

# MAYOR'S NEIGHBORHOOD ROUNDTABLE SUMMARY

January 14, 2019

Tracy Corr opened the meeting on Monday, January 14, 2019 at 5:30 p.m. in the Mayor's Conference Room, City/County/Building, Lincoln, NE.

## Attendance

Thirteen residents and six City staff attended:

Tracy Corr – 40 <sup>th</sup> & A NA	Jennifer Powell – Country Club NA
Paul Johnson – East Campus CO	Pat Anderson-Sifuentez – Everett NA & NWL
Pat Stear – Hartley NA	Deb Skrdla – Indian Village NA
Dennis Hecht – Meadowlane Area RA	Karen Houseman – Near Oak Lake NA
Mike DeKalb – University Place CO	Bill Vocasek – West A NA
Fred Freytag – Witherbee NA	Russell Miller – Witherbee NA
Randy Smith – Woods Park NA	Lin Quenzer – Mayor's Office
Jon Carlson – Mayor's Office	Andrew Thierolf – Planning Dept
Rachel Jones – Planning Dept	Chris Humphrey – Transportation & Utilities
Wynn Hjermstad – Urban Development Dept	

## Welcome & Introductions

Attendees were welcomed and introductions made. Paul Johnson volunteered to take notes.

## Mayor's Comments

Mayor Beutler was unable to attend.

## 33<sup>rd</sup> and Cornhusker Subarea and Corridor Enhancement Plans

Kris Humphrey, PE, Project Delivery, Lincoln Transportation & Utilities Department: 402-326-1176; [khumphrey@lincoln.ne.gov](mailto:khumphrey@lincoln.ne.gov) and Andrew Thierolf, Lincoln-Lancaster County Planning Department: 402-441-6371; [athierolf@lincoln.ne.gov](mailto:athierolf@lincoln.ne.gov).

The Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) and the City of Lincoln have worked on a transportation improvement plan along Cornhusker Highway surrounding the at-grade railroad crossings at 33<sup>rd</sup> and Adams Streets. To ensure that transportation improvements will address the needs of the northeast Lincoln area, the Subarea and Corridor Enhancement Plans were developed through a community consensus process. A public information meeting will be held to unveil plans for this area of Northeast Lincoln on Thursday, January 17<sup>th</sup>, from 5 p.m. to 7 p.m. at the Center for People in Need, 3901 N. 27th Street. **See Attachment 1.**

Kris Humphrey reviewed the plans, schedule, and additional opportunities for public involvement. She explained that the primary project objectives are increasing safety, easing/avoiding traffic congestion, reducing delays, and improving multi-modal compatibility (for pedestrians, vehicles and bicyclists). **See Attachment 2.**

The RTSD and the City have had public meetings & advisory group meetings. With public input, they have developed the *33<sup>rd</sup> & Cornhusker Subarea Plan*. There was consensus on several items. Currently, Alternative 1D is preferred, but a final option has not been chosen yet. The question of how to handle Adams Street is still to be decided, with further public input. There will be traffic changes in the area, but those are also still being worked out.

Andrew Thierolf reviewed the *33<sup>rd</sup> & Cornhusker Corridor Enhancement Plan*. The Plan is being prepared concurrently, and will propose improvements in the public right of way along Cornhusker Highway, from 11<sup>th</sup> Street to 56<sup>th</sup> Street. It outlines the vision for improvement, beautification, and overall revitalization of the subarea. The plan includes an analysis of the existing physical, regulatory, demographic, and economic conditions. Short and long-term recommendations regarding land use, development and redevelopment, transportation and utility infrastructure, mobility, economic sustainability, and aesthetic enhancements are included.

Additional public meetings with experts are planned.

Once finished, the plans will be presented to the City Council for approval. The approval process will include a public hearing, tentatively sometime in February. Construction could begin as early as the mid-2020's.

### **Proposed Zoning Text Amendment for Solar and Wind Energy**

*Rachel Jones, Lincoln-Lancaster County Planning Department: 402-441-7603; [rjones@lincoln.ne.gov](mailto:rjones@lincoln.ne.gov)*

Rachel provided an overview of the proposed amendment, which will add a general definition for Solar Energy Conversion Systems to the zoning code and codify the current policy allowing solar/wind energy conversion systems. It will also allow these systems to be treated the same as other mechanical equipment, such as HVAC systems. The amendment will be before Planning Commission for public hearing on January 23, 2019. **See Attachment 3.**

#### *Roundtable Questions:*

**Q: Do these small facilities have noise problems similar to large installations?**

*A: Solar/wind energy conversions systems would be subject to current City noise ordinances. Current ordinances set noise limits by time of day.*

**Q: Since the projects may be above the building, are there any regulations that control how the structures are to be attached to the building?**

*A: The systems would be subject to City Building permits & inspections.*

### **Announcements**

- The Preservation Association of Lincoln is asking for nominations of deserving individuals, businesses, and organizations for their annual preservation awards. **See Attachment 4.**
- The 3<sup>rd</sup> Annual Neighborhood Forum will be held on Saturday, February 9th, at Candlewood Church, 2640 R St. **See Attachment 5.**
- There will be a Mayoral Candidate Forum on Sunday, January 27, from 2:00 to 4:00 pm at the 4<sup>th</sup> Presbyterian Church, 5200 Francis Street. All mayoral candidates plan to attend. **See Attachment 6.**

### **Next Meeting/Agenda**

The next meeting of the Mayor's Neighborhood Roundtable will be February 11, 2019 at 5:30 p.m. The topic is TBD.

### **Adjournment**

The meeting adjourned at 6:45 p.m.

*Respectfully submitted, Paul Johnson*

# COME SEE THE VISION FOR NORTHEAST LINCOLN!



IMPROVING SAFETY FOR  
A BETTER TOMORROW

WHEN

THURSDAY,  
JANUARY 17, 2019  
5:00-7:00 P.M.

WHERE

CENTER FOR PEOPLE  
IN NEED BUILDING  
3901 N. 27TH STREET,  
LINCOLN, NE 68521

*Parking available on  
south side of the building.*

[www.33rdcornhusker.com](http://www.33rdcornhusker.com)

## PUBLIC INFORMATION MEETING

### RTSD NORTH 33RD & CORNHUSKER TRANSPORTATION PROJECT, PLANNING PHASE

The Lincoln/Lancaster County Railroad Transportation Safety District and the City of Lincoln invite you to the unveiling of the future vision for Northeast Lincoln. Please stop in anytime between 5:00 and 7:00 PM to view the N. 33rd & Cornhusker Subarea Plan and the Cornhusker Highway Corridor Enhancement Plan from 11th to 56th streets. These plans include maps and recommendations for future land use, development, aesthetics, transportation, connectivity, floodplain, quality of life, and trail system needs for the area. Representatives from the project team will be available to answer questions. If you are unable to attend the meeting, the plans, public comment forms and project information will be available on the project website or contact one of the project contacts below.

Esta reunion publica esta relacionada a la fase de planeamiento del proyecto de las calles N 33rd y Cornhusker.

