
| | L=389.56 | | L=13[illegible] | | |
| | Tan=248.00 | | Tan=65.35 | | |
| | Delta=89°59'58" | | Delta=12°06'27" | | |
| E | C=210.73 | S | C=71.91' | | |
| | R=132.00 | | R=150.00 | | |
| | L=144.03 | | L=71.84 | | |
| | Tan=174.92 | | Tan=40.36 | | |
| | Delta=103°55'18" | | Delta=3[illegible]°06'58" | | |
| F | C=53.16' | T | C=71.18' | | |
| | R=150.00 | | R=150.00 | | |
| | L=55.48 | | L=71.87 | | |
| | Tan=28.06 | | Tan=[illegible].64 | | |
| | Delta=21°11'30" | | Delta=2[illegible]°17'05" | | |
| J | C=[illegible]4.59 | | | | |
| | R=432.00 | | | | |
| | L=363.38 | | | | |
| | Tan=194.41 | | | | |
| | Delta=48°17'37" | | | | |

## BOUNDARY CURVE DATA

| CURVE | RADIUS | LENGTH | TANGENT | CHORD | DELTA |
|---|---|---|---|---|---|
| A | 105[illegible]'00" | 533.89' | 27[illegible].85' | [illegible]8.16' | 29°03'00" |
| B | 9[illegible]'00" | 474.73' | 242.4[illegible]' | 469.10' | [illegible] |
| C | 135.00' | 24.30' | 12.18' | 24.27' | [illegible] |
| D | 2[illegible]'00" | 30.00' | [illegible]3.03' | 29.98' | [illegible] |

OLSSON ASSOCIATES

REVISIONS

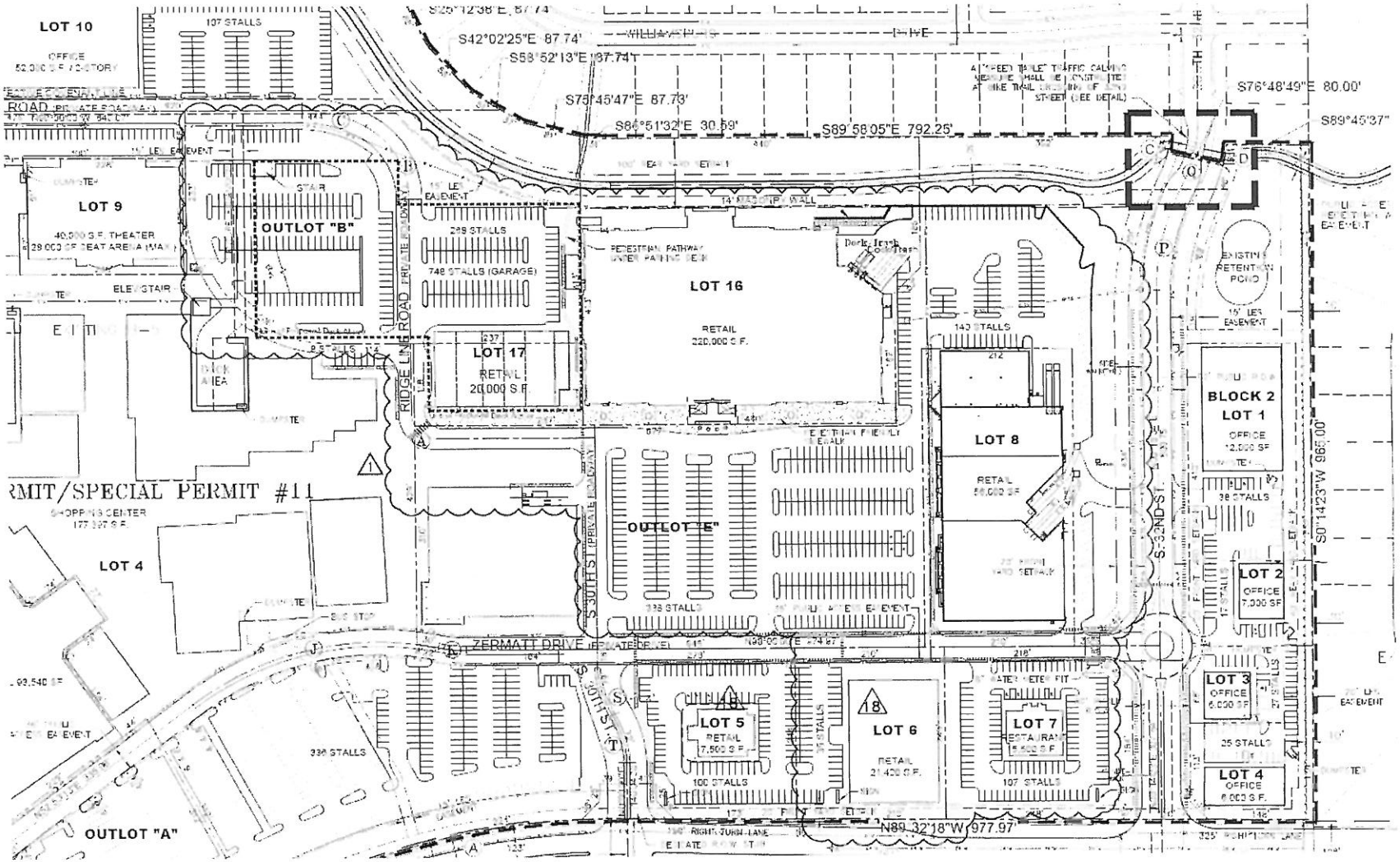
SITE PLAN

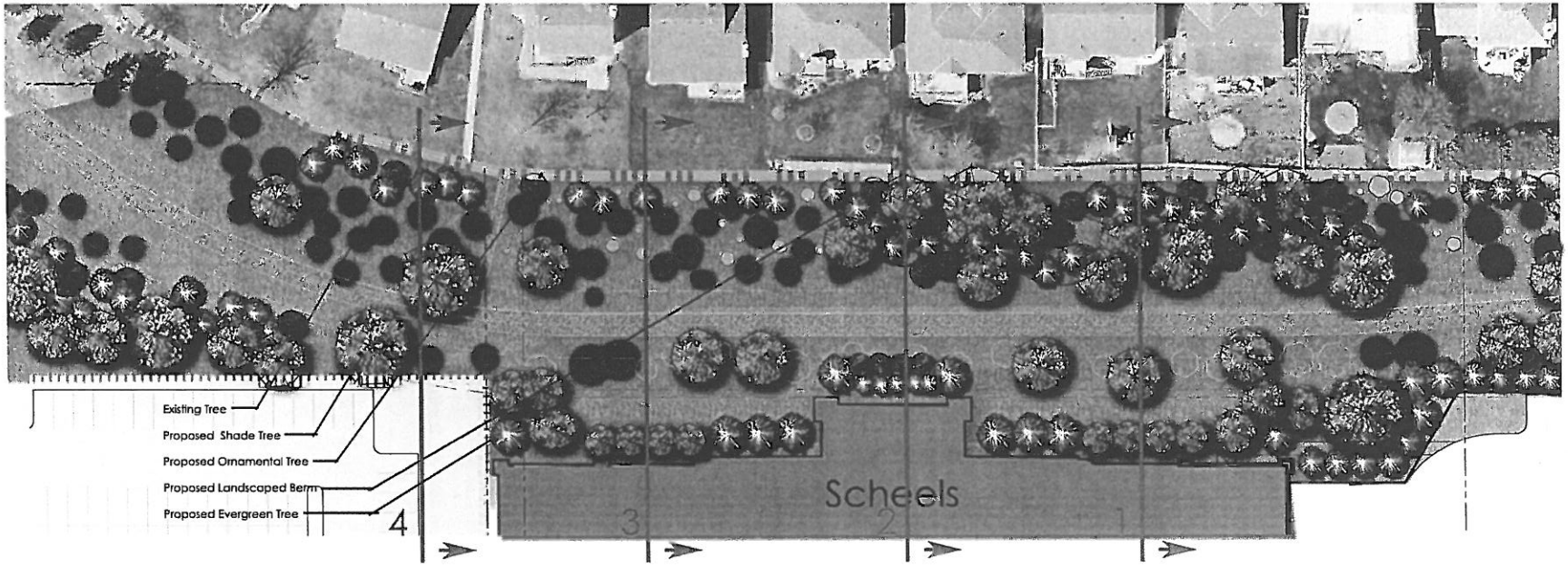
AMENDMENT TO THE SOUTHRIDGE USE PERMIT

LINCOLN, NEBRASKA

2015

SHEET 2 of 3


LOT 10
107 STALLS
S42°02'25"E 87.74'
S58°52'13"E 87.74'
S75°45'47"E 87.73'
S86°51'32"E 30.59'
S89°58'05"E 792.25'
S76°48'49"E 80.00'
S89°45'37"
LOT 9
OUTLOT "B"
285 STALLS
748 STALLS (GARAGE)
LOT 16
RETAIL
220,000 S.F.
LOT 17
RETAIL
20,000 S.F.
RIDGE LINE ROAD
140 STALLS
LOT 8
RETAIL
BLOCK 2
LOT 1
OFFICE
12,000 SF
38 STALLS
LOT 2
OFFICE
7,000 SF
LOT 3
OFFICE
6,000 SF
25 STALLS
LOT 4
OFFICE
6,000 S.F.
S 32ND ST
S0°14'23"W 965.00'
OUTLOT "E"
338 STALLS
S 30TH ST
ZERMATT DRIVE
LOT 4
336 STALLS
OUTLOT "A"
LOT 5
RETAIL
7,500 S.F.
100 STALLS
LOT 6
RETAIL
21,400 S.F.
LOT 7
RESTAURANT
107 STALLS
N89°32'18"W 977.97'




SITE PLAN 1"=20'

## LEGEND

- EXISTING TREE TO REMAIN
- EXISTING TREE TO BE RELOCATED
- EXISTING TREE TO BE REMOVED
- PROPOSED ORNAMENTAL TREE
- PROPOSED EVERGREEN TREE
- PROPOSED SHADE TREE

## PLANT SCHEDULE

### DECIDUOUS SHADE TREES - 2"-3" CAL.

SYCAMORE
RED OAK
WHITE OAK
SAWTOOTH OAK
SWAMP WHITE OAK

### DECIDUOUS SHADE TREES - 3"-5" CAL.

FRONTIER ELM
SHAMROCK LINDEN
LEGACY SUGAR MAPLE
NORWAY MAPLE

### DECIDUOUS ORNAMENTAL TREES - 2" CAL.

CENTURION CRABAPPLE
SNOW DRIFT CRABAPPLE
IVORY SILK TREE LILAC

### EVERGREEN TREES - 16'-18' HT.

BLACK HILLS SPRUCE
COLORADO SPRUCE
VANDERWOLF PINE

**Proposed SCHEELS Relocation**
**Lincoln, NE**
**12.04.15**

OCHSNER HARE & HARE
a design studio of OLSSON ASSOCIATES
Project number: C12-0153

RED

SOUTHPOINTE PAVILIONS

# SOUTHRIDGE USE PERMIT
## AMENDMENT
## DETAIL AND GENERAL NOTE PLAN


ENGINEER & PREPARER
OLSSON ASSOCIATES
601 P STREET
SUITE 200
LINCOLN, NEBRASKA 68508
PH. (402)474-6311


## GENERAL NOTES

### SITE PLAN

1. ALL DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.
2. ALL LOT DIMENSIONS ARE APPROXIMATE & MAY VARY UP TO 10 FEET, PROVIDED ALL SETBACKS ARE RETAINED.
3. CONTOURS TO CITY OF LINCOLN DATUM.
4. ALL DIMENSIONS ARE TO BACK OF CURB.
5. INDIVIDUAL LANDSCAPE PLANS WILL BE SUBMITTED AT TIME OF BUILDING PERMIT.
6. DETAILS OF ALL SIGNS, INCLUDING TYPE, LOCATION, HEIGHT & SIZE, WILL BE SUBMITTED SEPARATELY AT TIME OF BUILDING PERMIT.
7. LOTS MAY BE CREATED WITHOUT FRONTAGE TO A PUBLIC STREET IF THEY HAVE ACCESS TO A PUBLIC ACCESS EASEMENT.
8. FENCES, DECORATIVE STRUCTURES, & ACCESSORY BUILDINGS ARE NOT SHOWN ON THE SITE PLAN IF THEY ARE 25' BY 25' OR SMALLER AND ARE CONSTRUCTED OUTSIDE OF SETBACKS, SITE TRIANGLES, EASEMENTS, AND REQUIRED MINIMUM PARKING, AND ARE BUILT ACCORDING TO THE ZONING ORDINANCE PROVISIONS, AND ARE IN CONFORMANCE WITH ALL OTHER APPLICABLE CODES.
9. THE DEVELOPER RESERVES THE RIGHT TO BUILD ANYWHERE WITHIN THE BUILDING ENVELOPES SHOWN ON EACH LOT.
10. A REDUCTION OF THE BACK YARD SETBACK FROM 40 FEET TO 20 FEET IN THAT PORTION OF THE O-3 ZONE LOCATED ON THE EASTERN EDGE OF THE DEVELOPMENT THAT IS NORTH OF THE SOUTHEAST CORNER OF THE DEVELOPMENT AND RUNNING TO PINE LAKE ROAD (NORTHEAST POINT OF THE SOUTHEAST CORNER OF THIS DEVELOPMENT.)
11. A TEMPORARY STRUCTURE MAY BE ERECTED FOR SEASONAL ACTIVITIES IN THE CARPOOL AREA. THE STRUCTURE SHALL NOT BE ANY GREATER THAN 500 SF OR IN PLACE FOR MORE THAN 45 DAYS.
12. THERE SHALL BE LIMITED ACCESS FROM THE PARKING LOT TO THE RING ROAD (PRIVATE ROADWAY) ON THE NE CORNER TO PROVIDE FOR UNIMPEDED TRAFFIC FLOW.
13. THE YARD SETBACKS REGULATES STRUCTURAL WALLS ONLY AND DOES NOT RESTRICT OVERHANGS, PATIOS, NON-HEATED ENCLOSED AREAS, DOOR SWINGS, WINDOW SWINGS, ECT. FROM ENCROACHING INTO THE SETBACKS.
14. THE SALE OF ALCOHOLIC BEVERAGES FOR CONSUMPTION ON AND OFF PREMISES IS PERMITTED.
15. ALL EAVES, CANOPIES AND OTHER BUILDING PROJECTIONS MAY EXTEND OVER THE BUILDING ENVELOPE LINES BUT NOT LOT LINES.
16. THIS CENTER IS TO BE DESIGNED AS AN "UPSCALE" SPECIALTY SHOPPING CENTER. THE LAYOUT AND MATERIALS ARE INTENDED TO PRESENT A SHOPPING COMPLEX OF UNIQUE CHARACTER INCORPORATING THE FOLLOWING:
    - A. WALLS SHALL BE INTEGRALLY COLORED KING-SIZED BRICK MASONRY, PRECAST CONCRETE AND EIFS SYSTEMS. MATERIALS CAN BE MIXED WITH NO LESS THAN 25% EIFS OR 35% MASONRY PER FACADE.
    - B. A DURABLE STONE, SIMULATED STONE OR KING-SIZE BRICK VENEER BASE.
    - C. EXTERIOR ORNAMENTAL METALS (I.E. FENCES, EXTERIOR STAIRS, ETC.) SHALL BE PAINTED A COMPATIBLE COLOR WITH THE SHOPPING CENTER.
    - D. ALL EXTERIOR BUILDING FACADES SHALL COMPLY WITH BUILDING MATERIAL LISTED HEREIN.
    - E. AT THE TIME PERMITTEE, ITS SUCCESSOR OR ASSIGNS SUBMITS AN ADMINISTRATIVE AMENDMENT, PERMITTEE SHALL PROVIDE EVIDENCE TO THE PLANNING DEPARTMENT THAT A COPY OF SUCH REQUESTED AMENDMENT AND ALL PLANS RELATED THERETO HAVE BEEN PROVIDED TO AN OFFICER OF THE SOUTHERN HILLS NEIGHBORHOOD ASSOCIATION FOR DISTRIBUTION TO INTERESTED MEMBERS OF THE ASSOCIATION.
    - F. AN ADDITIONAL SIGN HAS BEEN PERMITTED ON THE RETAINING WALL AT S. 28TH STREET & SOUTHRIDGE ROAD.
    - G. PRIVATE ROADWAY ACCESS EASEMENTS, UTILITY EASEMENTS AND DRY UTILITY EASEMENTS WILL BE REDESIGNED AS NEEDED TO SERVE THE BUILDINGS AND PROVIDE THE NECESSARY SITE ACCESS.
    - H. SEASONAL SALES IN THE PARKING LOTS ARE PERMITTED AS LONG AS THE MINIMUM PARKING REQUIREMENT FOR THE CENTER IS NOT MET OR EXCEEDED.

### UTILITIES

1. PUBLIC UTILITIES ARE LOCATED IN ADJACENT PUBLIC STREETS.
2. ALL DRIVES 36' ARE TYPICAL UNLESS OTHERWISE NOTED.
3. ALL PAVING RADII TO BE 20' UNLESS OTHERWISE NOTED.
4. ALL INTERSECTION ANGLES SHALL BE 90° UNLESS OTHERWISE NOTED.
5. SANITARY SEWER AND WATER LINES TO BE 8" PIPE AND 8" D.I. PIPE RESPECTIVELY UNLESS OTHERWISE SHOWN AND TO BE BUILT TO CITY OF LINCOLN SPECIFICATIONS.

### GRADING & DRAINAGE

1. BUILDINGS ADJACENT TO STORM WATER DETENTION FACILITIES SHALL HAVE A MINIMUM OPENING ELEVATION OF ONE FOOT ABOVE THE 100 YEAR FLOOD ELEVATION.
2. MORE SPECIFIC STORM SEWER & DRAINAGE PLANS WILL BE SUBMITTED WITH INDIVIDUAL SITE PLANS AS THEY ARE DEVELOPED (ADMINISTRATIVE AMENDMENT TO THE USE PERMIT) IN ACCORDANCE WITH CITY OF LINCOLN DESIGN STANDARDS.