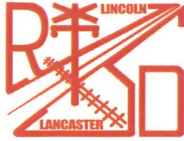
For more  
information,  
please contact:

Kris Humphrey  
PROJECT MANAGER  
Lincoln/Lancaster County RTSD  
949 W. Bond St, Suite 200  
Lincoln, NE 68521-3667  
402-326-1176  
[khumphrey@lincoln.ne.gov](mailto:khumphrey@lincoln.ne.gov)

Rick Herrick  
PROJECT MANAGER  
Olsson  
601 P Street, Suite 200  
Lincoln, NE 68508  
402-458-5065  
[rherrick@olsson.com](mailto:rherrick@olsson.com)

Por favor llame a Adrian Tarango al (308) 398-2943 si le gustaria recibir mas informacion en español acerca del estudio. Un interprete estara disponible para la reunion publica.

Attachment 1



City of Lincoln &  
Lancaster County RTSD  
949 W Bond St, Ste 200  
Lincoln, NE, 68521 USA

## PUBLIC INFORMATION MEETING

### RTSD NORTH 33RD & CORNHUSKER TRANSPORTATION PROJECT, PLANNING PHASE

The City of Lincoln complies with Title VI of the Civil Rights Act of 1964 and Section 504 of the Rehabilitation Act of 1973 guidelines. Ensuring the public's access to and participation in public meetings is a priority for the City of Lincoln. In the event you are in need of a reasonable accommodation in order to attend or participate in a public meeting conducted by the City of Lincoln, please contact the Director of Equity and Diversity, Lincoln Commission on Human Rights at 402-441-7624, 555 S 10th St., Ste. 304, Lincoln, NE 68508 as soon as possible before the scheduled meeting date in order to make your request.



@N33rdcornhusker

[www.33rdcornhusker.com](http://www.33rdcornhusker.com)



# Lincoln/Lancaster County Railroad Transportation Safety District (RTSD) N. 33<sup>rd</sup> & Cornhusker Project

*Mayor's Neighborhood Roundtable*  
1.14.2019



## 33<sup>rd</sup> & Cornhusker - Planning & Enviro. Linkages (PEL) Study

Where have we been: the PEL study overview



33<sup>rd</sup> & Cornhusker

## N. 33<sup>rd</sup> & Cornhusker



### Primary Objectives:

- **SAFETY** – Develop and analyze various roadway alignments in the vicinity of 33<sup>rd</sup> & Cornhusker Highway to identify transportation alternatives which would eliminate or reduce vehicular, pedestrian, and bicyclist conflicts at the at-grade crossings with the BNSF Railway tracks in this area of northeast Lincoln.
- **TRAFFIC & CONGESTION** – Reduce delay time and improve travel times for motorists, pedestrians, and bicyclists crossing the rail corridor
- **MOBILITY/MULTI-MODAL** – Incorporate accommodations for vehicles, pedestrians, bicyclists, and transit in the transportation alternatives to provide a more efficient transportation system.
- **L RTP COMPATIBLE** – Incorporate the City of Lincoln's long-range planning objectives for this area during the transportation alternatives analysis.

33<sup>rd</sup> & Cornhusker

## 33<sup>rd</sup> & Cornhusker - Planning & Enviro. Linkages (PEL) Study



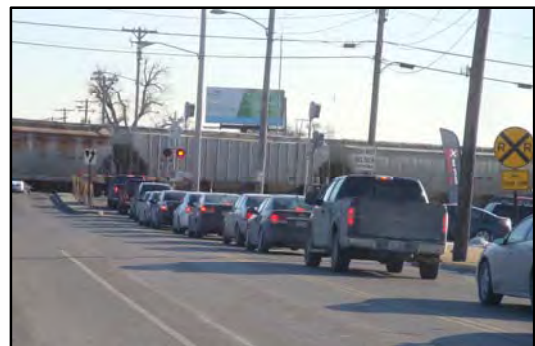
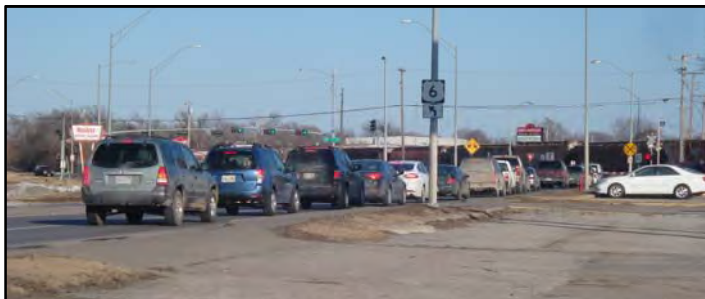
BNSF Corridor: 65 trains per day

33<sup>rd</sup> & Adams Streets: 20,000+ veh. per day

Combined Exposure: > 1,300,000

NDOT Grade Separation Min.: > 50,000

Train Blockages: >15% of time (3.5 hrs. per day)



33<sup>rd</sup> & Cornhusker



## 33<sup>rd</sup> & Cornhusker - Planning Phase



33<sup>rd</sup> & Cornhusker

## 33<sup>rd</sup> & Cornhusker - Planning & Enviro. Linkages (PEL) Study

PEL Study Preferred Alignments – **Not Final**



Alternative C



Alternative C3

33<sup>rd</sup> & Cornhusker

## N. 33<sup>rd</sup> & Cornhusker – “The List”

### Transportation Considerations

- Eliminate at-grade crossings
- Improve safety for all modes of transportation
- Improve traffic flow and decrease congestion
- Increase connectivity to other areas (i.e. East Campus, Downtown, AV, etc)
- Provide connectivity between N 33<sup>rd</sup> and Superior streets
- Provide easy connection to State Fair Park Drive/Salt Creek Roadway
- Ensure high benefit to cost ratio for transportation investments
- Develop clear and safe pedestrian and bicycle network



### Subarea Plan/Corridor Plan Considerations

- Undeveloped areas (largely north of Cornhusker should be developed into parks, recreation, green space, larger light development sites, business park or mixed use
- Organize land uses cohesively and appropriately
- Identify key development/redevelopment opportunities with market potential
- Balance need of current land use and businesses with need for transportation through the subarea
- Increase parks and recreation opportunities
- Capitalize on Salt Creek as an amenity; responsibly manage environmental resources
- Improve aesthetics in subarea on private property and within right-of-way
- Create and define sense of character within subarea

33<sup>rd</sup> & Cornhusker

## N. 33<sup>rd</sup> & Cornhusker – Steps to Preliminary Preferred Alternative



- Transportation Improvements conform to Subarea Plan
- 33<sup>rd</sup> Street Extension to Superior
- Salt Creek Roadway Extension to Cornhusker
- Closure of RR crossings, include pedestrian structure at 44<sup>th</sup>
- No urban interchanges
- Existing traffic movements may change
- 29<sup>th</sup>/State Fair Park & Cornhusker intersection may need to change ultimately



- Access management/ Access to individual businesses
- Adams Street connection
- 29<sup>th</sup> Street/Back-door connection north of Cornhusker on 27<sup>th</sup>
- Specific Right-of-Way impacts
- Intersection Configurations





## N. 33<sup>rd</sup> & Cornhusker – Alternatives – Not Final!



**Alt 1D**

**Preliminary Preferred  
Alternative  
RTSD-Build**  
(Not Final – Subject to Change)

33<sup>rd</sup> & Cornhusker

## N. 33<sup>rd</sup> & Cornhusker – Alternatives – Not Final!



**Alt 1B**

33<sup>rd</sup> & Cornhusker

# N. 33<sup>rd</sup> & Cornhusker – Alternatives – Not Final!



**Alt 1E**



33<sup>rd</sup> & Cornhusker

# N. 33<sup>rd</sup> & Cornhusker – Alternatives – Not Final!



**Alt C Modified**  
Similar to  
PEL Alternative C



33<sup>rd</sup> & Cornhusker



## North 33<sup>rd</sup> & Cornhusker Subarea Plan



## N. 33<sup>rd</sup> & Cornhusker - Subarea Plan (SAP)



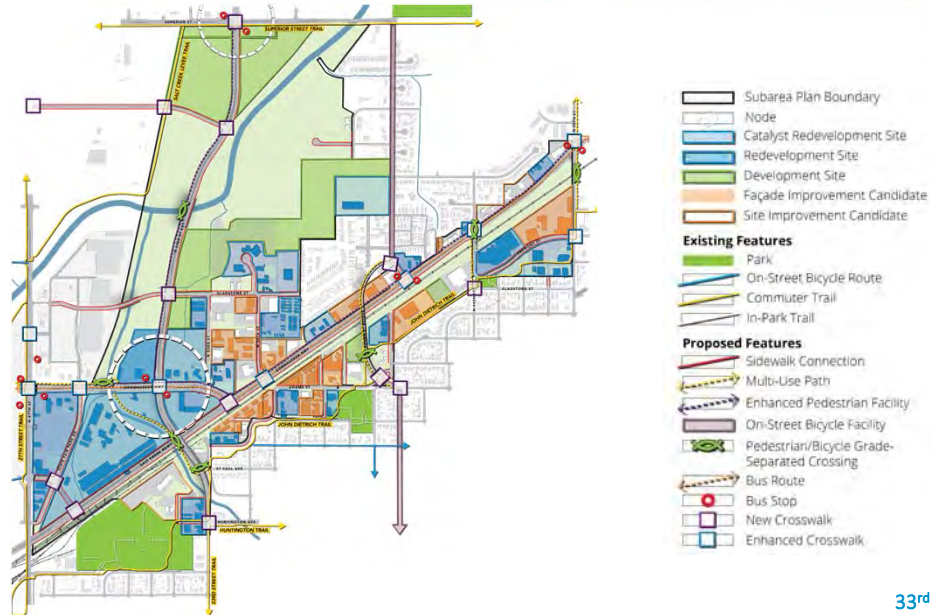
- Outlines the vision for improvement, beautification, and overall revitalization of the subarea.
- The Plan includes:
  - An analysis of the subarea's existing physical, regulatory, demographic, and economic conditions
  - Short and long-term recommendations regarding land use, development and redevelopment, transportation and utility infrastructure, mobility, economic sustainability, and aesthetic enhancements



33<sup>rd</sup> & Cornhusker

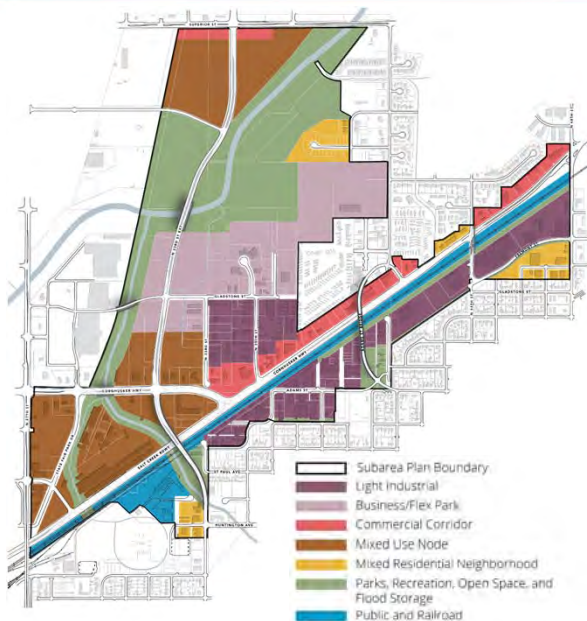


## Subarea Plan – Illustrative Plan



33rd &amp; Cornhusker

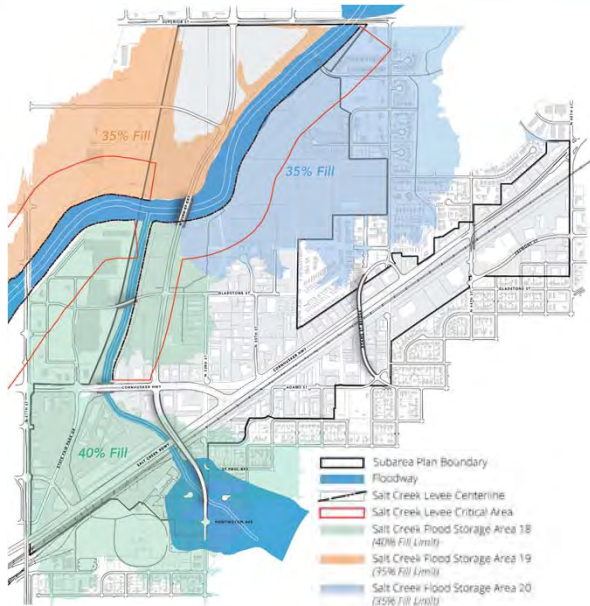
## Subarea Plan – Land Use and Zoning Plan



- Adopt a future land use plan.
- Create a mixed use environment
- Range of housing types and sizes.
- Prioritize nodal development
- Provide access to quality and culturally relevant green spaces
- Establish transition zones between differing land uses
- Develop, approve, and implement new development guidelines
- Conserve the Salt Creek floodplain

33rd &amp; Cornhusker

## Subarea Plan – Salt Creek Flood Storage and Levee Detail



### Overview

The Salt Creek floodplain extends landward of the Salt Creek levees and overlaps much of the subarea. The Salt Creek Flood Storage Areas (SCFSA) each have limits on the percent of floodplain storage that can be filled and were developed to limit floodplain fill and keep the floodway limits within the levees. The subarea is partially overlapped by SCFSA 18, 19, and 20.

- SCFSA 18 has a floodplain fill limit of 40 percent and overlaps approximately 155 acres of the subarea.
- SCFSA 19 has a floodplain fill limit of 35 percent and overlaps approximately 33 acres of the subarea.
- SCFSA 20 has a fill limit of 35 percent and overlaps approximately 105 acres of the subarea.