### SIDEWALK & BIKE TRAIL

1. EASEMENTS AS SHOWN SHALL BE GRANTED FOR PUBLIC USE AND FOR SIDEWALKS. ALL SIDEWALKS SHALL BE 4' WIDE AND ALL SIDEWALK EASEMENTS SHALL BE 5' WIDE (UNLESS OTHERWISE NOTED)
2. THE CITY WAIVES THE REQUIREMENT TO BUILD SIDEWALKS ALONG THE SOUTH SIDE OF THE PUBLIC R.O.W. STUBS RIDGELINE ROAD AND SOUTHRIDGE ROAD. THE CITY FURTHER WAIVES THE REQUIREMENT THAT A SIDEWALK BE BUILT ALONG THE WEST SIDE OF THE PUBLIC R.O.W. STUB FOR SOUTH 29TH STREET.
3. THE BIKE TRAIL WILL NOT BE USED FOR ANY CONSTRUCTION VEHICLE TRAFFIC. ANY DEBRIS OR SEDIMENT THAT ENCROACHES ON THE TRAIL WILL BE CLEANED OFF ON A DAILY BASIS AT THE DEVELOPER'S EXPENSE FOR THE DURATION OF THE CONSTRUCTION OF THIS DEVELOPMENT.

### WAIVERS

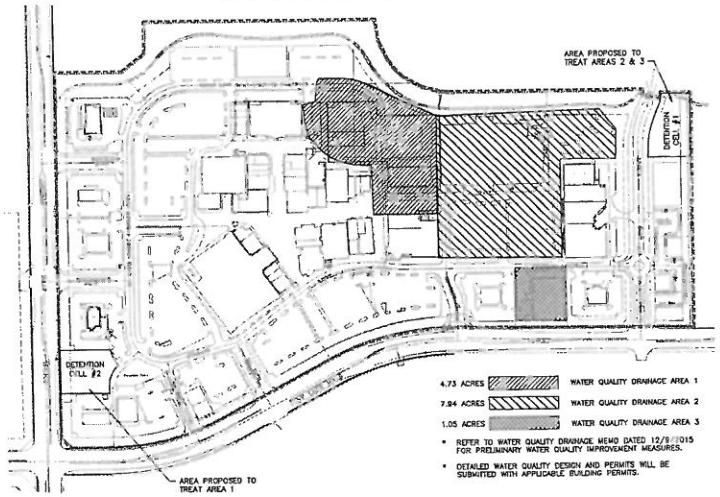
1. A WAIVER TO TITLE 27 SECTION 27.67.030 TO ALLOW ONE PARKING STALL FOR EVERY 300 SQUARE FEET OF BUILDING AREA FOR ALL LOTS INCLUDED IN THIS USE PERMIT/SPECIAL PERMIT EXCEPT FOR THE THEATRE USES.
2. A WAIVER TO TITLE 27 SECTION 27.72.03(A) TO ALLOW A MAXIMUM HEIGHT OF 72' ON LOT 16, AND 60' FOR LOT 4 TO PERMIT ARCHITECTURAL BUILDING FEATURES.
3. A WAIVER TO CHAPTER 2-25 OF THE DESIGN STANDARDS TO ALLOW FOR HORIZONTAL CURVES LESS THAN 150' FOR THE PRIVATE ROADWAY.
4. A WAIVER TO TITLE 27 SECTION 27.72.03(A) TO ALLOW A MAXIMUM HEIGHT OF 45' ON LOT 17 & OUTLOT 'A' TO PERMIT ARCHITECTURAL BUILDING FEATURES AND LIGHTING.

### LAND USE TABLE

| BLOCK/ LOT NUMBER | USE | FLOOR AREA (FT2) | REQUIRED PARKING @ 1/300 | PROVIDED PARKING | ADJ. PM PEAK TRIPS | HEIGHT |
|---|---|---|---|---|---|---|
| BLOCK 1 | | | | | | |
| 1 | COMMERCIAL | 4,800 | 15 | 52 | 149 | 40' |
| 2 | COMMERCIAL | 5,950 | 20 | 97 | 66 | 40' |
| 3 | COMMERCIAL | 93,[illegible] | 312 | 421 | 343 | 40' |
| 4 | COMMERCIAL | 229,130 | 743 | 771 | 678 | 60' |
| 5*** | COMMERCIAL | 7,530 | 25 | 100 | 28 | 40' |
| 6*** | COMMERCIAL | 21,400 | 71 | 35 | 91 | 40' |
| 7 | COMMERCIAL | 5,500 | 18 | 107 | 61 | 40' |
| 8 | COMMERCIAL | [illegible] | 167 | 475 | 205 | 40' |
| 9 | THEATER* | 40,000 | 453* | 0 | 122 | 48'** |
| 10 | COMMERCIAL | 52,000 | 173 | 210 | 100 | 40' |
| 11 | COMMERCIAL | 7,250 | 24 | 46 | 209 | 40' |
| 12 | COMMERCIAL | 5,000 | 17 | 71 | 155 | 40' |
| 13 | COMMERCIAL | 6,500 | 22 | 104 | 72 | 40' |
| 14 | COMMERCIAL | 4,815 | 16 | 93 | 150 | 40' |
| 15 | COMMERCIAL | 8,600 | 29 | 100 | 64 | 40' |
| 16 | COMMERCIAL | 220,000 | 733 | 1016 | 939 | 73' |
| 17 / OUTLOT 'A' | COMMERCIAL | 20,000 | 67 | 0 | 85 | 45' |
| BLOCK 2 | | | | | | |
| 1 | O-3 USES | [illegible] | 40 | 38 | 34 | 45' |
| 2 | O-3 USES | 7,000 | 23 | 17 | 21 | 45' |
| 3 | O-3 USES | [illegible] | 20 | 27 | 18 | 45' |
| 4 | O-3 USES | 8,000 | 20 | 25 | 18 | 45' |
| TOTAL | | 818,985 | 3,032 | 3,808 | 3,640 (TRIP CAP = 3,[illegible]) | |
| RATIO | | | 3.70 / 1,000 S.F. | 4.65 / 1,000 S.F. | | |

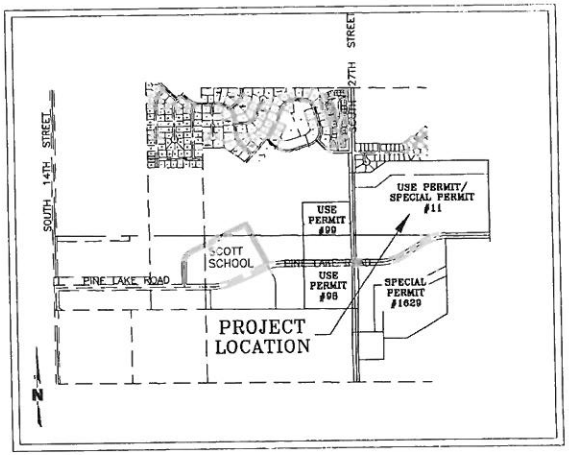
* THEATER CALCULATED AT 1 SPACE / 50 SF OF ARENA. BASED ON 22,034 SF ARENA
** THE "ENTRANCE TOWER" FOR THE THEATER IN LOT 9 SHALL BE A MAXIMUM HEIGHT OF 48' TO THE MIDPOINT OF THE HIP ROOF
*** FOR LOTS 5 & 6, THE PROVIDED PARKING COUNTS FOR BOTH LOTS

### WATER QUALITY DRAINAGE AREA EXHIBIT*




* REFER TO WATER QUALITY DRAINAGE MEMO DATED 12/8/2015 FOR PRELIMINARY WATER QUALITY IMPROVEMENT MEASURES.

* DETAILED WATER QUALITY DESIGN AND PERMITS WILL BE SUBMITTED WITH APPLICABLE BUILDING PERMITS.




VICINITY MAP

OLSSON ASSOCIATES

REVISIONS

DETAIL / NOTE PLAN

AMENDMENT TO THE SOUTHRIDGE USE PERMIT

LINCOLN, NEBRASKA

SHEET 1 of 3

## SITE PLAN

1. ALL DIMENSIONS ALONG CURVES ARE CHORD DISTANCES.

2. ALL LOT DIMENSIONS ARE APPROXIMATE & MAY VARY UP TO 10 FEET, PROVIDED ALL SETBACKS ARE RETAINED.

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5. INDIVIDUAL LANDSCAPE PLANS WILL BE SUBMITTED AT TIME OF BUILDING PERMIT.

6. DETAILS OF ALL SIGNS, INCLUDING TYPE, LOCATION, HEIGHT & SIZE, WILL BE SUBMITTED SEPARATELY AT TIME OF BUILDING PERMIT.

7. LOTS MAY BE CREATED WITHOUT FRONTAGE TO A PUBLIC STREET IF THEY HAVE ACCESS TO A PUBLIC ACCESS EASEMENT.

8. FENCES, DECORATIVE STRUCTURES, & ACCESSORY BUILDINGS ARE NOT SHOWN ON THE SITE PLAN IF THEY ARE 25' BY 25' OR SMALLER AND ARE CONSTRUCTED OUTSIDE OF SETBACKS, SITE TRIANGLES, EASEMENTS, AND REQUIRED MINIMUM PARKING, AND ARE BUILT ACCORDING TO THE ZONING ORDINANCE PROVISIONS, AND ARE IN CONFORMANCE WITH ALL OTHER APPLICABLE CODES.

9. THE DEVELOPER RESERVES THE RIGHT TO BUILD ANYWHERE WITHIN THE BUILDING ENVELOPES SHOWN ON EACH LOT.

10. A REDUCTION OF THE BACK YARD SETBACK FROM 40 FEET TO 20 FEET IN THAT PORTION OF THE O-3 ZONE LOCATED ON THE EASTERN EDGE OF THE DEVELOPMENT THAT IS NORTH OF THE SOUTHEAST CORNER OF THE DEVELOPMENT AND RUNNING TO PINE LAKE ROAD (NORTHEAST POINT OF THE SOUTHEAST CORNER OF THIS DEVELOPMENT.)

11. A TEMPORARY STRUCTURE MAY BE ERECTED FOR SEASONAL ACTIVITIES IN THE CARPOOL AREA. THE STRUCTURE SHALL NOT BE ANY GREATER THAN 500 SF OR IN PLACE FOR MORE THAN 45 DAYS.

12. THERE SHALL BE LIMITED ACCESS FROM THE PARKING LOT TO THE RING ROAD (PRIVATE ROADWAY) ON THE NE CORNER TO PROVIDE FOR UNIMPEDED TRAFFIC FLOW.

13. THE YARD SETBACKS REGULATES STRUCTURAL WALLS ONLY AND DOES NOT RESTRICT OVERHANGS, PATIOS, NON-HEATED ENCLOSED AREAS, DOOR SWINGS, WINDOW SWINGS, ECT. FROM ENCROACHING INTO THE SETBACKS.

14. THE SALE OF ALCOHOLIC BEVERAGES FOR CONSUMPTION ON AND OFF PREMISES IS PERMITTED.

15. ALL EAVES, CANOPIES AND OTHER BUILDING PROJECTIONS MAY EXTEND OVER THE BUILDING ENVELOPE LINES BUT NOT LOT LINES.

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    A. WALLS SHALL BE INTEGRALLY COLORED KING-SIZED BRICK MASONRY, PRECAST CONCRETE AND EIFS SYSTEMS. MATERIALS CAN BE MIXED WITH NO LESS THAN 25% EIFS OR 35% MASONRY PER FACADE.

    B. A DURABLE STONE, SIMULATED STONE OR KING-SIZE BRICK VENEER BASE.

    C. EXTERIOR ORNAMENTAL METALS (I.E. FENCES, EXTERIOR STAGING, ETC.) SHALL BE PAINTED A COMPATIBLE COLOR WITH THE SHOPPING CENTER.

    D. ALL EXTERIOR BUILDING FACADES SHALL COMPLY WITH BUILDING MATERIAL LISTED HEREIN.

    E. AT THE TIME PERMITTEE, ITS SUCCESSOR OR ASSIGNS SUBMITS AN ADMINISTRATIVE AMENDMENT, PERMITTEE SHALL PROVIDE EVIDENCE TO THE PLANNING DEPARTMENT THAT A COPY OF SUCH REQUESTED AMENDMENT AND ALL PLANS RELATED THERETO HAVE BEEN PROVIDED TO AN OFFICER OF THE SOUTHERN HILLS NEIGHBORHOOD ASSOCIATION FOR DISTRIBUTION TO INTERESTED MEMBERS OF THE ASSOCIATION.

    F. AN ADDITIONAL SIGN HAS BEEN PERMITTED ON THE RETAINING WALL AT S. 28TH STREET & SOUTHRIDGE ROAD.

    G. PRIVATE ROADWAY ACCESS EASEMENTS, UTILITY EASEMENTS AND DRY UTILITY EASEMENTS WILL BE RELOCATED AS NEEDED TO SERVE THE BUILDINGS AND PROVIDE THE NECESSARY SITE ACCESS.

    H. SEASONAL SALES IN THE PARKING LOTS ARE PERMITTED AS LONG AS THE MINIMUM PARKING REQUIREMENT FOR THE CENTER IS NOT MET OR EXCEEDED.

## UTILITIES

1. PUBLIC UTILITIES ARE LOCATED IN ADJACENT PUBLIC STREETS.
2. ALL DRIVES 30' ARE TYPICAL UNLESS OTHERWISE NOTED.
3. ALL PARKING MUST TO BE 20' UNLESS OTHERWISE NOTED.
4. ALL INTERSECTION ANGLES SHALL BE 90° UNLESS OTHERWISE NOTED.
5. SANITARY SEWER AND WATER LINES TO BE 6" PIPE AND 8" D.I. PIPE RESPECTIVELY UNLESS OTHERWISE SHOWN AND TO BE BUILT TO CITY OF LINCOLN SPECIFICATIONS.

## GRADING & DRAINAGE

1. BUILDINGS ADJACENT TO STORM WATER DETENTION FACILITIES SHALL HAVE A MINIMUM OPENING ELEVATION OF ONE FOOT ABOVE THE 100 YEAR FLOOD ELEVATION.
2. MORE SPECIFIC STORM SEWER & DRAINAGE PLANS WILL BE SUBMITTED WITH INDIVIDUAL SITE PLANS AS THEY ARE DEVELOPED (ADMINISTRATIVE AMENDMENT TO THE USE PERMIT) IN ACCORDANCE WITH CITY OF LINCOLN DESIGN STANDARDS.

## SIDEWALK & BIKE TRAIL

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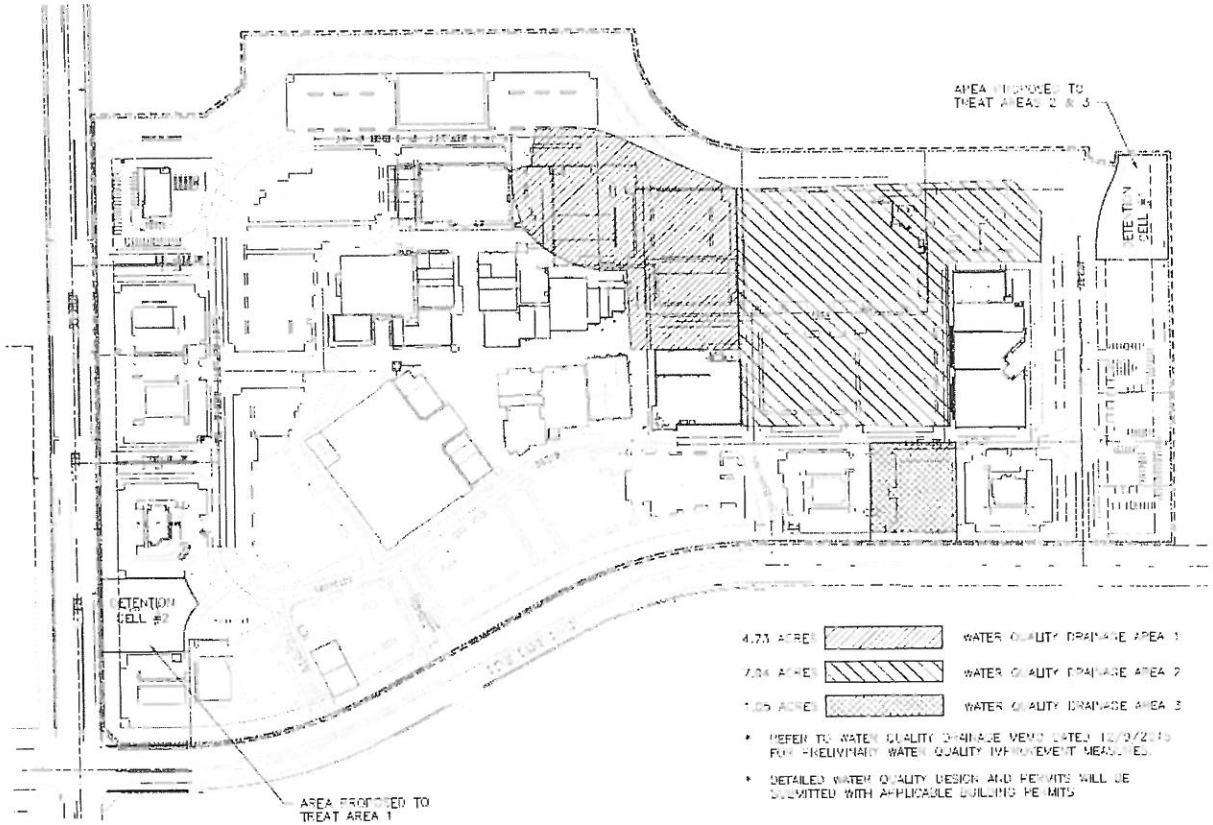
2. THE CITY WAIVES THE REQUIREMENT TO BUILD SIDEWALKS ALONG THE SOUTH SIDE OF THE PUBLIC ROW STUBS RIDGELINE ROAD AND SOUTHRIDGE ROAD. THE CITY FURTHER WAIVES THE REQUIREMENT THAT A SIDEWALK BE BUILT ALONG THE WEST SIDE OF THE PUBLIC ROW STUB FOR SOUTH 29TH STREET.
3. THE BIKE TRAIL WILL NOT BE USED FOR ANY CONSTRUCTION VEHICLE TRAFFIC AND DEBRIS OR SEDIMENT THAT ENCROACHES ON THE TRAIL WILL BE CLEANED OFF ON A DAILY BASIS AT THE DEVELOPER'S EXPENSE FOR THE DURATION OF THE CONSTRUCTION OF THIS DEVELOPMENT.