33<sup>rd</sup> & Cornhusker

## Subarea Plan – Land Use and Zoning Recommendations

- **Develop and adopt a future land use plan** for the North 33<sup>rd</sup> and Cornhusker subarea that guides future development, redevelopment, reuse, and infill projects.
- Ensure that the future land use plan provides a framework to **create a mixed use environment** that appropriately balances and maintains the viability of industrial, commercial (specifically retail), residential, and parks and recreation uses.
- Promote and encourage the development of a **range of housing types and sizes** that meet the needs (and income levels) of the subarea population through land use designations and zoning districts.
- Using zoning as a method to
  - Guide development type, location, and density
  - Make possible the vision for the subarea by **aligning the current zoning of subarea properties with the future land use plan**.
- **Prioritize nodal development** rather than strip commercial development, by concentrating mixed uses at key nodes along Cornhusker Highway.

33<sup>rd</sup> & Cornhusker

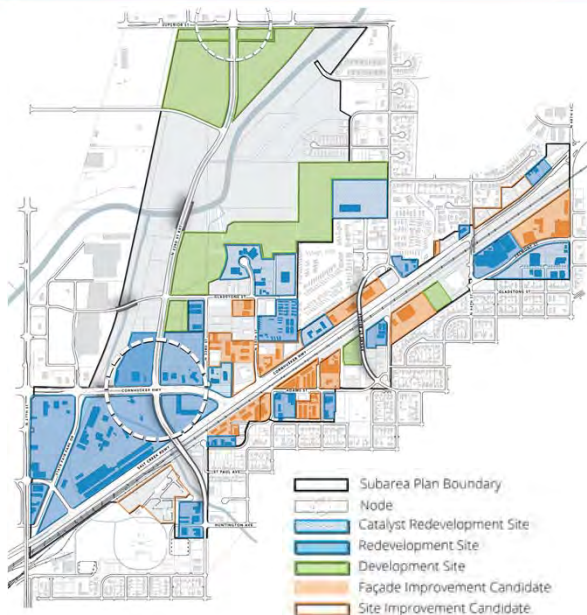
## Subarea Plan – Land Use and Zoning Recommendations



- Ensure subarea residents have **access to quality and culturally relevant green spaces** (parks, open space, trails, etc.) to promote and provide for healthy, active lifestyles.
- **Establish transition zones from commercial/industrial areas to the traditional single family neighborhoods** that surround the subarea to preserve the residential nature of those neighborhoods. The transition zones are best implemented through the Mixed Neighborhood Residential; Parks, Recreation, and Open Space; and, at times, the Mixed Use Commercial Node land use designations.
- **Develop, approve, and implement new development guidelines for Cornhusker Highway and its adjacent properties** that reflect the desired vision for the corridor, while also coordinating the intended uses of the future land use plan with the quality of life improvements for the subarea's residents and employees.
- **Establish an overlay district to provide special guidelines** in line with the desired vision and aesthetic for the subarea.
- **Conserve the Salt Creek floodplain** storage volume; avoid or minimize impacts to the subarea levees and U.S. Army Corps of Engineers' (USACE) Deadmans Run Section 205 flood control project; and develop a future land use plan that conforms to a No Net Fill and No-Rise standard.

33<sup>rd</sup> & Cornhusker

## Subarea Plan – Development and Redevelopment Plan



- **Expedite redevelopment and reinvestment at key locations**
- **Promote development of vacant parcels**
- **Capitalize on and promote resources (Salt Creek, Deadmans Run, green space, central location)**
- **Encourage the development of a range of housing types and sizes**
- **Incentive reinvestment within the subarea**

33<sup>rd</sup> & Cornhusker



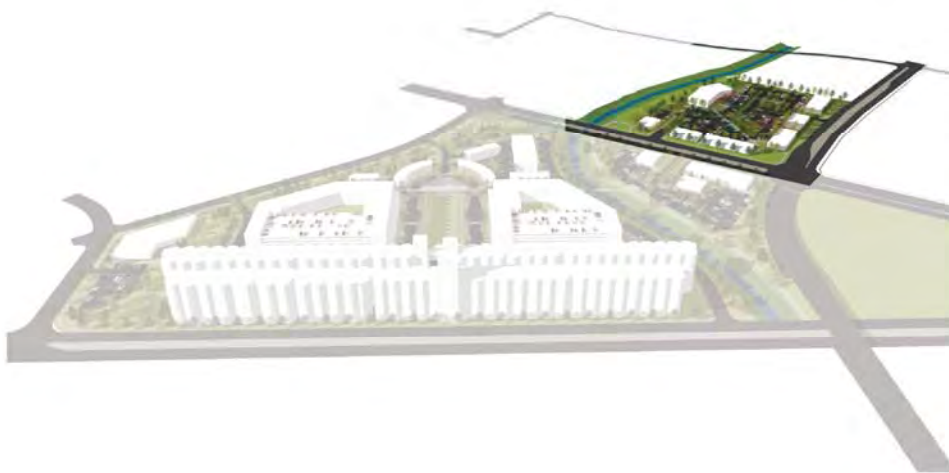
## Subarea Plan – Development and Redevelopment Recommendations



- **Expedite redevelopment and reinvestment at key locations** within the subarea in order to stimulate additional private investment along Cornhusker Highway, in line with market demand.
- Promote the **development of vacant parcels** in line with market demand the vision for the subarea, and sustainable land and water management techniques.
- **Capitalize on and promote** the proximity of subarea resources, including **Salt Creek, Deadmans Run, green space, and central location.**
- Promote and encourage the **development of a range of housing types and sizes** that meet the needs (and income levels) of the subarea population through land use designations and zoning districts.
- **Incentive reinvestment, development, reuse, and redevelopment projects** within the subarea.
- Develop, approve, and utilize new **development guidelines for Cornhusker Highway and its adjacent properties** that reflect the desired vision for the corridor, while also coordinating with the intended uses of the future land use plan and improving the subarea's residents' and employees' quality of life.

33<sup>rd</sup> & Cornhusker

## Conceptual Redevelopment Visualization Northern Section of N. 33<sup>rd</sup> St. and Cornhusker Hwy. Node



33<sup>rd</sup> & Cornhusker

# Conceptual Redevelopment Visualization Northern Section of N. 33<sup>rd</sup> St. and Cornhusker Hwy. Node



## Site Features

- ☐ 1 Multi-tenant mixed use building
- ☐ 2 Single tenant office building
- ☐ 3 Single tenant retail/restaurant building
- ☐ 4 Parking behind/to the side of buildings
- ☐ 5 Curbed, native landscaped parking island
- ☐ 6 Brightly painted parking stall
- ☐ 7 Parking lot green space with curb cuts
- ☐ 8 Decorative paving
- ☐ 9 Pedestrian internal pathway
- ☐ 10 Pedestrian external pathway
- ☐ 11 Shallow building setback
- ☐ 12 Deadmans Run
- ☐ 13 Water view
- ☐ 14 Deadmans Run buffer
- ☐ 15 Dense tree landscaping
- ☐ 16 Perimeter landscaping
- ☐ 17 Minimal access drives
- ☐ 18 Side access drive

## Additional Site Opportunities

- ☐ 19 Building base native landscaping
- ☐ 20 Understory native landscaping
- ☐ 21 Pedestrian gathering/seating area
- ☐ 22 Bicycle racks and/or storage
- ☐ 23 Internal site lighting
- ☐ 24 Elevated facade articulation and transparency
- ☐ 25 Decorative multi-tenant monument sign
- ☐ 26 Right-sized, modern wall sign
- ☐ 27 Bioswale
- ☐ 28 Permeous pavement
- ☐ 29 Green roof
- ☐ 30 Rain barrel

33<sup>rd</sup> & Cornhusker

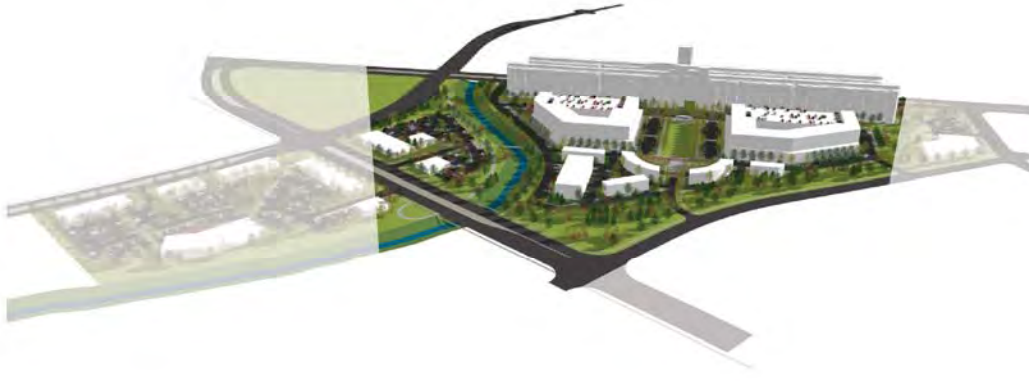
# Conceptual Redevelopment Visualization Northern Section of N. 33<sup>rd</sup> St. and Cornhusker Hwy. Node



View of Site from North

33<sup>rd</sup> & Cornhusker

# Conceptual Redevelopment Visualization Southwestern Section of N. 33<sup>rd</sup> St. and Cornhusker Hwy. Node



33<sup>rd</sup> & Cornhusker

# Conceptual Redevelopment Visualization Southwestern Section of N. 33<sup>rd</sup> St. and Cornhusker Hwy. Node



## Site Features

- 1 Grain elevator adaptive reuse
- 2 Parking garage
- 3 Multi-tenant mixed use building
- 4 Attached medium density residential (townhomes, rowhomes, etc.)
- 5 Multi-tenant retail and/or restaurant building
- 6 Single tenant restaurant and/or retail building
- 7 Parking behind buildings
- 8 Curbed, native landscaped parking islands
- 9 Parking lot green space with curb cuts
- 10 Decorative paving
- 11 Pedestrian internal pathway
- 12 Pedestrian external pathway
- 13 Trail connectivity
- 14 Central, multipurpose green space
- 15 Band shell
- 16 Shallow setback
- 17 Deadmans Run
- 18 Deadmans Run buffer
- 19 Water view
- 20 Pedestrian bridge over Deadmans Run
- 21 Dense tree landscaping
- 22 Perimeter landscaping
- 23 Minimal access drives

## Additional Site Opportunities

- 1 Building base native landscaping
- 2 Understory native landscaping
- 3 Pedestrian gathering/seating area
- 4 Bicycle racks and/or storage
- 5 Internal site lighting
- 6 Elevated facade articulation and transparency
- 7 Decorative multi-tenant monument sign
- 8 Right-sized, modern wall sign
- 9 Playground equipment
- 10 Bioswale
- 11 Permeable pavement
- 12 Green roof
- 13 Rain barrel
- 14 Community garden

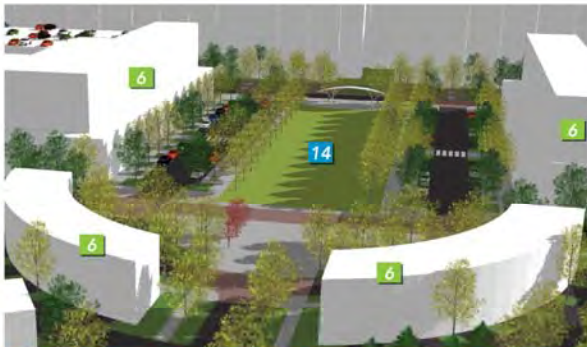
33<sup>rd</sup> & Cornhusker



## Conceptual Redevelopment Visualization Southwestern Section of N. 33<sup>rd</sup> St. and Cornhusker Hwy. Node



- 14 Central, multipurpose green space
- 6 Elevated façade articulation and transparency



Central, Multipurpose Green Space

- 3 Multi-tenant mixed use building
- 8 Curbed, native landscaped parking islands
- 6 Elevated façade articulation and transparency



Far Southwestern Corner of Redevelopment

33<sup>rd</sup> & Cornhusker

## Conceptual Redevelopment Visualization Southern Section of N. 33<sup>rd</sup> St. and Superior St. Node



### Site Features

- 1 Single tenant commercial building
- 2 Multi-tenant commercial building
- 3 Mixed use and/or office building
- 4 Attached medium density residential townhomes, rowhomes, etc.)
- 5 High density residential (apartments)
- 6 New north-south roadway
- 7 Parking behind/to the side of buildings
- 8 Curbed, native landscaped parking island
- 9 Brightly painted parking stall
- 10 Parking lot green space with curb cuts
- 11 Pedestrian internal pathway
- 12 Pedestrian external pathway
- 13 Shallow building setback
- 14 Dense tree landscaping
- 15 Pruneyear landscaping
- 16 Minimal access drives

### Additional Site Opportunities

- 17 Building base native landscaping
- 18 Understory native landscaping
- 19 Pedestrian gathering/seating area
- 20 Bicycle racks and/or storage
- 21 Internal site lighting
- 22 Elevated façade articulation and transparency
- 23 Decorative multi-tenant monument sign
- 24 Right-sized, modern wall sign
- 25 Playground equipment
- 26 Dog park
- 27 Bioswale
- 28 Green roof
- 29 Rain barrel
- 30 Community garden
- 31 Shared recreation center