## WAIVERS

1. A WAIVER TO TITLE 27 SECTION 27.67.020 TO ALLOW ONE PARKING STALL FOR EVERY 300 SQUARE FEET OF BUILDING AREA FOR ALL LOTS INCLUDED IN THIS USE PERMIT/SPECIAL PERMIT EXCEPT FOR THE THEATRE USE.
2. A WAIVER TO TITLE 27 SECTION 27.72.03(A) TO ALLOW A MAXIMUM HEIGHT OF 73' ON LOT 16, AND 60' FOR LOT 4 TO PERMIT ARCHITECTURAL BUILDING FEATURES.
3. A WAIVER TO CHAPTER 2-25 OF THE DESIGN STANDARDS TO ALLOW FOR HORIZONTAL CURVES LESS THAN 150' FOR THE PRIVATE ROADWAY.
4. A WAIVER TO TITLE 27 SECTION 27.72.03(A) TO ALLOW A MAXIMUM HEIGHT OF 43' ON LOT 17 & OUTLOT 'A' TO PERMIT ARCHITECTURAL BUILDING FEATURES AND LIGHTING.

## WATER QUALITY DRAINAGE AREA EXHIBIT*




* REFER TO WATER QUALITY DRAINAGE MEMO DATED 12/3/2015 FOR PRELIMINARY WATER QUALITY IMPROVEMENT MEASURES.
* DETAILED WATER QUALITY DESIGN AND PERMITS WILL BE SUBMITTED WITH APPLICABLE BUILDING PERMITS.

LAND USE TABLE

| BLOCK/ LOT NUMBER | USE | FLOOR AREA (FT2) | REQUIRED PARKING @ 1/300SF | PROVIDED PARKING | ADJ. PM PEAK TRIPS | HEIGHT |
|---|---|---|---|---|---|---|
| BLOCK 1 | | | | | | |
| 1 | COMMERCIAL | 4,800 | 16 | 52 | 149 | 40' |
| 2 | COMMERCIAL | 5,950 | 20 | 97 | 66 | 40' |
| 3 | COMMERCIAL | 93,540 | 312 | 421 | 343 | 40' |
| 4 | COMMERCIAL | 229,130 | 743 | 771 | 978 | 60' |
| 5*** | COMMERCIAL | 7,500 | 25 | 100 | 28 | 40' |
| 6*** | COMMERCIAL | 21,400 | 71 | 35 | 81 | 40' |
| 7 | COMMERCIAL | 5,500 | 18 | 107 | 61 | 40' |
| 8 | COMMERCIAL | 56,000 | 187 | 475 | 205 | 40' |
| 9 | THEATER* | 40,000 | 453* | 0 | 122 | 46'** |
| 10 | COMMERCIAL | 52,000 | 173 | 210 | 100 | 40' |
| 11 | COMMERCIAL | 7,250 | 24 | 46 | 269 | 40' |
| 12 | COMMERCIAL | 5,000 | 17 | 71 | 155 | 40' |
| 13 | COMMERCIAL | 6,500 | 22 | 104 | 72 | 40' |
| 14 | COMMERCIAL | 4,815 | 16 | 93 | 150 | 40' |
| 15 | COMMERCIAL | 8,600 | 29 | 100 | 64 | 40' |
| 16 | COMMERCIAL | 220,000 | 733 | 1016 | 939 | 73' |
| 17 / OUTLOT "A" | COMMERCIAL | 20,000 | 49 | 0 | 85 | 45' |
| BLOCK 2 | | | | | | |
| 1 | O-3 USES | 12,000 | 40 | 38 | 34 | 45' |
| 2 | O-3 USES | 7,000 | 23 | 17 | 21 | 45' |
| 3 | O-3 USES | 6,000 | 20 | 27 | 18 | 45' |
| 4 | O-3 USES | 6,000 | 20 | 25 | 18 | 45' |
| | | | | | | |
| | TOTAL | 818,985 | 3,032 | 3,806 | 3,968 (TRIP CAP = 3,995) | |
| | RATIO | | 3.70 / 1,000 S.F. | 4.65 / 1,000 S.F. | | |

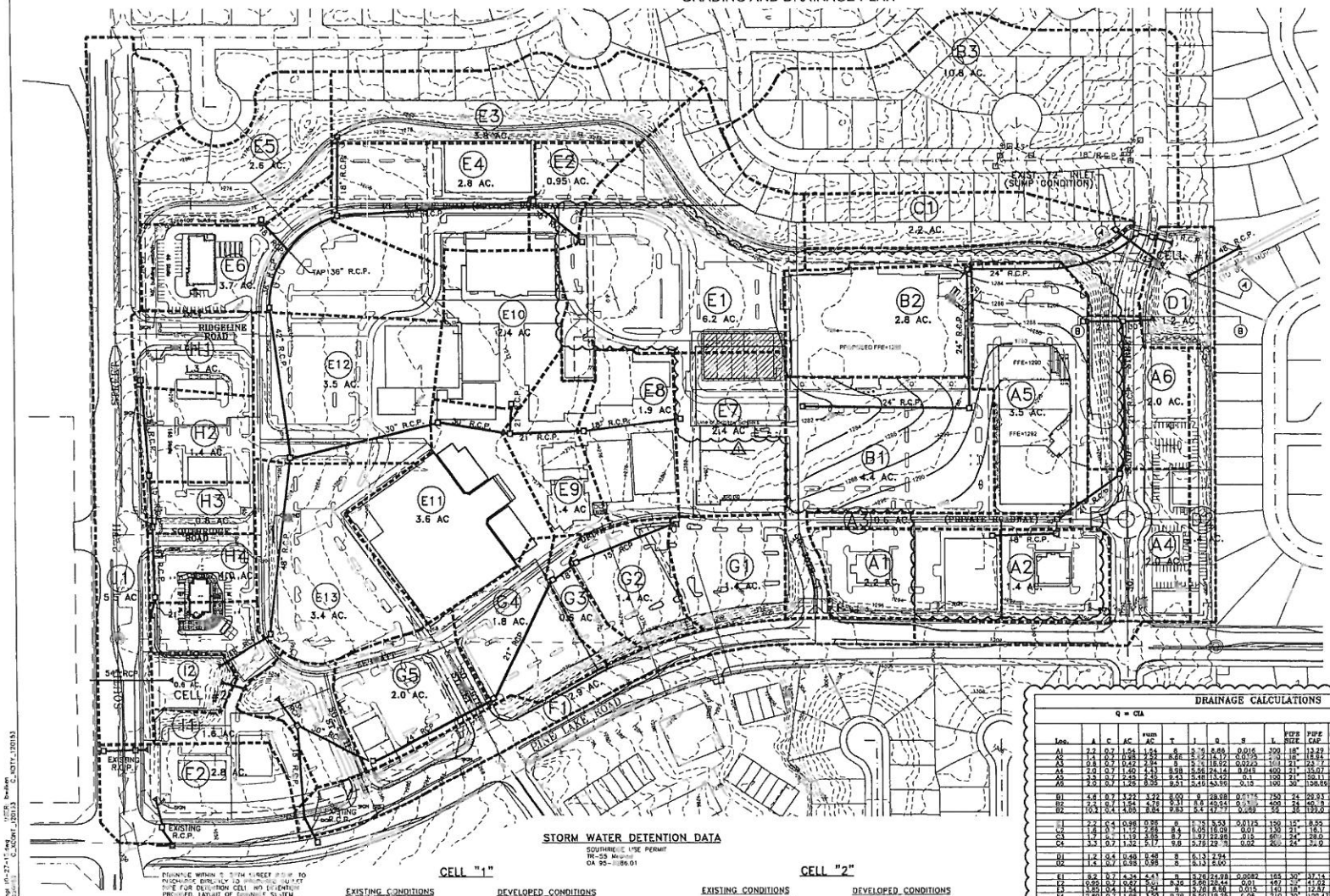
* THEATER CALCULATED AT 1 SPACE / 50 SF OF ARENA. BASED ON 22,634 SF ARENA.
**THE "ENTRANCE TOWER" FOR THE THEATER IN LOT 9 SHALL BE A MAXIMUM HEIGHT OF 46' TO THE MIDPOINT OF THE HIP ROOF.
*** FOR LOTS 5 & 6, THE PROVIDED PARKING COUNTS FOR BOTH LOTS.

PARKING FOR EACH INDIVIDUAL LOT SHALL NOT BE REDUCED BELOW THE NUMBER OF STALLS PARCELED OFF FOR THAT LOT WITHOUT THE APPROVAL OF THE LOT 4 OWNER.

# SOUTHRIDGE USE PERMIT

AMENDMENT

GRADING AND DRAINAGE PLAN




SCALE IN FEET

LEGEND

- 1288 BUILDING PAD ELEVATION
- DRAINAGE BOUNDARY
- 36" R.C.P. STORM SEWER
- 1290 PROPOSED CONTOURS

## STORM WATER DETENTION DATA

SOUTHRIDGE USE PERMIT
IR-55 Minor
OA 95-[illegible]86.01

### CELL "1"

**EXISTING CONDITIONS**
- AREA= 37.9 acres
- CN= 95
- Tc= 0.28 hr

**DEVELOPED CONDITIONS**
- AREA= 28.5 acres
- CN= 95
- Tc= 0.18 hr

**RUNOFF SUMMARY**

| EXISTING CONDITIONS STORM RUNOFF (CFS) | | DEVELOPED CONDITIONS STORM RUNOFF (CFS) | |
|---|---|---|---|
| 2 | 55 | 2 | 91 |
| 5 | 77 | 5 | 124 |
| 10 | 99 | 10 | 154 |
| 25 | 119 | 25 | 180 |
| 50 | 136 | 50 | 202 |
| 100 | 155 | 100 | 225 |

**DETENTION POND**

| STORM | INFLOW RATE (CFS) | RELEASE RATE (CFS) | STORAGE VOLUME (ACFT.) | POOL ELEV. |
|---|---|---|---|---|
| 2 | 91 | 55 | 1.2 | * |
| 5 | 124 | 77 | 1.7 | * |
| 10 | 154 | 98 | 2.0 | * |
| 25 | 180 | 119 | 2.2 | * |
| 50 | 202 | 136 | 2.5 | * |
| 100 | 225 | 155 | 2.7 | * |

### CELL "2"

**EXISTING CONDITIONS**
- AREA= 36.0 acres
- CN= 83
- Tc= 0.39 hr

**DEVELOPED CONDITIONS**
- AREA= 18.2 acres
- CN= 85
- Tc= 0.23 hr

**RUNOFF SUMMARY**

| EXISTING CONDITIONS STORM RUNOFF (CFS) | | DEVELOPED CONDITIONS STORM RUNOFF (CFS) | | DEVELOPED CONDITIONS TO CELL (CFS) | | DEVELOPED CONDITIONS FLOWBY (CFS) | |
|---|---|---|---|---|---|---|---|
| 2 | 86 | 2 | 194 | 2 | 180 | 2 | 14 |
| 5 | 128 | 5 | 292 | 5 | 243 | 5 | 19 |
| 10 | 164 | 10 | 312 | 10 | 298 | 10 | 24 |
| 25 | 196 | 25 | 374 | 25 | 347 | 25 | 27 |
| 50 | 223 | 50 | 417 | 50 | 387 | 50 | 30 |
| 100 | 255 | 100 | 468 | 100 | 435 | 100 | 33 |

**DETENTION POND**

| STORM | INFLOW RATE (CFS) | RELEASE RATE (CFS) | STORAGE VOLUME (ACFT.) | POOL ELEV. | TOTAL RELEASE RATE FROM SITE (CFS) | |
|---|---|---|---|---|---|---|
| 2 | 180 | 72 | 3.3 | * | 2 | 86 |
| 5 | 243 | 107 | 4.4 | * | 5 | 126 |
| 10 | 298 | 140 | 5.2 | * | 10 | 164 |
| 25 | 347 | 169 | 5.9 | * | 25 | 196 |
| 50 | 387 | 193 | 6.6 | * | 50 | 223 |
| 100 | 435 | 222 | 7.2 | * | 100 | 255 |

## DRAINAGE CALCULATIONS

Q = CIA — Storm Frequency 10 Yrs.

| Loc. | A | C | AC | Total AC | T | I | Q | S | L | PIPE SIZE | PIPE CAP | PIPE VEL. | TIME in Min. | COMMENTS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A1 | 2.2 | 0.7 | 1.54 | 1.54 | 8 | 5.76 | 8.86 | 0.016 | 300 | 18" | 13.29 | 7.52 | 0.68 | |
| A2 | 1.4 | 0.7 | 0.98 | 2.52 | 8.68 | 5.52 | 14.17 | 0.0175 | 210 | 18" | 18.84 | 10.72 | 0.31 | |
| A3 | 0.6 | 0.7 | 0.42 | 2.94 | 9 | 5.46 | 16.02 | 0.0225 | 160 | 21" | 22.7 | 8.98 | 0.17 | |
| A4 | 2.0 | 0.7 | 1.40 | 4.34 | 9.58 | 5.36 | 24.14 | 0.049 | 400 | 21" | 35.07 | 14.58 | 0.46 | |
| A5 | 3.5 | 0.7 | 2.45 | 6.79 | 9.43 | 5.48 | 37.27 | 0.1 | 100 | 21" | 50.11 | 20.53 | 0.08 | |
| A6 | 2.0 | 0.7 | 1.26 | 8.05 | 9.51 | 5.46 | 43.96 | 0.15 | 100 | 30" | 138.86 | 37.36 | 0.05 | |
| B1 | 4.4 | 0.7 | 3.21 | 3.21 | 8.00 | 9 | 28.88 | 0.0175 | 750 | 24" | 28.93 | 9.53 | 1.31 | SIZED TO CARRY 100 YEAR FLOWS |
| B2 | 2.5 | 0.7 | 1.54 | 4.75 | 9.31 | 5.6 | 49.94 | 0.0225 | 400 | 24" | 40.8 | 12.99 | 0.51 | SIZED TO CARRY 100 YEAR FLOWS |
| B3 | 10.6 | 0.4 | 4.66 | 8.41 | 9.51 | 5.4 | 47.77 | 0.049 | 30 | 18" | 13.00 | 28.31 | 0.03 | |
| C1 | 2.2 | 0.4 | 0.88 | 0.88 | 8 | 6.75 | 5.93 | 0.0125 | 150 | 15" | 8.55 | 6.98 | 0.16 | FLOW TO EXISTING GRATE INLET |
| C2 | 1.6 | 0.7 | 1.12 | 2.00 | 8.4 | 6.05 | 16.09 | 0.01 | 130 | 21" | 16.1 | 6.7 | 0.32 | |
| C3 | 1.7 | 0.7 | 1.19 | 3.19 | 8.7 | 5.77 | 22.48 | 0.015 | 60 | 24" | 28.0 | 8.8 | 1.14 | |
| C4 | 3.3 | 0.7 | 1.32 | 5.17 | 9.8 | 5.79 | 29.78 | 0.02 | 200 | 24" | 34.0 | 10.2 | 0.33 | |
| D1 | 1.2 | 0.4 | 0.48 | 0.48 | 8 | 6.13 | 2.94 | | | | | | | DETENTION CELL AREA |
| D2 | 1.4 | 0.7 | 0.98 | 0.98 | 8 | 6.13 | 6.00 | | | | | | | DIRECT DISCHARGE TO DET. CELL (OVERLAND FLOW) |
| E1 | 6.2 | 0.7 | 4.34 | 4.41 | 8 | 5.76 | 24.98 | 0.0082 | 165 | 30" | 37.14 | 7.57 | 0.36 | |
| E2 | 0.95 | 0.7 | 0.67 | 5.08 | 8.38 | 5.60 | 28.44 | 0.01 | 167 | 30" | 41.02 | 8.36 | 0.32 | |
| E3 | 3.85 | 0.4 | 1.54 | 1.54 | 8 | 5.76 | 8.86 | 0.015 | 140 | 18" | 12.87 | 7.28 | 0.32 | |
| E4 | 2.80 | 0.7 | 1.96 | 3.50 | 9.79 | 5.50 | 19.25 | 0.06 | 210 | 30" | 100.47 | 20.47 | 0.17 | |
| E5 | | | | 8.51 | 9.47 | 5.42 | 46.12 | 0.01 | 280 | 36" | 86.23 | 9.44 | 0.51 | |
| E6 | 3.8 | 0.4 | 1.52 | 1.52 | 8 | 5.76 | 8.74 | 0.01 | 180 | 18" | 10.40 | 6.71 | 0.42 | |
| E7 | 2.4 | 0.7 | 1.68 | 7.14 | 9.98 | 5.38 | 38.25 | 0.01 | 365 | 42" | 100.61 | 10.48 | 0.58 | |
| E8 | 1.9 | 0.7 | 1.33 | 3.93 | 8.43 | 5.61 | 22.06 | 0.016 | 180 | 21" | 20.04 | 8.13 | 0.36 | |
| E9 | 1.4 | 0.7 | 0.98 | 3.59 | 8.81 | 5.69 | 21.31 | 0.01 | 80 | 30" | 41.02 | 8.13 | 0.16 | |
| E10 | 2.4 | 0.7 | 1.68 | 1.68 | 8 | 5.76 | 9.67 | 0.025 | 100 | 21" | 12.27 | 6.10 | 0.33 | |
| E11 | 3.6 | 0.7 | 2.52 | 6.19 | 8.33 | 5.63 | 16.59 | 0.022 | 440 | 30" | 50.84 | 12.39 | 0.59 | |
| E12 | 3.5 | 0.7 | 2.45 | 12.79 | 10.06 | 5.28 | 33.78 | 0.01 | 380 | 48" | 143.54 | 11.43 | 0.55 | |
| E13 | 3.4 | 0.7 | 2.38 | 25.18 | 11.11 | 5.18 | 130.39 | 0.06 | 150 | 48" | 351.85 | 28.00 | 0.09 | OUTLET TO DETENTION CELL |
| F1 | 2.9 | 0.7 | 2.03 | 2.03 | 9 | 5.91 | 12.0 | 0.015 | 230 | 18" | 13.0 | 7.3 | 0.53 | PINE LAKE ROAD ROW EST TC @ 9 MIN INITIAL TIME PLUS 1 MIN. TRAVEL TIME IN PIPE OUTLET TO DETENTION CELL |
| F2 | 2.5 | 0.7 | 1.75 | 1.75 | 8 | 6.13 | 10.7 | | | | | | | |
| G1 | 1.4 | 0.7 | 0.98 | 0.98 | 8 | 6.13 | 6.00 | 0.02 | 240 | 15" | 9.3 | 7.4 | 0.54 | |
| G2 | 1.4 | 0.7 | 0.98 | 1.96 | 8.5 | 6.00 | 11.76 | 0.025 | 85 | 18" | 16.8 | 9.4 | 0.14 | |
| G3 | 0.6 | 0.7 | 0.42 | 2.38 | 8.7 | 5.97 | 14.21 | 0.015 | 310 | 21" | 19.0 | 8.1 | 0.64 | |
| G4 | 1.8 | 0.7 | 1.26 | 3.64 | 9.3 | 5.83 | 21.20 | 0.01 | 345 | 24" | 22.0 | 7.4 | 0.80 | |
| G5 | 2.0 | 0.7 | 1.40 | 5.04 | 10.1 | 5.73 | 28.87 | 0.01 | 310 | 30" | 28.5 | 13.7 | 0.38 | |
| G6 | 1.2 | 0.7 | 0.84 | 7.91 | 9.5 | 5.02 | 47.[illegible] | 0.012 | 85 | 36" | 72.0 | 10.4 | 0.10 | OUTLET TO DETENTION CELL |
| H1 | 1.3 | 0.7 | 0.91 | 0.91 | 8 | 6.13 | 5.58 | 0.02 | 235 | 15" | 9.2 | 7.4 | 0.53 | |
| H2 | 1.4 | 0.7 | 0.98 | 1.89 | 8.5 | 6.00 | 11.34 | 0.02 | 135 | 15" | 11.5 | 9.2 | 0.23 | |
| H3 | 0.8 | 0.7 | 0.56 | 2.45 | 8.7 | 5.97 | 14.63 | 0.025 | 270 | 18" | 16.8 | 9.6 | 0.47 | |
| H4 | 1.0 | 0.7 | 0.70 | 3.15 | 9.0 | 5.91 | 18.62 | 0.02 | 90 | 21" | 22.5 | 9.3 | 0.11 | OUTLET TO DETENTION CELL |
| I1 | 1.6 | 0.7 | 1.12 | 1.12 | 8 | 6.13 | 6.87 | | | | | | | DIRECT DISCHARGE TO DET. CELL (OVERLAND FLOW) |
| I2 | 0.6 | 0.4 | 0.24 | 0.24 | 9.0 | 5.91 | 1.47 | | | | | | | DETENTION CELL AREA |
| J1 | 5.5 | 0.7 | 3.85 | 3.85 | 9 | 5.91 | 22.75 | | | | | | | 27TH ST. ROW. EST TC @ 8 MIN. INITIAL TIME PLUS 1 MIN. TRAVEL TIME IN PIPE |