33<sup>rd</sup> & Cornhusker

## Conceptual Redevelopment Visualization Southern Section of N. 33<sup>rd</sup> St. and Superior St. Node



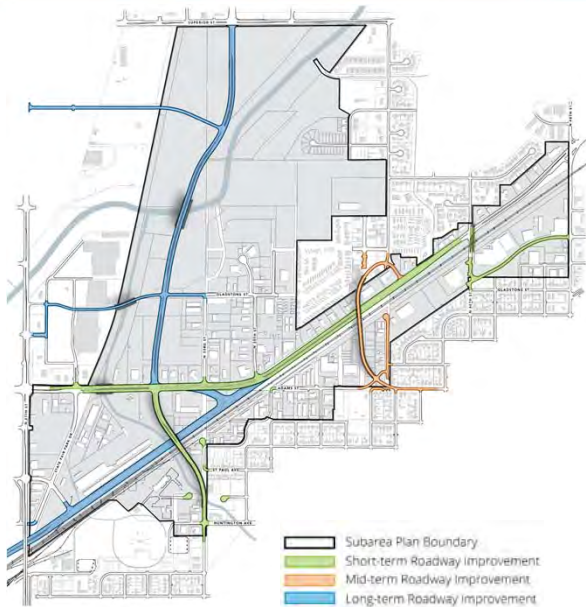
Mixed Residential from the Southeast

### Additional Site Opportunities

-  Pedestrian gathering/seating area
-  Playground equipment

33<sup>rd</sup> & Cornhusker

## Subarea Plan – Transportation and Mobility Plan

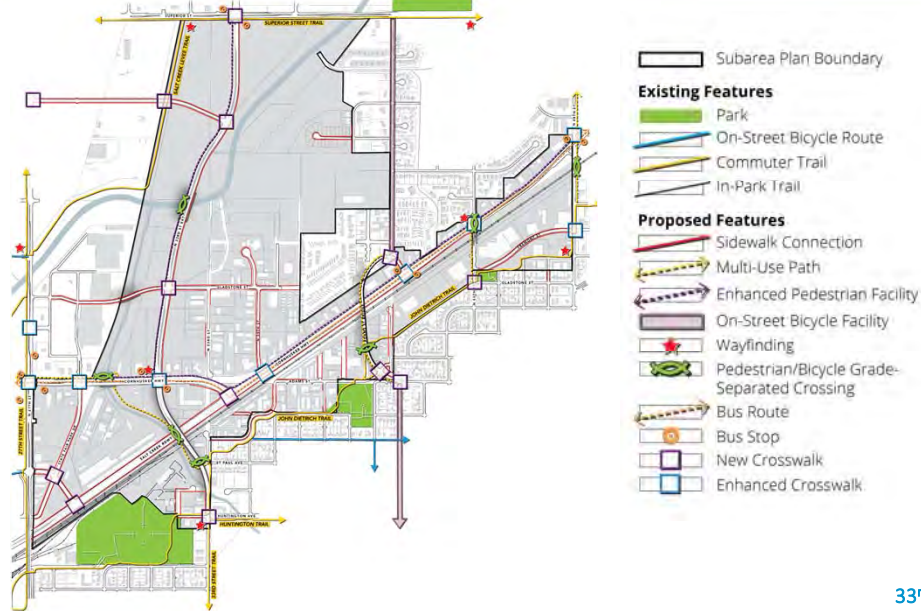


- Construct the at-grade railroad crossings at North 33<sup>rd</sup> Street, North 44<sup>th</sup> Street and Adams Street
- Continue North 33<sup>rd</sup> Street northward to connect to Superior Street
- Enhance the transit network
- Develop a complete wayfinding system for all user types
- Maintain, enhance, and grow the existing bicycle and pedestrian network
- Develop access management strategies

33<sup>rd</sup> & Cornhusker



## Subarea Plan – Connectivity Plan

33<sup>rd</sup> & Cornhusker

## Subarea Plan – Transportation and Infrastructure Recommendations

- **Construct a preferred subarea roadway alignment network that closes the at-grade railroad crossings at North 33<sup>rd</sup> Street, North 44<sup>th</sup> Street and Adams Street** to reduce conflicts between trains, vehicles, bicycles, and pedestrians, enhance overall connectivity to improve safety, increase mobility, and reduce traffic congestion and delays.
- As a key piece of the preferred subarea roadway alignment network, **continue North 33<sup>rd</sup> Street northward to connect to Superior Street** east of Deadmans Run, to provide access between Cornhusker Highway and the intersection of North 33<sup>rd</sup> Street and Superior Street.
- **Enhance the transit network** throughout the subarea in a way that accurately responds to the activity and pedestrian circulation of the subarea.
- **Develop a complete wayfinding system for all user types** to be integrated into streetscape improvements, directing traffic to appropriate locations (attractions, amenities, businesses, etc.) within and nearby the subarea.

33<sup>rd</sup> & Cornhusker



## Subarea Plan – Transportation and Infrastructure Recommendations



- **Maintain, enhance, and grow the existing bicycle and pedestrian network** throughout the subarea to improve connectivity and accessibility. Implement the Bicycle and Pedestrian Capital Plan (2013) when and where possible, and, once adopted, the On-Street Bicycle Facilities Plan.
- **Develop access management strategies** for eliminating unnecessary access points and encouraging cross-access amongst properties along Cornhusker Highway.
- Conduct a one-time **detailed evaluation of the existing utility infrastructure** in each of the roadway improvement corridors and in each area identified for development and redevelopment.

33<sup>rd</sup> & Cornhusker

## Subarea Plan – Aesthetics and Quality of Life Plan



These recommendations should read alongside the Cornhusker Highway Corridor Enhancement Plan as a unified approach to aesthetic enhancement along Cornhusker Highway and within the subarea.

- **Construct public streetscape improvements**
- **Construct a system of intersection enhancements**
- **Soften the visual impact of the railroad**
- **Integrate attractive plazas, and open spaces throughout the subarea.**
- **Enhance public transit stops at high-traffic areas**



33<sup>rd</sup> & Cornhusker

## Subarea Plan – Aesthetics and Quality of Life Recommendations



- Design and construct **public streetscape improvements** to enhance the aesthetic, user experience and quality of life along Cornhusker Highway, while establishing a **unique identity that distinguishes the corridor and subarea.**
- Design and construct a **system of intersection enhancements** that introduce visitors to the corridor and subarea. The enhancements should add aesthetic value, while also refreshing the Cornhusker Highway and Northeast Lincoln brand.
- **Soften the visual impact of the railroad** that runs parallel to the south side of Cornhusker Highway. Use this perceived negative as an opportunity for unique and branded art installations.
- Integrate attractive and modern **parks, plazas, and open spaces throughout the subarea.** These spaces should provide aesthetic and functional value that improve the user experience and increase surrounding property values and the perception of quality of life.
- **Enhance public transit stops at high-traffic areas** such as nodes via site furnishings, shelters, and amenities to better accommodate transit use within the subarea.

33<sup>rd</sup> & Cornhusker

## Subarea Plan – Aesthetics and Quality of Life Recommendations



- Develop a manageable approach to **maintain the public streetscape improvements** recommended in the SAP and the CEP.
- Encourage private property **façade, site, and signage improvements** that best represent and implement the vision for the subarea.
- Develop, approve, and implement new **development guidelines for Cornhusker Highway and its adjacent properties** that reflect the desired vision for the corridor, while also coordinating with the intended uses of the future land use plan and improving the subarea's residents' and employees' quality of life.
- Establish an **overlay district to provide special guidelines** in line with the desired vision and aesthetic for the subarea.

33<sup>rd</sup> & Cornhusker

## Subarea Plan – Economic Sustainability Recommendations



- Promote **dense development that grows the subarea up instead of out** to physically increase the amount of developable space.
- Prioritize recruitment efforts and financially **incentivize reinvestment in key nodes and sites** that could have the greatest impact on the revitalization of the subarea.
- Provide **diverse housing opportunities** with special emphasis on low-income housing to make the subarea more affordable to all community members, especially those currently living in and around the subarea.
- Capitalize on the knowledge of existing businesses and property owners in the subarea to create a **business retention and recruitment strategy**.