OLSSON ASSOCIATES

REVISIONS

| REV NO. | DATE | REVISION DESCRIPTION |
|---|---|---|
| | | |

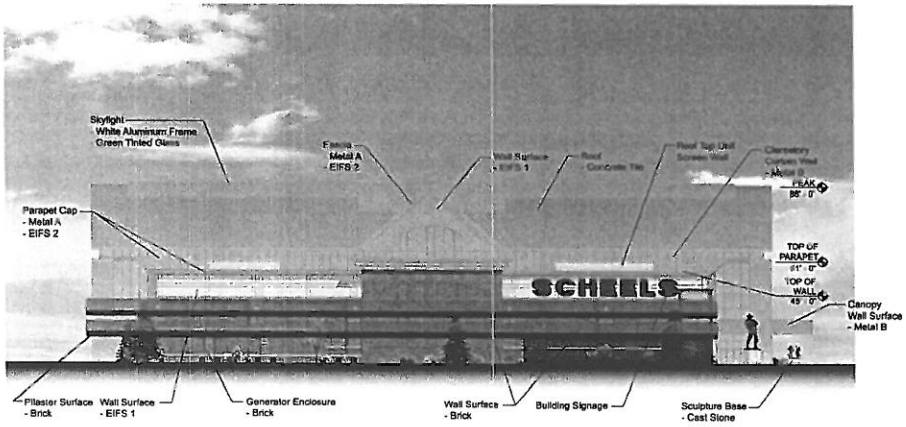
GRADING & DRAINAGE PLAN

AMENDMENT TO THE SOUTHRIDGE USE PERMIT

LINCOLN, NEBRASKA

2015

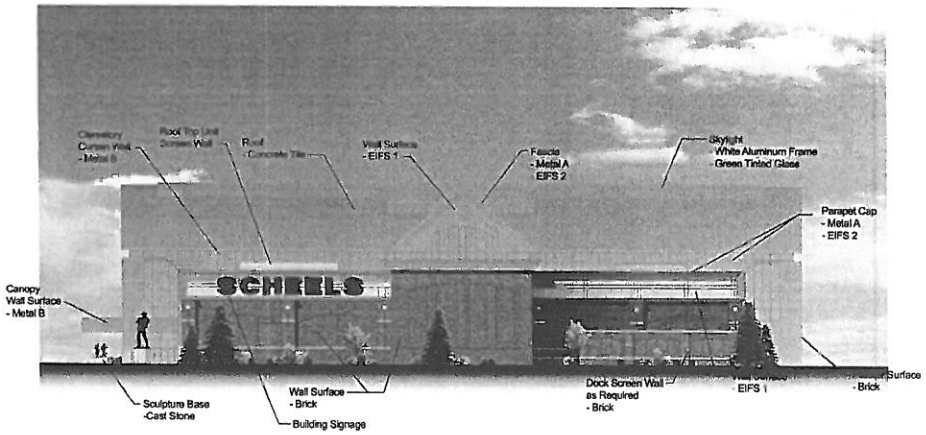
SHEET 3 of 3




West Elevation

North Elevation

South Elevation




East Elevation

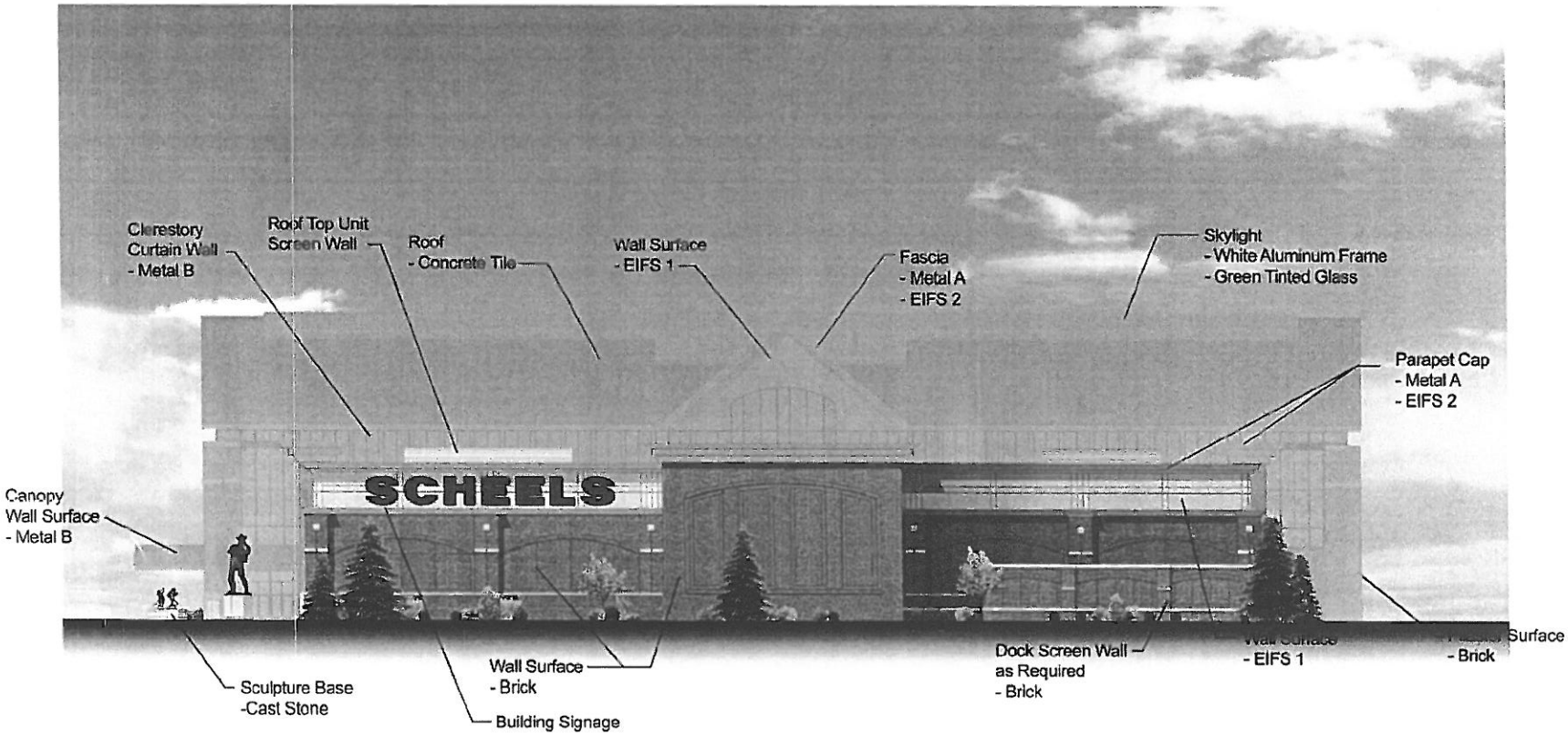
Proposed SCHEELS Relocation
Lincoln, NE
11.24.15

RED

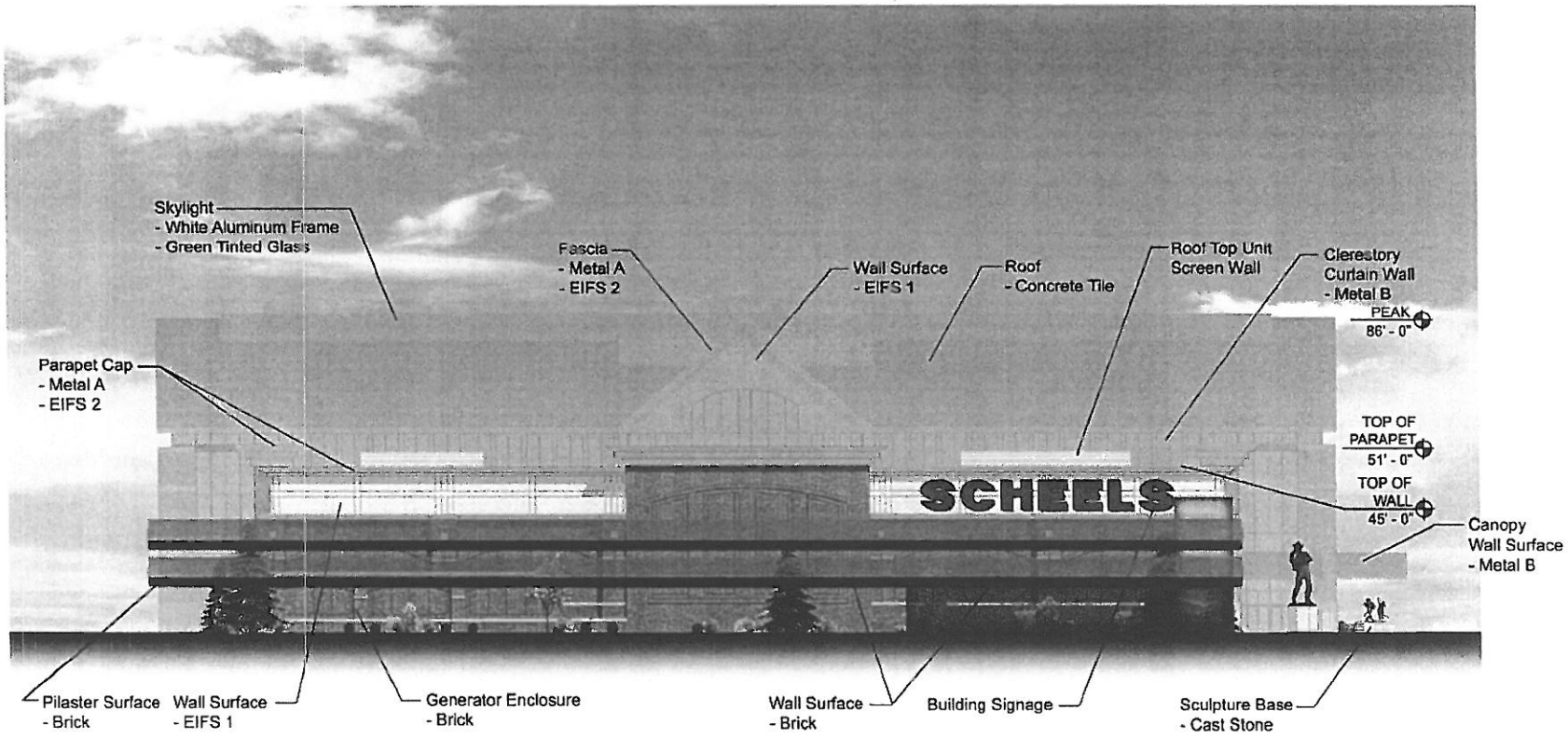
SOUTHPOINTE PAVILIONS

# North Elevation

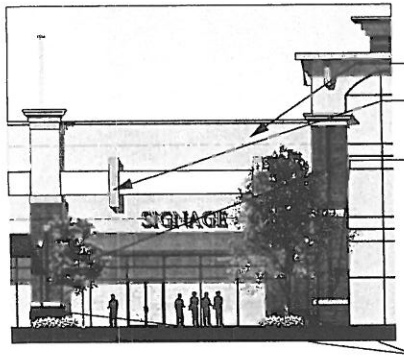
South Elevation




# East Elevation




# West Elevation



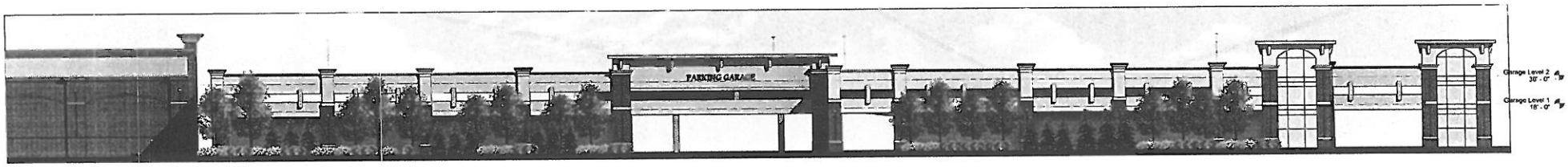

Textured Paint to match EIFS - Oyster Shell

EIFS extrusions to match EIFS - Manor White

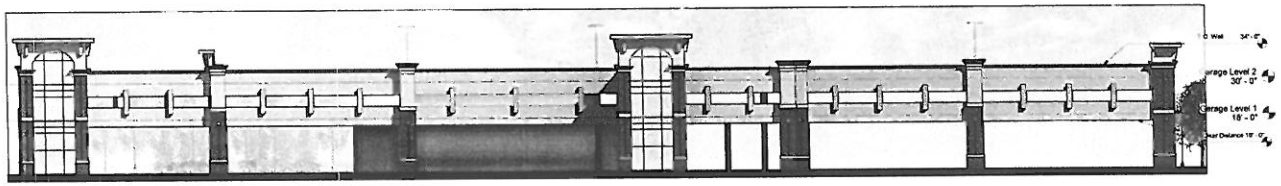
Brick pilaster with same brick, brick detailing cast stone, quions and EIFS cornice details as found in shopping center

Light fixtures, benches and other amenities to match shopping center standards

4 Elevation - Garage South Enlarged bay
1/8" = 1'-0"




3 Elevation - Garage North
1/16" = 1'-0"



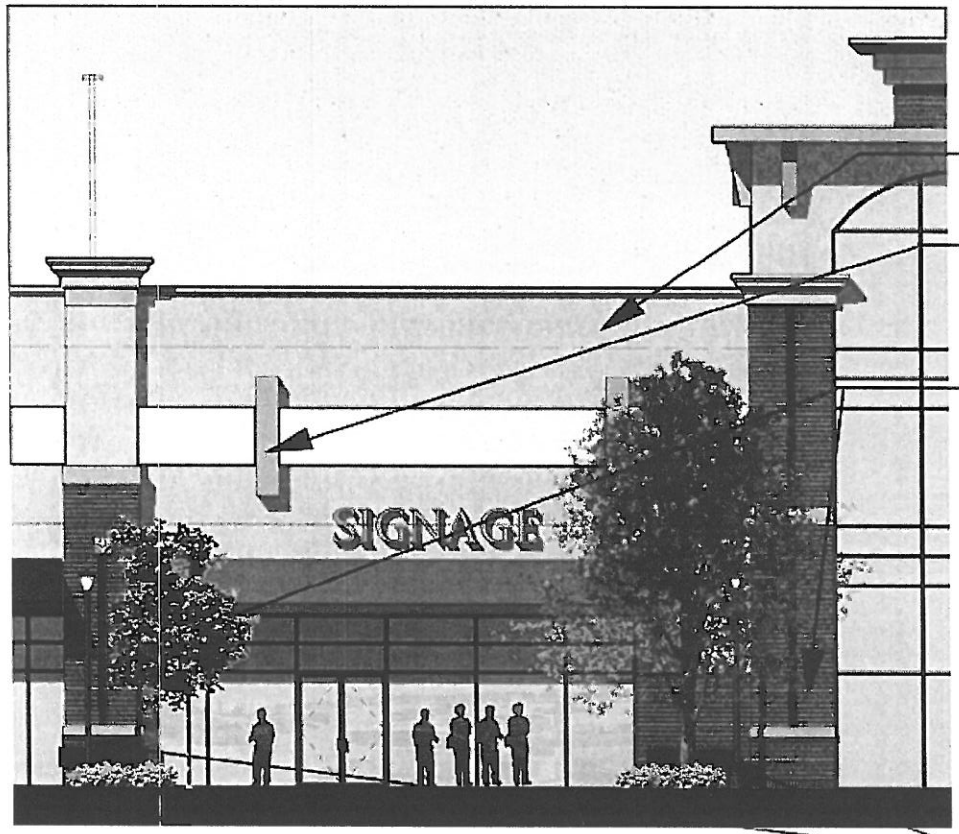

2 Elevation - Garage West
1/16" = 1'-0"

1 Elevation - Garage South
1/16" = 1'-0"

# Proposed SCHEELS Relocation
## Lincoln, NE
11.24.15

RED

SOUTHPOINTE PAVILIONS

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Brick pilaster with same brick, brick detailing cast stone, quions and EIFS cornice details as found in shopping center

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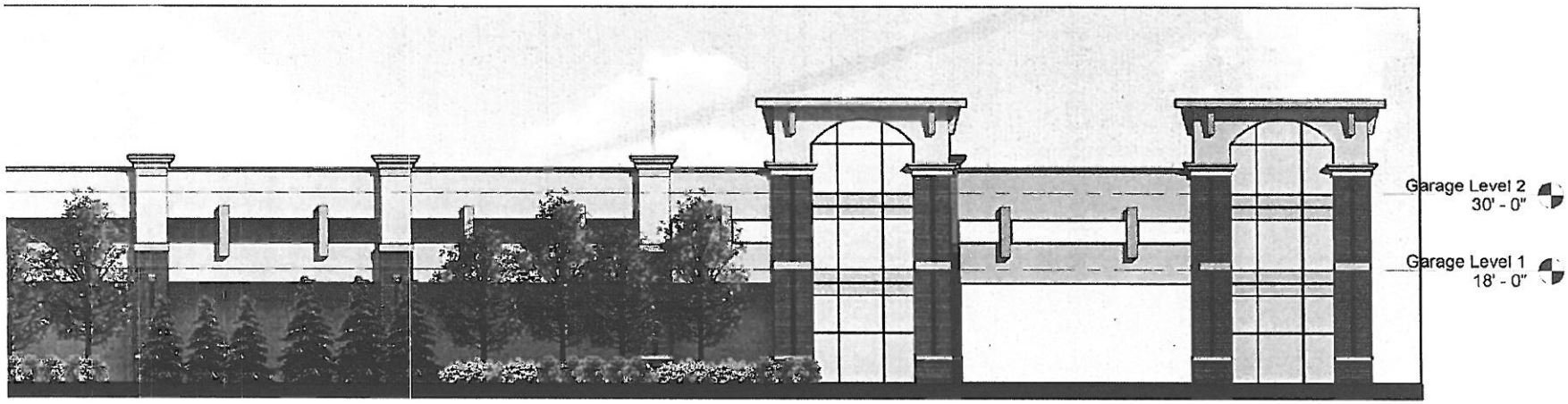
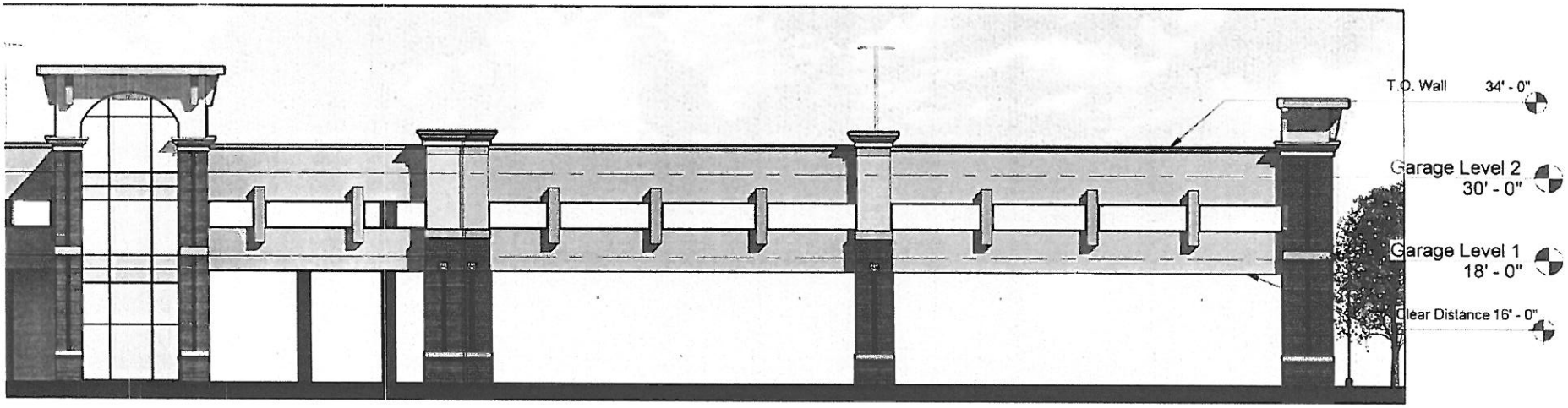
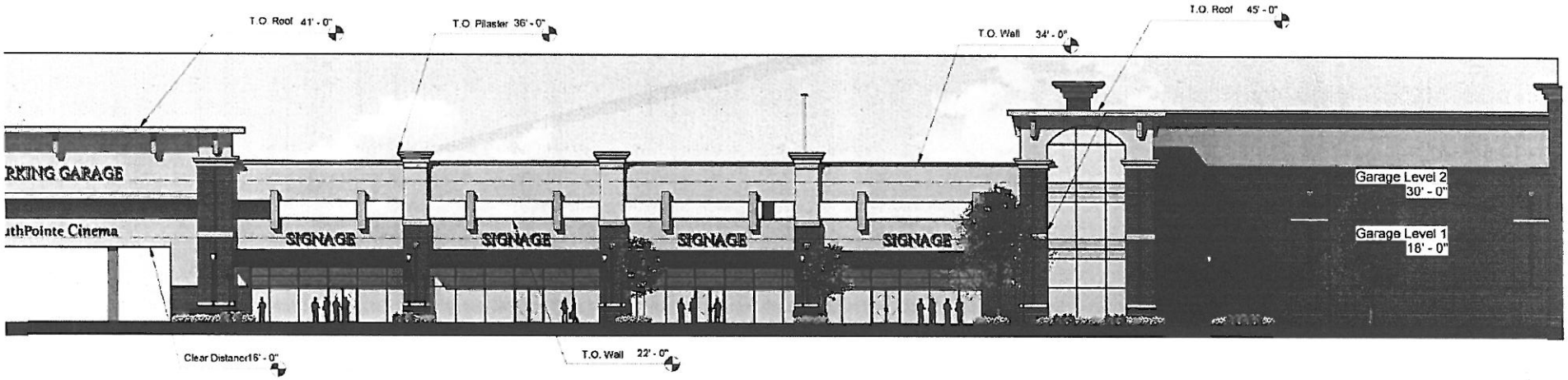
4 Elevation - Garage South Enlarged bay
1/8" = 1'-0"




3 Elevation - Garage North
1/16" = 1'-0"




2 Elevation - Garage West
1/16" = 1'-0"




1 Elevation - Garage South
1/16" = 1'-0"

SEACREST & KALKOWSKI, PC, LLO

1111 LINCOLN MALL, SUITE 350
LINCOLN, NEBRASKA 68508-3910

TELEPHONE (402) 435-6000
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DANAY KALKOWSKI
E-MAIL: danay@sk-law.com

December 21, 2015

Mr. David Carey, Acting Director
Lincoln Lancaster Planning Department
County-City Building
555 South 10th Street, Suite 213
Lincoln, NE 68508

Re: Updated Letter; South Ridge Use Permit (SouthPointe Pavilions)
Amendment to the Combined Use Permit / Special Permit #11F

Dear Mr. Carey:

Our law firm represents RED Capital Management LLC ("**RED**"), who is the owner of the western portion of SouthPointe Pavilions shopping center. RED has been working closely with Scheels All Sports, Inc. ("**Scheels**") and Powder Mountain LLC who is the current owner of the eastern portion of SouthPointe Pavilions in a proposed reconfiguration of SouthPointe Pavilions. One of the largest components will be a new Scheels 220,000 square foot store that will replace its current store. We are requesting an Amendment to the Use Permit / Special Permit #11F ("**Use Permit Amendment**") to implement the new configuration of SouthPointe Pavilions in the B-5 Planned Regional Business District.

1. SouthPointe Pavilions Modifications: The project area is not seeking any rezoning. The Use Permit Amendment seeks to combine the B-5 and O-3 retail and office areas comprising the northeast corner of the Southridge Use Permit ("**SouthPointe Pavilions**"). The major rehabilitation of SouthPointe Pavilions will be implemented in phases. Attached, please find maps showing seven proposed phases. The key sequence includes the following:

- Relocation of tenants (Michaels, Dressbarn, and Famous Footwear), Spring 2016-Fall 2016;
- Demolition of Food Court, Michaels, Famous Footwear, Dressbarn and Austad's buildings, Spring 2016-Fall 2016;
- Construction of a new Scheels store (220,000 SF), Fall 2016 - Fall 2018, modeled after the Overland Park, Kansas store that opened in June;
- Demolition of existing Scheels store and construction of new surface parking lots, Fall 2018-Spring 2019;

- Construction of a new two level Parking Deck (314 stalls at grade, 700 stalls two levels above grade), Spring 2019-Fall 2019; and
- Construction of 20,000 square feet of retail spaces located on the southern street level of the Parking Deck (Fall 2019-Fall 2020).

2. Use Permit/Special Permit Modifications: The Use Permit / Special Permit plans have been revised to remove the other three corners from the plan set. These three corners have been developed under separate Use Permits / Special Permits and are therefore redundant to this plan set.

SouthPointe Pavilions is currently approved for 730,000 square feet of Floor Area. Currently 670,978 square feet is occupied space at SouthPointe Pavilions. We propose to increase the allowable buildable area to 820,000 square feet. This is a 12% increase in usable area for the shopping center.

The original traffic study for the 27th & Pine Lake four corner development projected a maximum Rush Hour (4-6 PM) trip cap of 3,995 trips for the SouthPointe Pavilions corner. Accordingly, SouthPointe Pavilions was permitted for a maximum of 3,995 Rush Hour (4-6 PM) trips and the original developers of the four corners contributed to the construction of the required and constructed S. 27th and Pine Lake roadway improvements. The proposed 820,000 square feet is projected to generate 3,970 trips which is still under the approved 3,995 original Trip Cap.

The Use Permit Amendment plans have also been revised to reflect the following changes:

- Lot 8 is being reduced in size to only include the eastern building.
- Lot 16 is being created to accommodate the new 220,000 SF Scheels building.
- Lot 17 and Outlot "B" are being created to accommodate a 2 level Parking Deck and 20,000 SF associated Retail building.
- Lot 6 is the Foodcourt building lot. This building is planned for demolition, it will now accommodate a 21,400 SF Retail building.
- Perimeter setbacks along Pine Lake Road and South 32nd Street are being reduced from 40 feet to 20 feet to meet the current B-5 setback standard.
- An additional access off 32nd Street is being requested to facilitate truck access to Lots 8 and 16.
- Additional sidewalks are shown to be constructed to enhance the pedestrian access within the shopping center. The orientation of the new Scheels and the 20,000 SF of new retail under the Parking Deck opens up the shopping center and provides a quality pedestrian connection between the SouthPointe Pavilions' courtyard and the eastern buildings.

Lots 6, 16, 17 and Outlots "B" and "E" will be subject to the new Post Construction Stormwater Management requirements as a redevelopment land development project. A basic description of the intent for water quality treatment has been provided, however, specific details will be provided with the individual building permit submittals.

3. Requested Modifications: The Use Permit Amendment includes the following three modifications or waivers to Title 27 of the Lincoln Municipal Code and Design Standards:

A. Title 27 – Section 27.67.020 -- A waiver to the parking standards for B-5 Planned Regional Business District and O-3 Office Park District to allow one overall parking stall ratio of 1 stall per 300 square feet of building area for all lots included within the Use Permit / Special Permit. The existing B-5 parking standard for the movie theater would remain unchanged and still provide one space/50 sq. ft. of seating area plus parking for affiliated uses within 300 ft. of the main use.

- The City has granted this same modification to the B-5 zoned areas of Edgewood and East Park Plaza.
- The reduced parking standard will allow SouthPointe Pavilions to meet the required parking standards during the construction phases.
- During non-construction periods, SouthPointe's private parking requirements are much higher to accommodate parking demand during the busier shopping days.

B. Title 27 – Section 27.72.030(a) – To allow height limitations to 73' for buildings on Lots 16 to accommodate Scheels' two architectural gable atriums.

- The existing Use Permit allows a 60 feet setback for portions of the west side of the shopping center and 40 feet setback for the balance. RED seeks a height increase to 73 feet on Lot 16 to allow the architectural building atrium for Scheels' new flagship store. The atrium accommodates many large features, including a 65 feet high Ferris wheel.
- Scheels has stated that its new flagship store requires the shown height and Scheels has stated it will not be able to reduce the height of the two architectural gable atriums.
- During pre-submittal meetings with City Staff, we were asked whether the Scheels 220,000 SF building could be relocated further from the Southern Hill's neighborhood to three more interior locations. We submitted to the Planning Department the alternative locations with explanations why each alternative was unattainable or impracticable.
- Very soon SouthPointe Pavilions will be celebrating its 20th anniversary. This important project is a major renovation and reinvestment of $103 million to help insure that SouthPointe Pavilions and the surrounding neighborhoods remain healthy for the next twenty years and beyond. Like homes, shopping centers need to be updated and improved periodically to meet new lifestyle changes and help avoid degradation of property values. It is in everyone's interest to ensure that SouthPointe Pavilions remains Lincoln's quality shopping center and the surrounding neighborhoods remain strong, while enjoying the nearby improved shopping center amenities. The implementation of the new Scheels store is the linchpin in ensuring

that SouthPointe and the surrounding neighborhoods do not see degradation that is happening to many older shopping center areas in the nation.

C. Title 27 – Section 27.72.030(a) – To allow height limitations to 45' on Lot 17 & Outlot 'A' to permit architectural building features on the Parking Deck and light poles.

- The existing Use Permit allows a 60 feet setback for portions of the west side of the shopping center and 40 feet setback for the balance. RED seeks a height increase to permit the architectural features of the Parking Deck.

- City Building and Safety interprets light pole fixtures on top of the Parking Deck to need to meet height restrictions.

- RED has increased the available building footprint in order to reduce the potential height of the Parking Deck.

- During pre-submittal meetings with City Staff, we were asked whether the Scheels 220,000 SF building and Parking Deck could be relocated further from the Southern Hill's neighborhood. We submitted to the Planning Department the alternative locations with explanations why each alternative was unattainable or impracticable.

- The implementation of the new Scheels store requires the accompanying Parking Deck. The new Scheels store, other related building improvements and Parking Deck are necessary to ensuring that SouthPointe and the surrounding neighborhoods do not see future reduction of property values. Without periodical improvements and updates to a shopping center, surrounding business and residential environs can degrade in value and quality.

D. Title 2 – Chapter 2.25 of the City Design Standards – To allow horizontal curves for the private roadway to be less than 150'.

- The reconfigured "Loop Road" is a private roadway and the horizontal geometrics of the roadway require curves less than 150' north and south of the proposed Parking Deck.

3. Submittal Materials as Part of the Application: The following documents are submitted as part of this Application:

A. City Application Form for Use Permit / Special Permit Amendment
B. Application fee in the amount of $3,792
C. 1 – 8 1/2 x 11 Use Permit / Special Permit plan set (3 sheets)
D. Site Plan, General Note Plan, & Grading/Drainage Plan
E. Water quality improvement memorandum
F. 1 set of Construction Phasing exhibits (7 sheets)
G. Neighborhood notification letter
H. Building and parking deck elevations
I. Landscape screening plan

4. Submittal Materials for Information Purposes Only: The following documents are submitted for information purposes only:

A. Proposed Scheels Relocation Site Plan

B. Exterior and interior pictures from a similar 220,000 SF Scheels store in Overland Park, Kansas
C. Landscape screening elevations (Section 1 through4)

Mark Palmer with Olsson Associates will upload the necessary submittal documents (#3, #4 and #5 above) into ProjectDox once notified. In the near future, we will also be submitting to the Planning Department a final plat to reflect the new lot lays and easements as shown on the Use Permit Amendment.

4. Neighborhood and City Review: On December 8th, RED and Scheels held a neighborhood meeting at Scott Middle School with the surrounding neighborhoods and other interested stakeholders. At the neighborhood meeting, we reviewed the proposed reconfiguration of SouthPointe Pavilions, including the proposed waivers, parking, lighting, landscaping buffering, bus stop and screening of the Scheels' dock and dumpsters. We also will review the meeting participants' comments with City Staff next week and will make the necessary changes accordingly.

The current Use Permit requires any amendment to be submitted to the President of the Southern Hills Neighborhood Association for distribution to any interested members of the Association. By way of this letter, we are sending a copy of this letter, application and related plan submittal materials to Phil White, President, Southern Hills Neighborhood Association. Mr. White reported last night that the Association was inactive.

We have had several pre-submittal meetings with the City Administration to improve this exciting economic development project and reduce its negative attributes. We appreciate the City's staff suggestions and modifications. We look forward to continuing to work with the neighborhood, stakeholders and the City as the process moves through the review and approval stages.