33<sup>rd</sup> & Cornhusker

## Subarea Plan – Economic Sustainability Recommendations



- Support the **diversification of transportation options** to and within the subarea to accommodate all types of traffic, making the subarea easily accessible for all.
- **Brand and promote the subarea to create an identity** that the broader area recognizes to draw in more visitors and businesses.
- Fully **implement the CEP** to further the corridor's and subarea's brand and aesthetic appeal and signalize to the development community that private development is safe and desired.
- **Utilize the SAP in concert with the CEP and future design guidelines.**

33<sup>rd</sup> & Cornhusker



## Cornhusker Highway Corridor Enhancement Plan



### 33<sup>rd</sup> & Cornhusker – Corridor Enhancement Plan (CEP)

- The CEP is an urban design study that identifies the potential opportunities for Corridor Enhancement along Cornhusker Highway in North Lincoln, from North 11<sup>th</sup> Street to North 56<sup>th</sup> Street, within the right of way.
- **The CEP is a supplement to the N. 33<sup>rd</sup> and Cornhusker Subarea Plan.**



33<sup>rd</sup> & Cornhusker

## 33<sup>rd</sup> & Cornhusker – Corridor Enhancement Plan (CEP)

- The CEP identifies potential opportunities for Corridor Enhancement along Cornhusker Highway from North 11<sup>th</sup> Street to North 56<sup>th</sup> Street, within the right of way.
- The CEP is a supplement to the N. 33<sup>rd</sup> and Cornhusker Subarea Plan.



## Corridor Enhancement Plan - 4 Zones of ROW Features



- |  |                                      |
|--|--------------------------------------|
| 1 Traffic Lane                           | 5 Median with Landscape Enhancements |
| 2 Enhanced Pedestrian Facility (8' wide) | 6 Median with Turf and Trees         |
| 3 Standard Sidewalk (5' wide)            | 7 Street Tree (spaced 80' on center) |
| 4 Access Drive                           | 8 Parkway/Turf Buffer (6' wide)      |

33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Zone 1 Median Enlargement



- |  |                              |
|--|------------------------------|
| 1 Traffic Lane                         | 6 Decorative Concrete Band   |
| 2 Corten Posts/Wall (Thematic Element) | 7 Concrete Mow Strip (18\"/> |
| 3 Native/Ornamental Grasses            | 8 Landscape Bed              |
| 4 Flowering Perennial Bed              | 9 Turf                       |
| 5 Street Tree                          |                              |

33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Zone 2 Plan Features



- |  |                                      |
|--|--------------------------------------|
| 1 Traffic Lane                           | 5 Median with Landscape Enhancements |
| 2 Enhanced Pedestrian Facility (8' wide) | 6 Street Tree (spaced 60' on center) |
| 3 Standard Sidewalk (5' wide)            | 7 Parkway/Turf Buffer (6' wide)      |
| 4 Access Drive                           |                                      |

33<sup>rd</sup> & Cornhusker



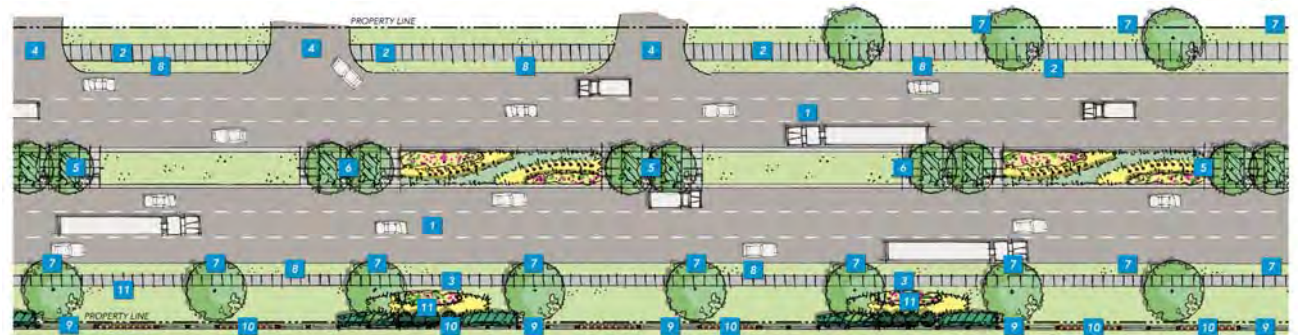
## Corridor Enhancement Plan – Zone 2 Median Enlargement



- |  |   |
|--|---|
| 1 Traffic Lane                         | 6 Decorative Concrete Band                  |
| 2 Corten Posts/Wall (Thematic Element) | 7 Concrete Mow Strip (18" wide minimum)     |
| 3 Native/Ornamental Grasses            | 8 Rough Limestone Pavers with Gravel Infill |
| 4 Flowering Perennial Bed              | 9 Stacked Limestone Block Wall              |
| 5 Street Tree                          |   |

33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Zone 3 Plan Features



- |  |                                      |
|--|--------------------------------------|
| 1 Traffic Lane                           | 7 Street Tree (spaced 80' on center) |
| 2 Enhanced Pedestrian Facility (8' wide) | 8 Parkway/Turf Buffer (6' wide)      |
| 3 Standard Sidewalk (5' wide)            | 9 Wall/Screen along Railroad         |
| 4 Access Drive                           | 10 Corten Panel/Art Wall             |
| 5 Median with Landscape Enhancements     | 11 Specialty Landscape Screen        |
| 6 Median with Turf and Trees             |                                      |

33<sup>rd</sup> & Cornhusker

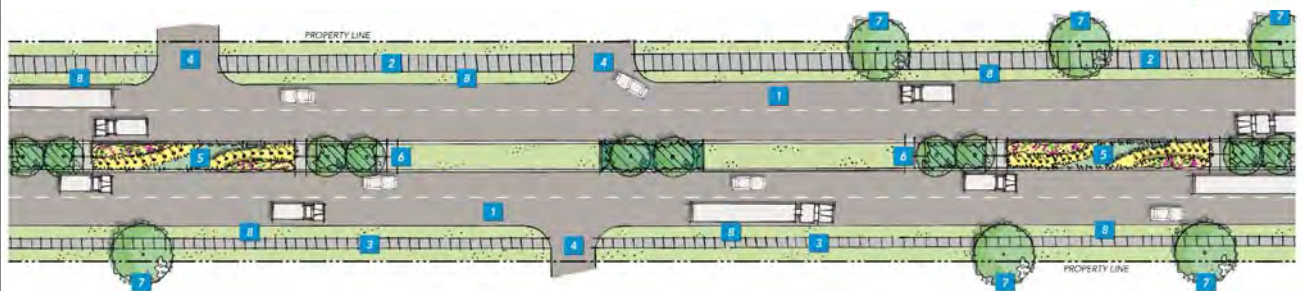
## Corridor Enhancement Plan – Zone 3 Median Enlargement



- |                                      |   |
|--------------------------------------|---|
| 1 Traffic Lane                       | 6 Decorative Concrete Band              |
| 2 Curb Posts/Wall (Thematic Element) | 7 Concrete Mow Strip (18" wide minimum) |
| 3 Native/Ornamental Grasses          | 8 Landscape Bed                         |
| 4 Flowering Perennial Bed            | 9 Turf                                  |
| 5 Street Tree                        |   |