Very truly yours,

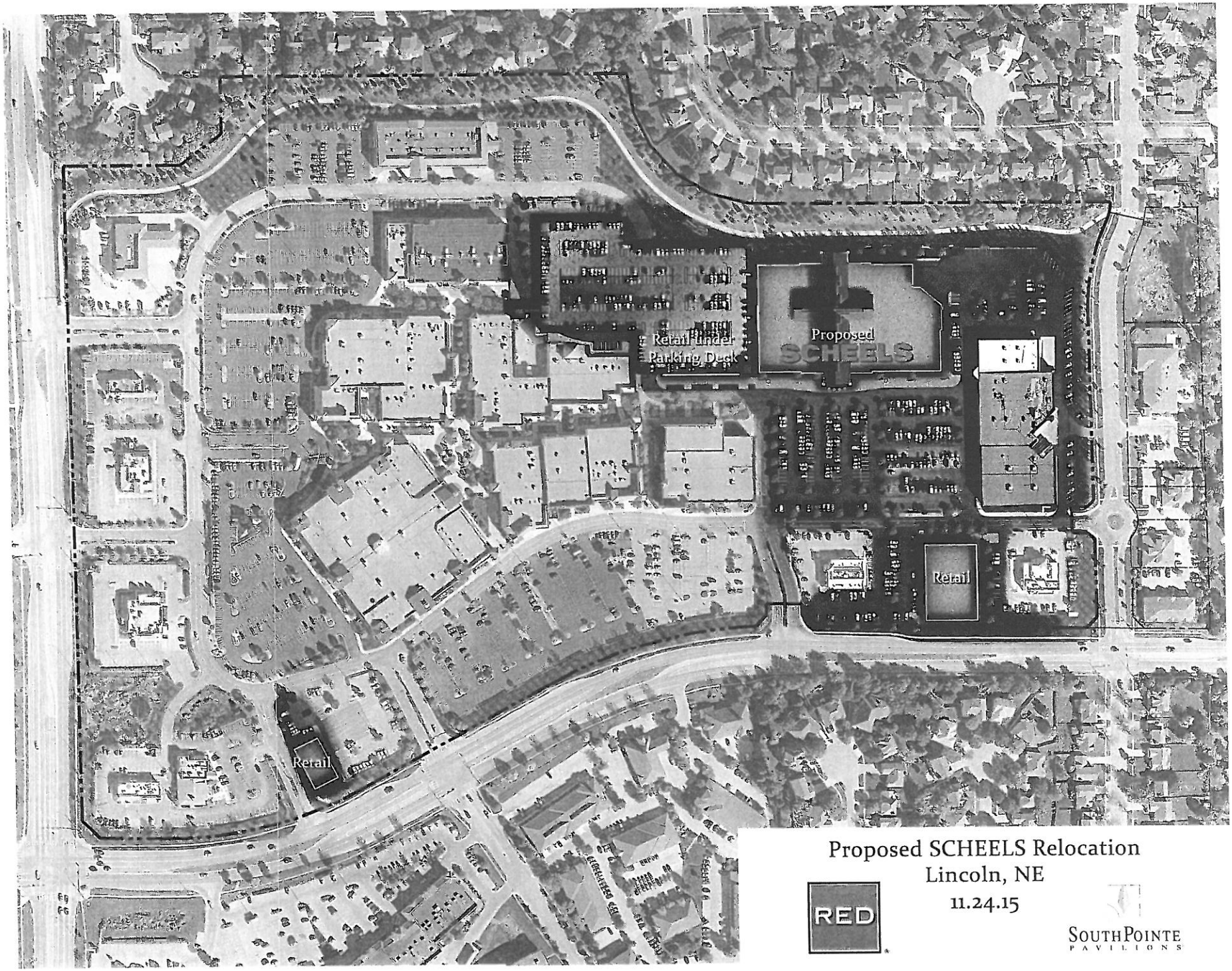
Kent

KENT SEACREST
For the Firm

Enclosures

cc: Councilmember Jon Camp
Councilmember Jane Raybould
Phil White, President, Southern Hills Neighborhood Association
(2815 Laredo Drive, Lincoln, NE 68516)
Mike Lang, Economic Development Aid to Mayor Beutler
David Landis, Urban Development Department

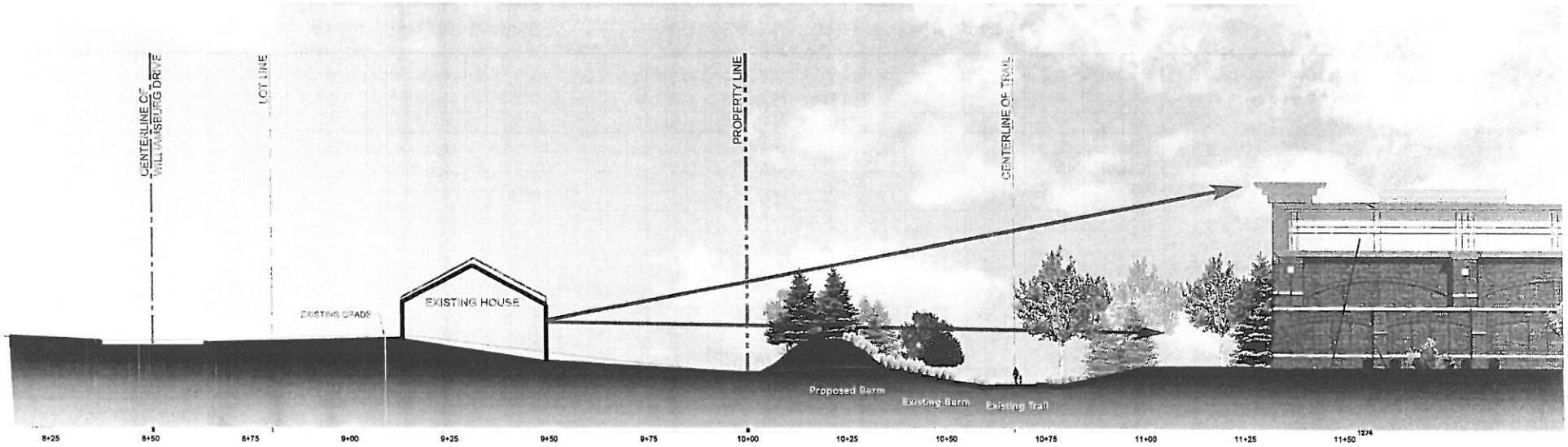
Dallas McGee, Urban Development Department
Steve Henrichsen, Planning Department
Rachel Jones, Planning Department
Bill Nelson, Scheels All Sports, Inc.
Louie Sikich, Scheels All Sports, Inc.
Jeff McMahon, RED Capital Management LLC
Jeff Gierhan, RED Capital Management LLC
Julie Lattimer, RED Capital Management LLC
Dr. Greg and Dr. Margaret Sutton
Kent Thompson, Powder Mountain LLC
Rick Krueger, Powder Mountain LLC
Michael D. Weatherl, Powder Mountain LLC
Mark Palmer, Olsson Associates



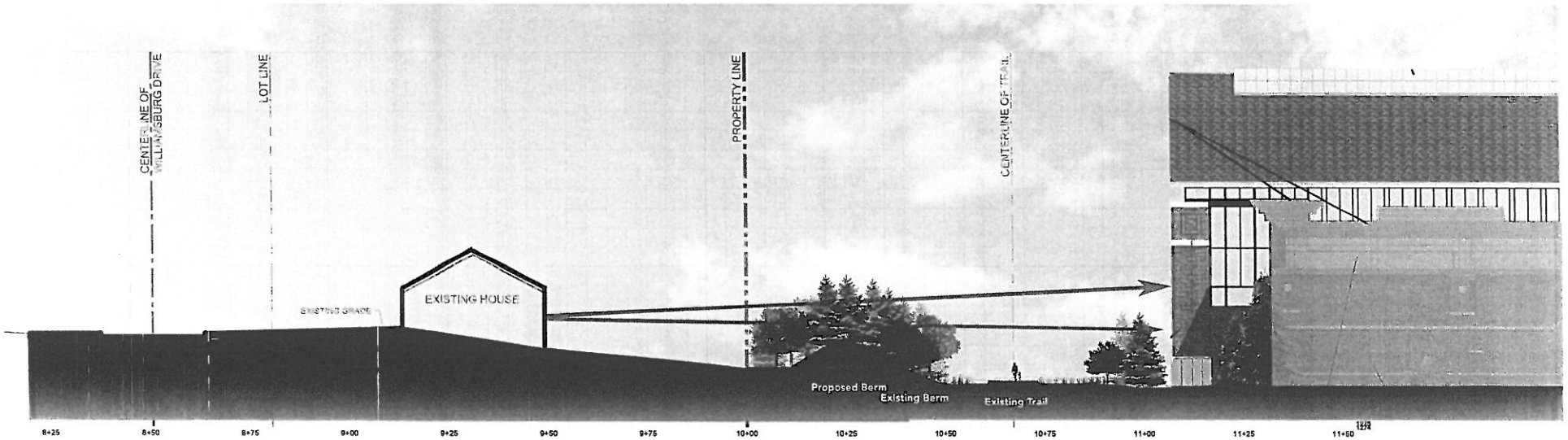

Proposed SCHEELS Relocation
Lincoln, NE
11.24.15

RED

SOUTHPOINTE
PAVILIONS




SECTION 1 1"=10'



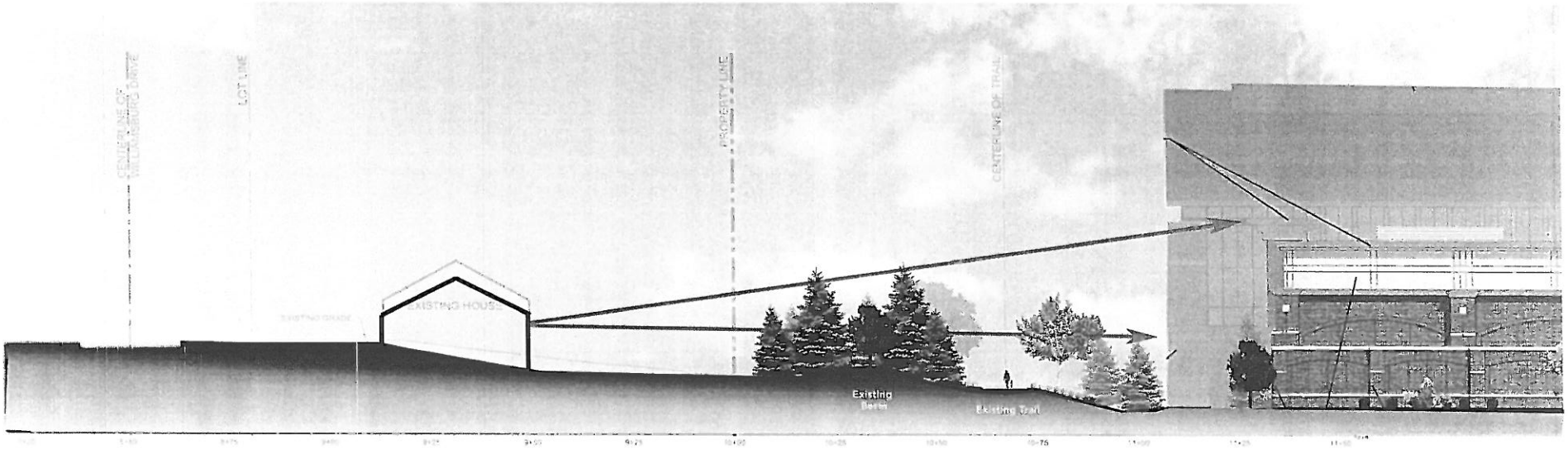

SECTION 2 1"=10'

**Proposed SCHEELS Relocation**
**Lincoln, NE**
**12.04.15**

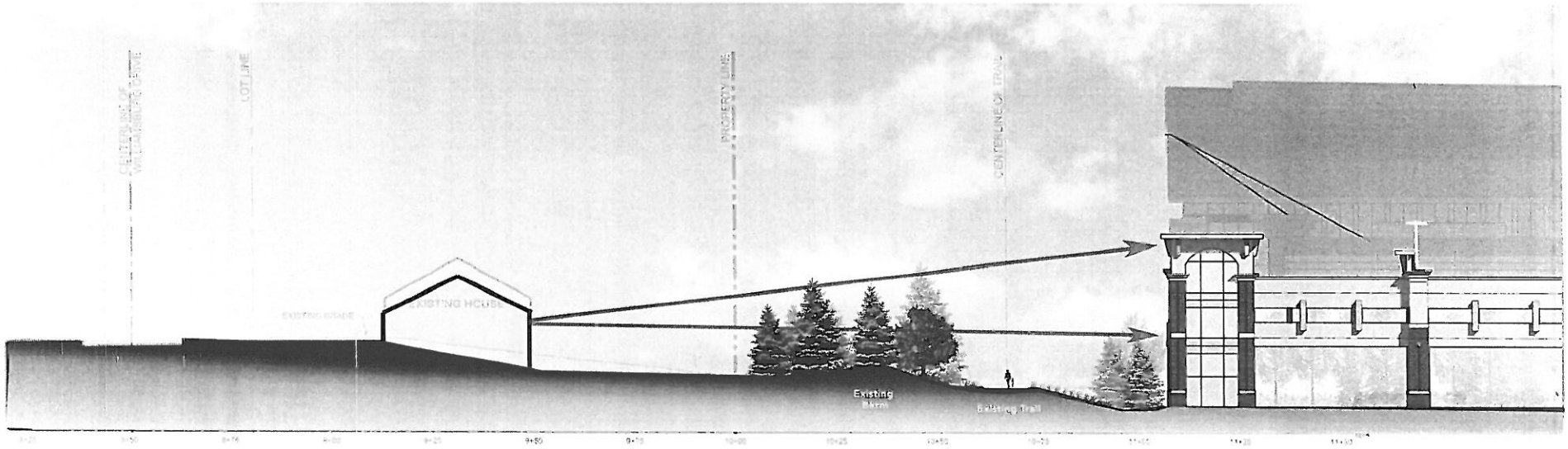
OCHSNER HARE & HARE
a design studio of OLSSON ASSOCIATES
Project number 212.0153

RED

SOUTHPOINTE PAVILIONS




SECTION 3 1"=10'




SECTION 4 1"=10'

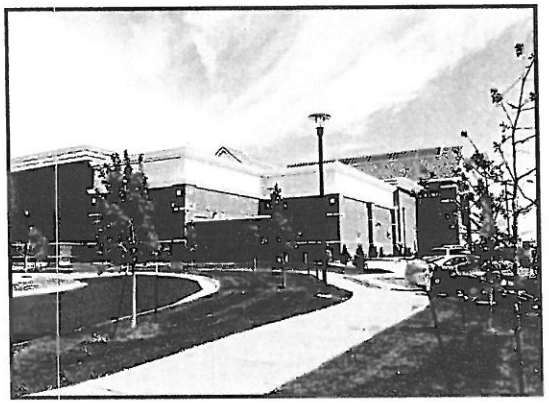
Proposed SCHEELS Relocation
Lincoln, NE
12.04.15

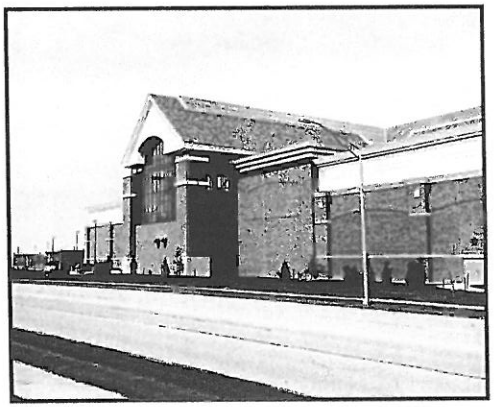
OCHSNER HARE & HARE
a design studio of OLSSON ASSOCIATES
Project Number 012-0153

RED

SOUTHPOINTE PAVILIONS

## Exterior Photos - Overland Park, KS



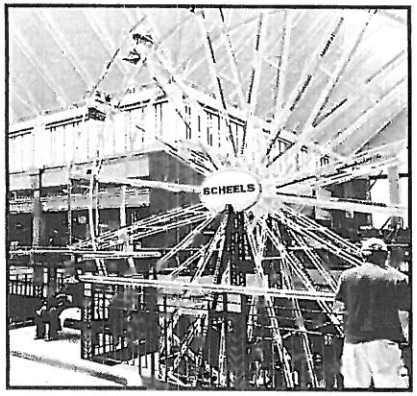


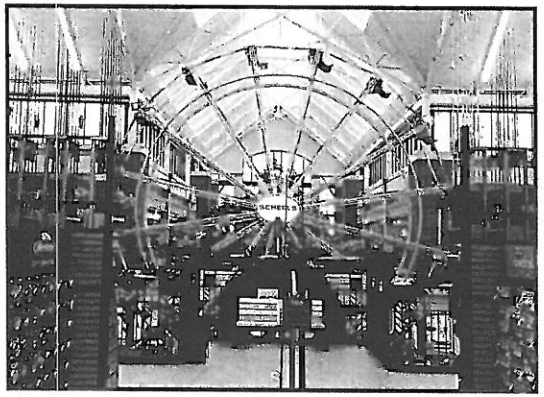
Proposed SCHEELS Relocation
Lincoln, NE
11.24.15

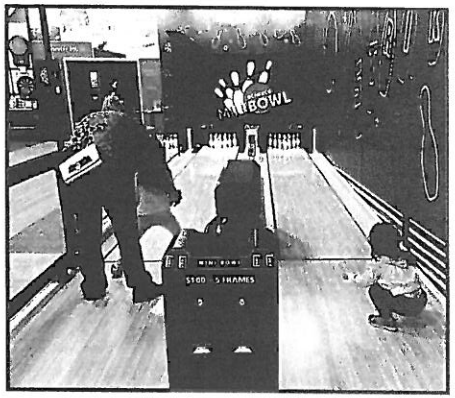
RED

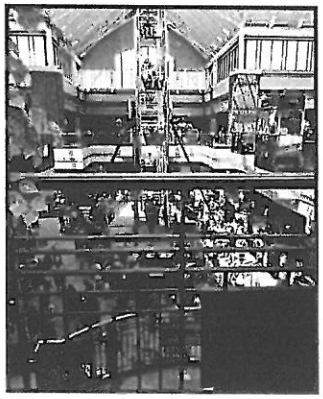
SOUTHPOINTE PAVILIONS

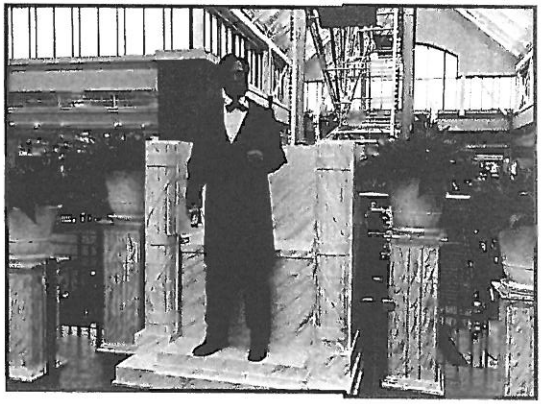
## Interior Photos - Overland Park, KS









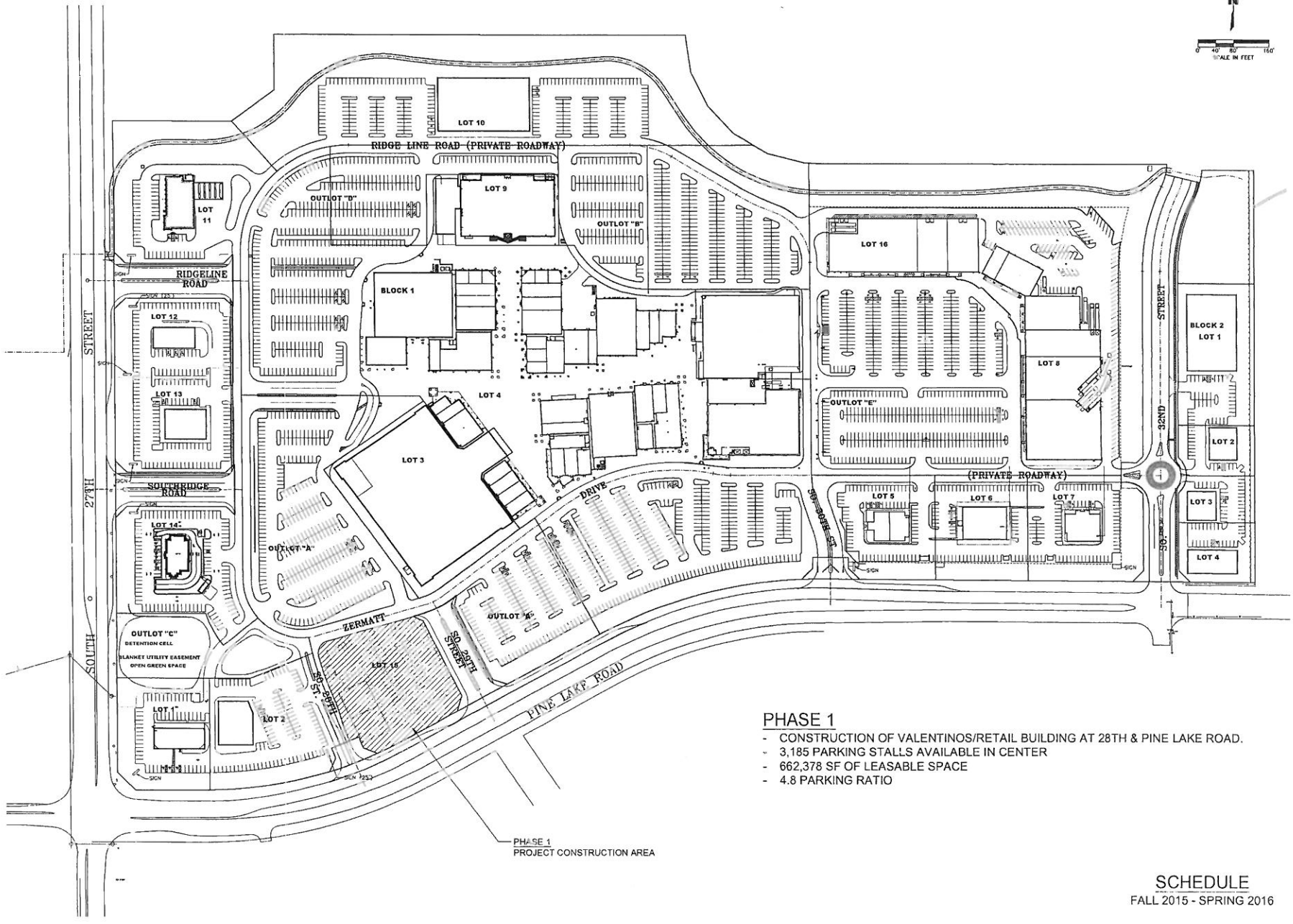
Proposed SCHEELS Relocation
Lincoln, NE
11.24.15

RED

SOUTHPOINTE PAVILIONS

# SOUTHPOINTE SCHEELS EXPANSION

PHASE 1




## PHASE 1

- CONSTRUCTION OF VALENTINOS/RETAIL BUILDING AT 28TH & PINE LAKE ROAD.
- 3,185 PARKING STALLS AVAILABLE IN CENTER
- 662,378 SF OF LEASABLE SPACE
- 4.8 PARKING RATIO

PHASE 1
PROJECT CONSTRUCTION AREA

## SCHEDULE

FALL 2015 - SPRING 2016

OLSSON ASSOCIATES

REVISIONS

PHASE 1

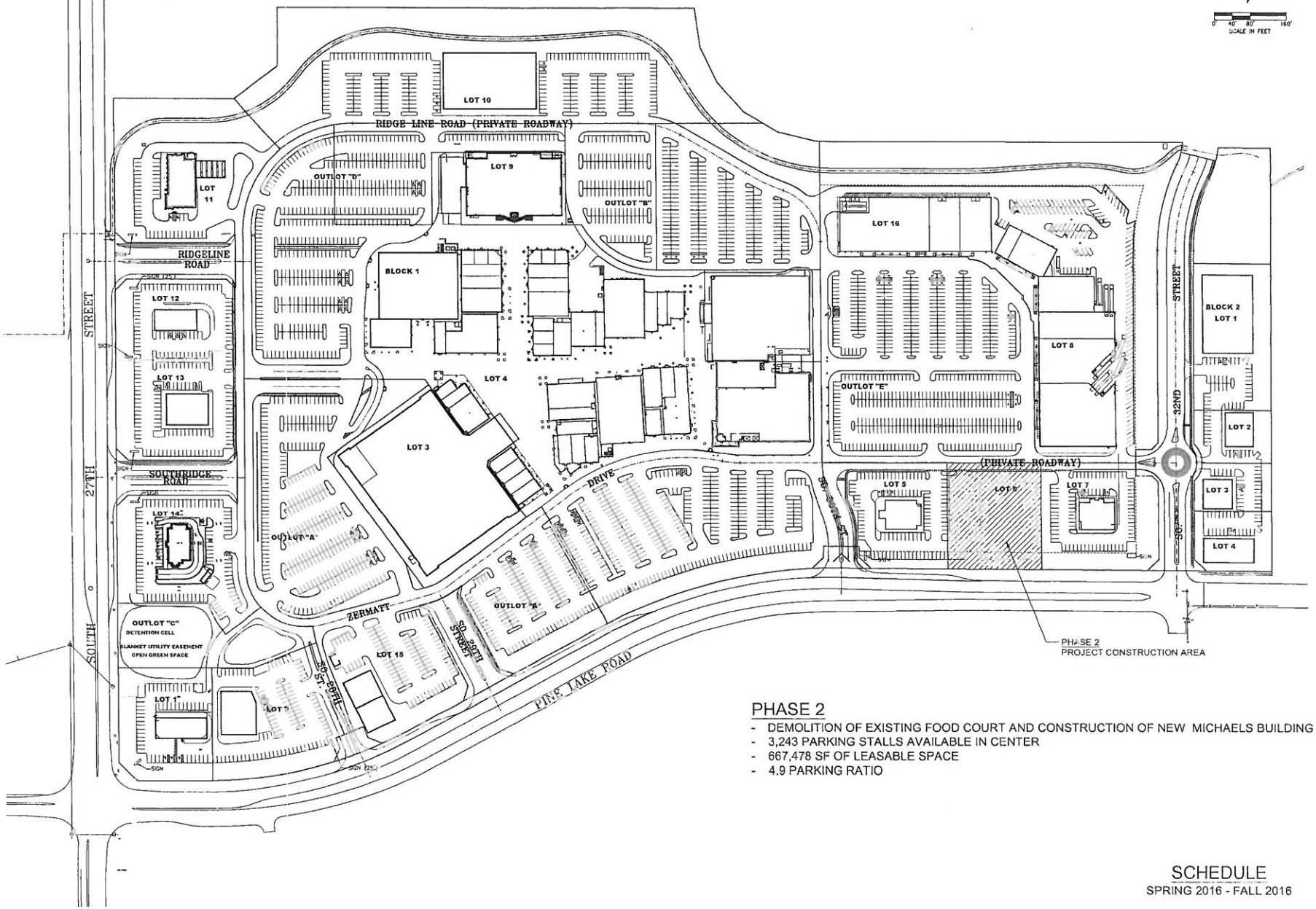
SOUTHPOINTE SCHEELS EXPANSION

LINCOLN, NEBRASKA

SHEET 1 of 7

# SOUTHPOINTE SCHEELS EXPANSION

PHASE 2




## PHASE 2

- DEMOLITION OF EXISTING FOOD COURT AND CONSTRUCTION OF NEW MICHAELS BUILDING
- 3,243 PARKING STALLS AVAILABLE IN CENTER
- 667,478 SF OF LEASABLE SPACE
- 4.9 PARKING RATIO

## SCHEDULE

SPRING 2016 - FALL 2016

OLSSON ASSOCIATES

PHASE 2

SOUTHPOINTE SCHEELS EXPANSION

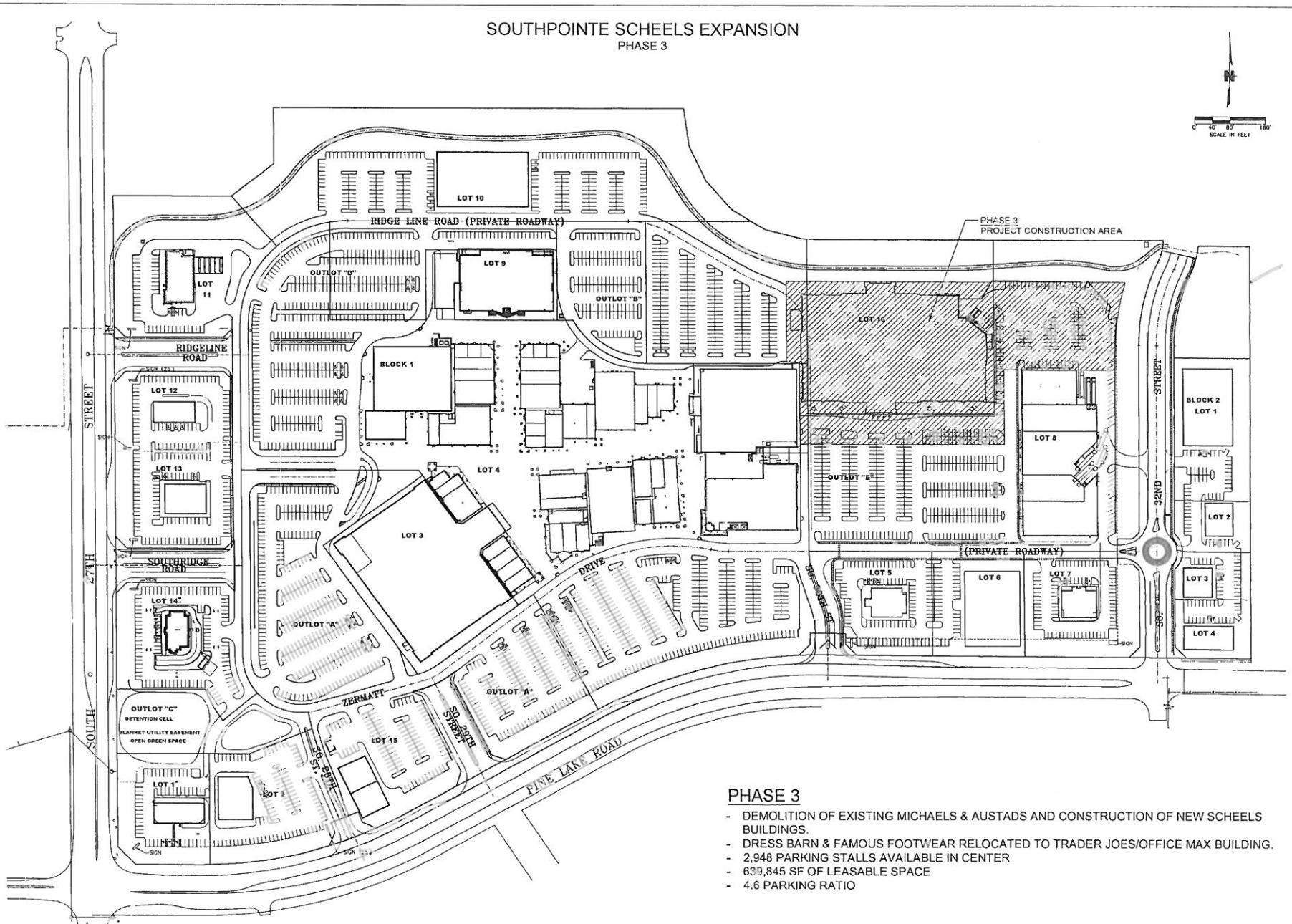
LINCOLN, NEBRASKA

2015

SHEET 2 of 7

# SOUTHPOINTE SCHEELS EXPANSION

PHASE 3




## PHASE 3

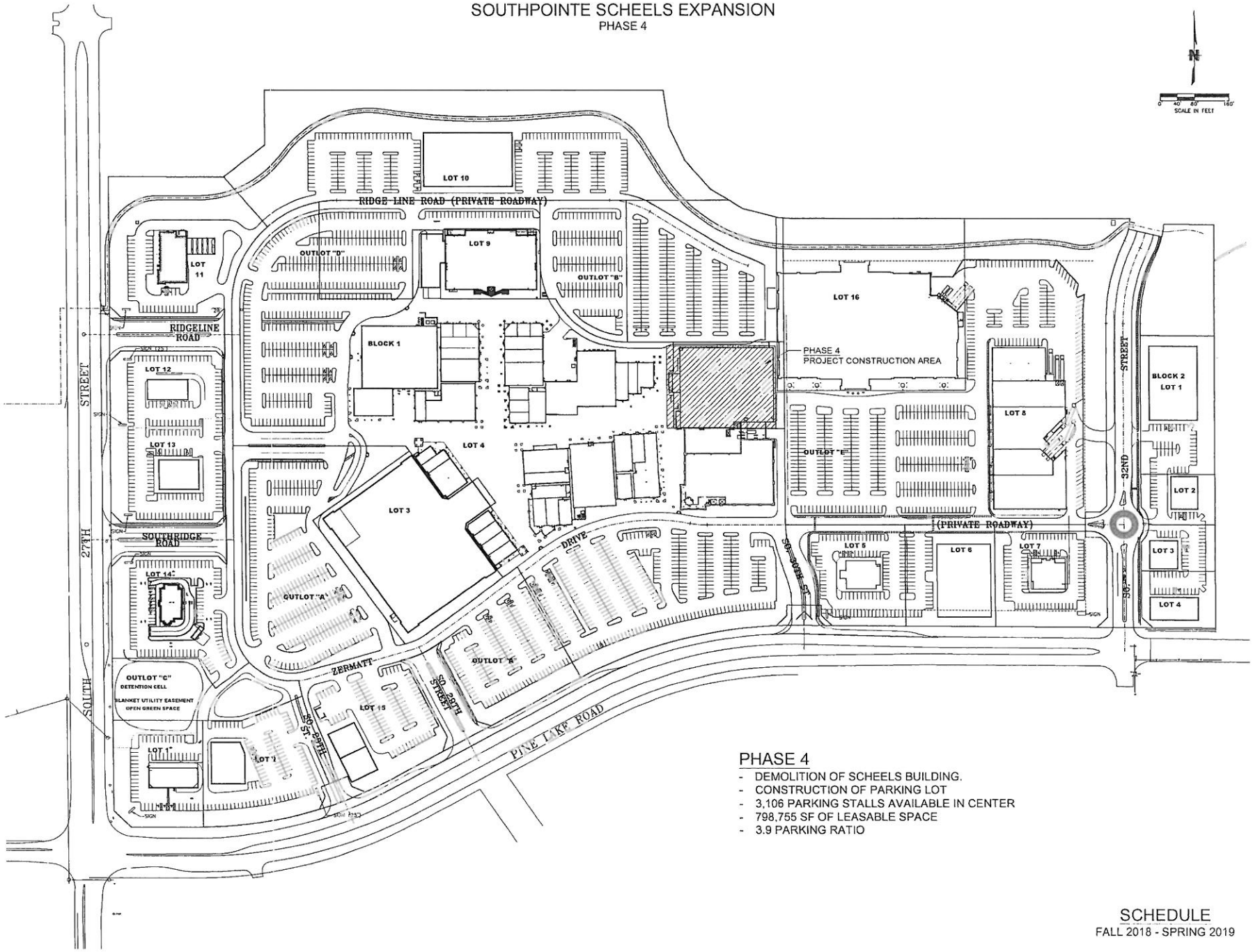
- DEMOLITION OF EXISTING MICHAELS & AUSTADS AND CONSTRUCTION OF NEW SCHEELS BUILDINGS.
- DRESS BARN & FAMOUS FOOTWEAR RELOCATED TO TRADER JOES/OFFICE MAX BUILDING.
- 2,948 PARKING STALLS AVAILABLE IN CENTER
- 639,845 SF OF LEASABLE SPACE
- 4.6 PARKING RATIO

## SCHEDULE

FALL 2016 - FALL 2018

# SOUTHPOINTE SCHEELS EXPANSION

PHASE 4




## PHASE 4

- DEMOLITION OF SCHEELS BUILDING.
- CONSTRUCTION OF PARKING LOT
- 3,106 PARKING STALLS AVAILABLE IN CENTER
- 798,755 SF OF LEASABLE SPACE
- 3.9 PARKING RATIO

## SCHEDULE

FALL 2018 - SPRING 2019

OLSSON ASSOCIATES

| REV | DATE | REVISIONS DESCRIPTION |
|---|---|---|
| | | |

REVISIONS

PHASE 4

SOUTHPOINTE SCHEELS EXPANSION

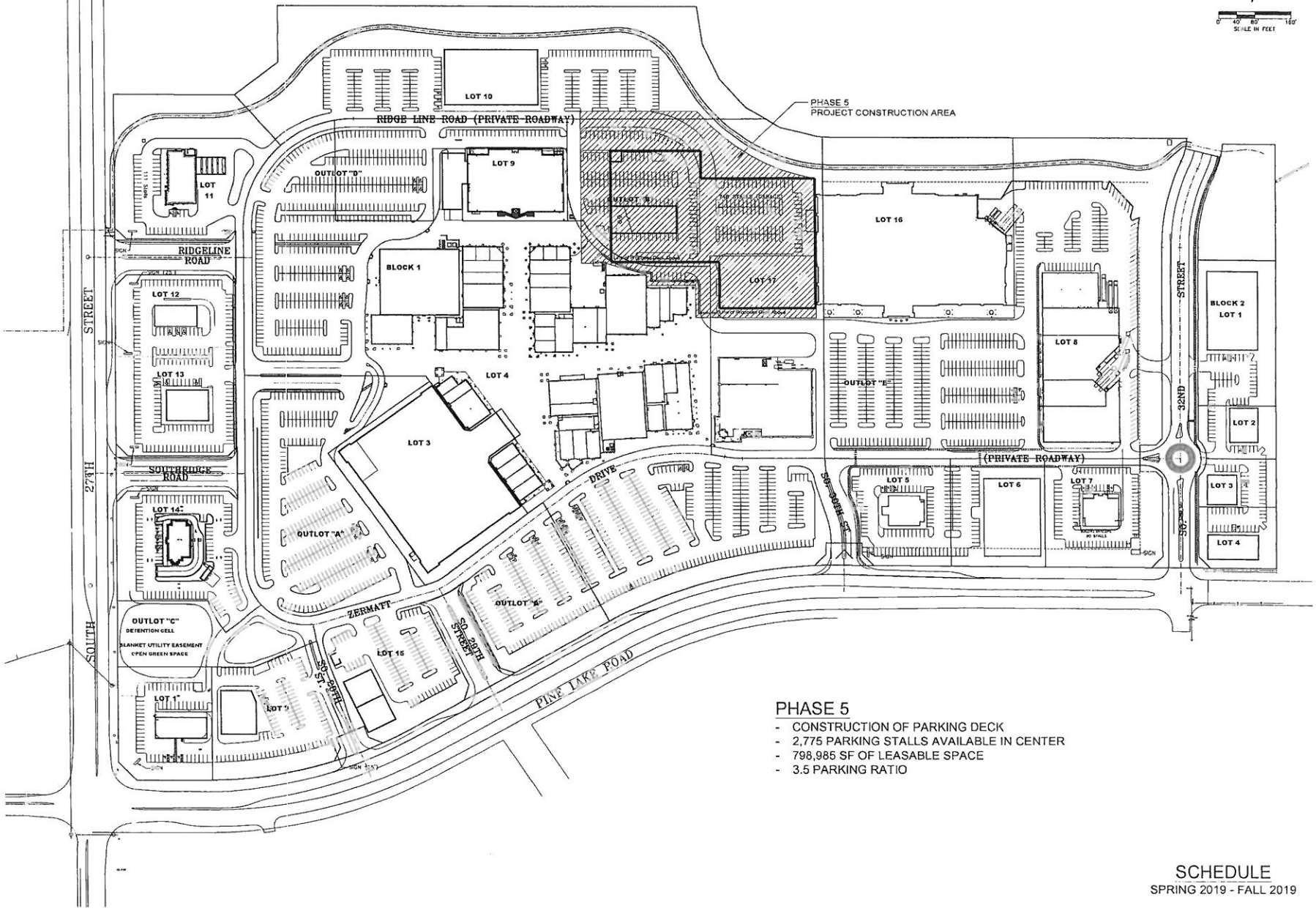
LINCOLN, NEBRASKA

2015

SHEET 4 of 7

# SOUTHPOINTE SCHEELS EXPANSION

PHASE 5




## PHASE 5

- CONSTRUCTION OF PARKING DECK
- 2,775 PARKING STALLS AVAILABLE IN CENTER
- 798,985 SF OF LEASABLE SPACE
- 3.5 PARKING RATIO

## SCHEDULE

SPRING 2019 - FALL 2019

OLSSON ASSOCIATES

REVISIONS

PHASE 5

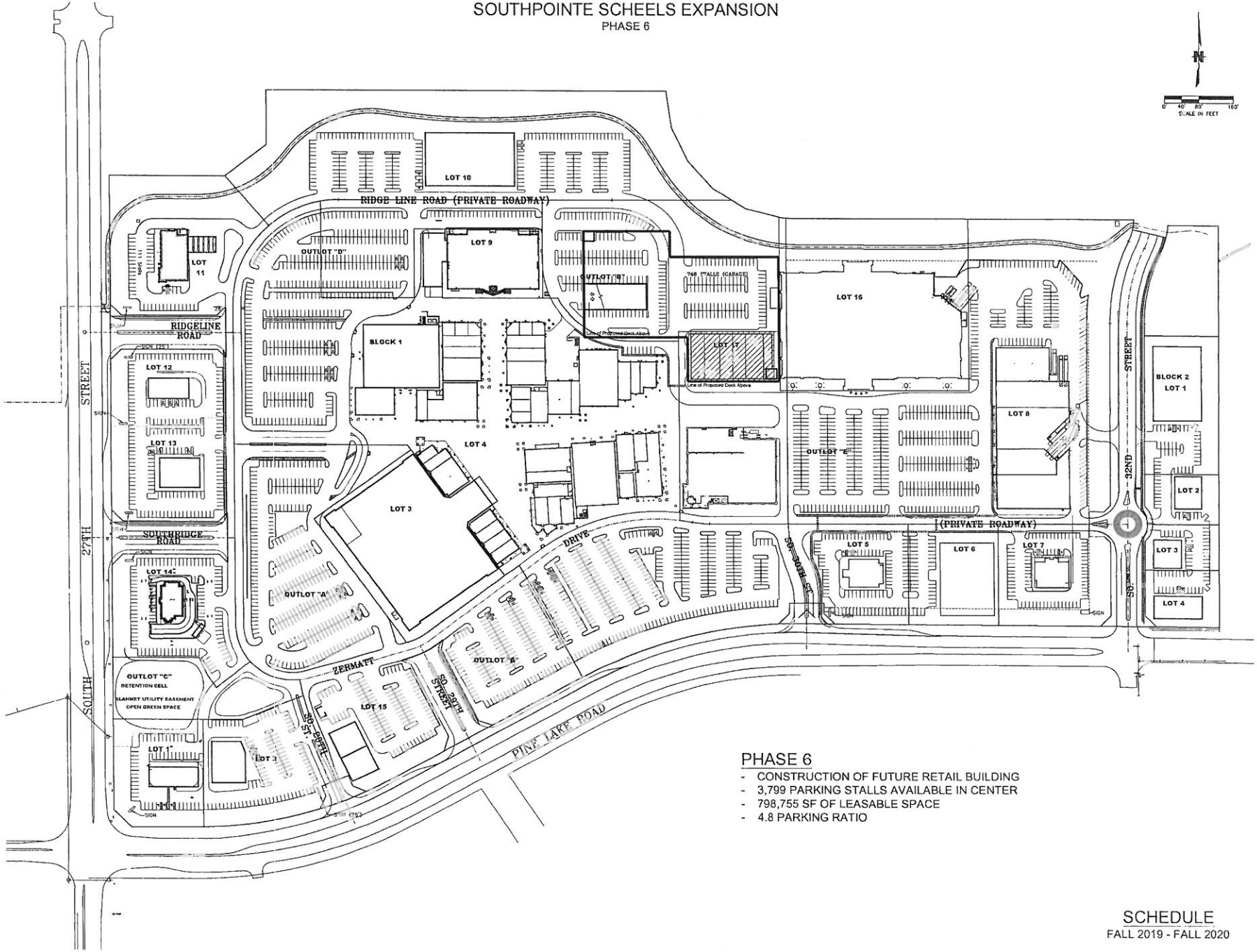
SOUTHPOINTE SCHEELS EXPANSION

LINCOLN, NEBRASKA

SHEET 5 of 7

# SOUTHPOINTE SCHEELS EXPANSION

PHASE 6




## PHASE 6

- CONSTRUCTION OF FUTURE RETAIL BUILDING
- 3,799 PARKING STALLS AVAILABLE IN CENTER
- 798,755 SF OF LEASABLE SPACE
- 4.8 PARKING RATIO

## SCHEDULE

FALL 2019 - FALL 2020

OLSSON ASSOCIATES

| REV. | DATE | REVISION DESCRIPTION |
|---|---|---|

REVISION

PHASE 6

SOUTHPOINTE SCHEELS EXPANSION

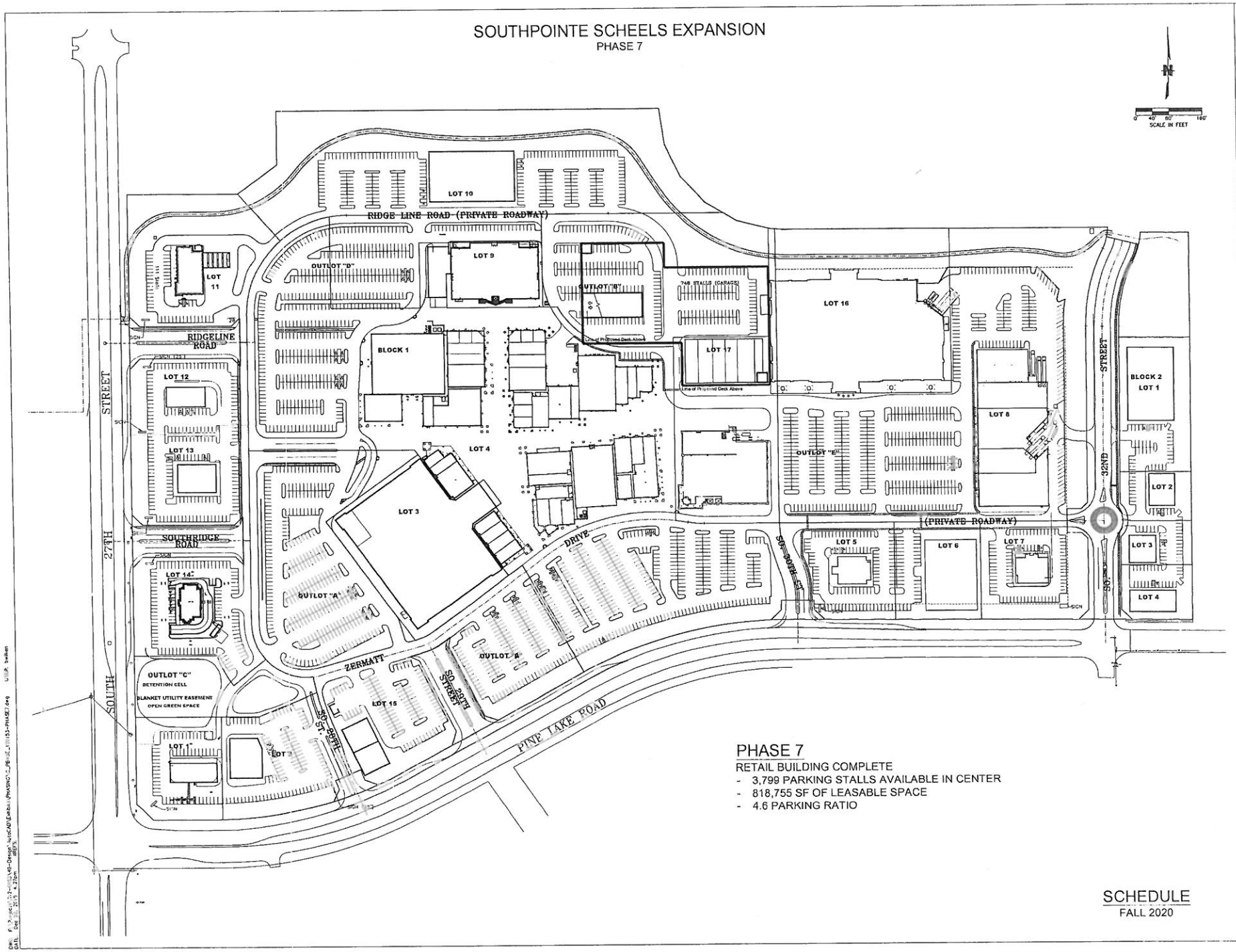
LINCOLN, NEBRASKA

2015

SHEET 6 of 7

# SOUTHPOINTE SCHEELS EXPANSION

PHASE 7




## PHASE 7

RETAIL BUILDING COMPLETE

- 3,799 PARKING STALLS AVAILABLE IN CENTER
- 818,755 SF OF LEASABLE SPACE
- 4.6 PARKING RATIO

## SCHEDULE

FALL 2020

OLSSON ASSOCIATES

PHASE 7

SOUTHPOINTE SCHEELS EXPANSION

LINCOLN, NEBRASKA

2015

REVISIONS

SHEET 7 of 7

# Current Project - Agency Review Report

| Agency Name | User Name | Review Cycle | Review Status | Comments | Assignment |
|---|---|---|---|---|---|
| Building & Safety | christy eichorn | 1 | Corrections Required | See markups<br><br>AND<br><br>There does not appear to be a reason to distinguish between "retail" and "restaurant" on this site plan since the parking requirement will all be 1/300. Lots east of S. 32nd street should all be labeled O-3 rather than "office".<br><br>Clarify if the pad sites are to meet their own parking requirements. Show a total for lots and outlots reserved for common parking and access.<br><br>Please clarify that the signs will be per the B-5 and O-3 and supersede any precious sign requirements. | First In Group |
| City Recycling Office | gene hanlon | 1 | In Review | Is it possible to request that they prepare a construction waste management plan which reduces the amount of construction and demolition waste they send to the landfill? If the City is contributing any TIF financing or public funding to this project this might be a reasonable request. | Individual |
| County Health | chris schroeder | 1 | 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. Dust control measures shall include, but not limited to application of water to roads, driveways, parking lots on site, site frontage and any adjacent business or residential frontage. Planting and maintenance of ground cover will also be incorporated as necessary. | Individual |
| Development Review Manager | steve henrichsen | 1 | Corrections Required | | Individual |
| Emergency Communications | Kelly Davila | 1 | Pending | | Individual |
| Fire Department | patrick borer | 1 | Recommend | Lincoln Fire and Rescue recommends approval of this | Individual |

# Current Project - Agency Review Report

| | | | | | |
|---|---|---|---|---|---|
| | | | Approval | application. | |
| LES | les reviews | 1 | Corrections Required | 12/16/2015- Uploaded red line drawing into the miscellaneous documents folder. Comments were: 1) "Retain all existing easements as marked."- Jennifer Bangert. 2) "Retain easements as shown."- Steve Hanks<br><br>-Sarah Ryan | First In Group |
| Lincoln Police Department | Lincoln Police Department | 1 | Pending | | First In Group |
| Lower Platte South NRD | kyle hauschild | 1 | Recommend Approval | | Individual |
| Parks & Recreation | Parks & Recreation | 1 | Pending | | First In Group |
| Planning Dept | brenda thomas | 1 | No Review Required | | First In Group |
| Public Works - Engineering Services | bob simmering | 1 | Recommend Approval | 12-20. PW agrees with deviation requests on horizontal curve radius; posted speed on internal street is 15mph which would allow shortened radius.<br>Neighborhood meeting raised questions on 4 traffic issues: speed on 32nd, roundabout at 32nd and Zermatt' 30th and Pine Lake, and 27th and Laredo. PW recommends approval with condition that developer participates with city in resolving these issues where appropriate. | First In Group |
| Public Works - Watershed Management | ben higgins | 1 | Corrections Required | - The redevelopment WQ Measures and the Southpointe Pavilion Detention Cell modifications report have some inconsistencies. Meeting being set up with OA to go over.<br>- For the Redevelopment WQ Measures report: the WQCV in cubic feet is incorrect, should be 8,758 cubic feet<br>- FYI, East pond is currently dysfunctional (debris, logs, erosion, separated joints, standing water) so will require extra surety (note: sureties will be required for both ponds). Owner (Silver Offices, LLC) aware of issue since November 2013 with latest letter request to fix sent out 12/10/15.<br>- Insufficient information provided so may be additional comments with next review. | Individual |
| Public Works & Utilities - Wastewater | brian kramer | 1 | Recommend Approval | The sanitary sewers within the South Pointe shopping complex are private. But will need to be abandoned and tapped per building and safety processes. | Individual |

# Current Project - Agency Review Report

| | | | | | |
|---|---|---|---|---|---|
| Public Works & Utilities - Water | Dave Beyersdorf | 1 | In Review | | First In Group |
| Stronger Safer Neighborhoods | Jon Carlson | 1 | Pending | | Individual |
| United States Post Office | kerry kowalski | 1 | Recommend Approval | Recommend approval with the condition that any new deliveries established are added to the current centralized deliveries just south of Bed Bath and Beyond. | First In Group |
| Windstream | Jon Littrell | 1 | Pending | | Individual |