33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Zone 4 Plan Features

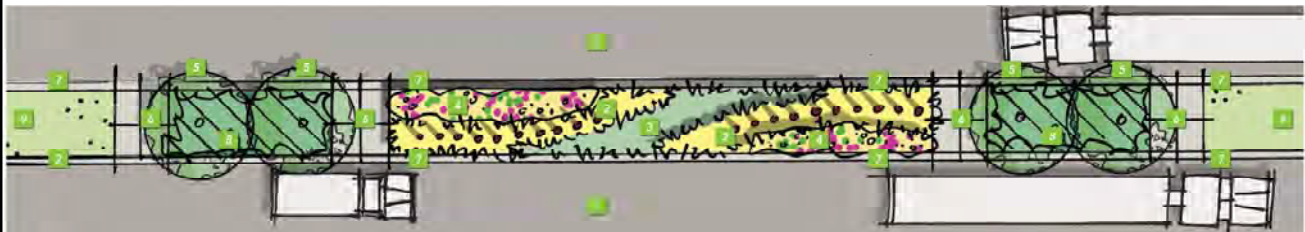


- |  |                                      |
|--|--------------------------------------|
| 1 Traffic Lane                           | 5 Median with Landscape Enhancements |
| 2 Enhanced Pedestrian Facility (8' wide) | 6 Median with Turf and Trees         |
| 3 Standard Sidewalk (5' wide)            | 7 Street Tree (spaced 80' on center) |
| 4 Access Drive                           | 8 Parkway/Turf Buffer (6' wide)      |

33<sup>rd</sup> & Cornhusker



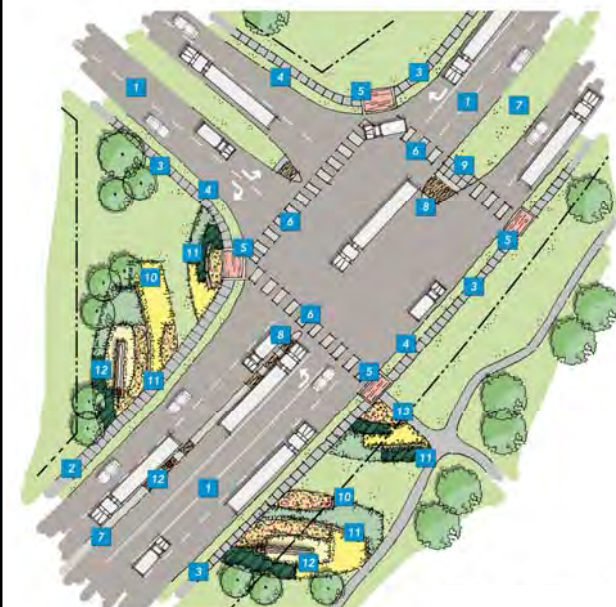
## Corridor Enhancement Plan – Zone 4 Median Enlargement



- |  |   |
|--|---|
| 1 Traffic Lane                         | 6 Decorative Concrete Band              |
| 2 Corten Posts/Wall (Thematic Element) | 7 Concrete Mow Strip (18" wide minimum) |
| 3 Native/Ornamental Grasses            | 8 Landscape Bed                         |
| 4 Flowering Perennial Bed              | 9 Turf                                  |
| 5 Street Tree                          |   |

33<sup>rd</sup> & Cornhusker

## Conceptual Intersections – North 56<sup>th</sup> Street



### Gateway Intersection Plan Features

- 1 Traffic Lane
- 2 Enhanced Pedestrian Facility (8' wide)
- 3 Standard Sidewalk (5' wide)
- 4 Parkway/Turf Buffer (6' wide)
- 5 Specialty Intersection Treatment (pavers and decorative concrete)
- 6 Crosswalk
- 7 Median
- 8 Rough Limestone Pavers
- 9 Pedestrian Refuge Island
- 10 Gateway Landscape Enhancements
- 11 Stacked Limestone Block Wall
- 12 Gateway Monument
- 13 Connection to Existing Sidewalk/Trail



33<sup>rd</sup> & Cornhusker



## Conceptual Intersections – Future Salt Creek Roadway



### Primary Intersection Plan Features

- 1 Traffic Lane
- 2 Enhanced Pedestrian Facility (8' wide)
- 3 Standard Sidewalk (5' wide)
- 4 Parkway/Turf Buffer (6' wide)
- 5 Specialty Intersection Treatment (pavers and decorative concrete)
- 6 Crosswalk
- 7 Median
- 8 Rough Limestone Pavers
- 9 Pedestrian Refuge Island
- 10 Primary Intersection Landscape Enhancements
- 11 Stacked Limestone Block Wall
- 12 Monument Signage/Thematic Elements
- 13 Wall/Screen along Railroad Right-of-Way with Thematic/Art Element



Sample primary marker

33<sup>rd</sup> & Cornhusker

## Conceptual Intersections – Future North 33<sup>rd</sup> Street



### Secondary Intersection Plan Features

- 1 Traffic Lane
- 2 Enhanced Pedestrian Facility (8' wide)
- 3 Standard Sidewalk (5' wide)
- 4 Parkway/Turf Buffer (6' wide)
- 5 Specialty Intersection Treatment (pavers and decorative concrete)
- 6 Crosswalk
- 7 Median
- 8 Rough Limestone Pavers
- 9 Tertiary Marker (Thematic Element)
- 10 Secondary Intersection Landscape Enhancements



Sample secondary / tertiary markers

33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Pedestrian Network and Amenities



- Sidewalks
  - 5' minimum; 6' to 10' for "enhanced pedestrian facilities"
  - ADA accessible
- Crosswalks
  - 10' minimum
  - ADA accessible connections with curb ramps
- Pedestrian Refuge Islands
  - 6' wide minimum, 10' wide preferred
- Benches, Bicycle Racks, Trash and Recycling Receptacles
  - Modern, durable design
- Planters
  - Located at pedestrian gathering areas
  - Proper irrigation
- Public Art
  - Located in high activity and high visibility areas
  - Tell the story of the corridor history, present and future



## Corridor Enhancement Plan – Pedestrian Network and Amenities



- Benches, Bicycle Racks, Trash and Recycling Receptacles
  - Modern, durable design
  - Mounted to pavement
  - Located at transit stops and key intersections



33rd & Cornhusker



## Corridor Enhancement Plan – Pedestrian Network and Amenities



- Planters
  - *Incorporate seating*
  - *Located at pedestrian gathering areas*
  - *Proper irrigation*
- Public Art
  - *Located in high activity and high visibility areas*
  - *Tell the story of the corridor history, present and future*



33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Pedestrian Network and Amenities



- Transit Shelters and Informational Kiosks
  - *Match the aesthetic and finish of other materials*
  - *ADA accessible*
  - *Redefine at which stops shelters are located*



33<sup>rd</sup> & Cornhusker



## Corridor Enhancement Plan – Medians and Utilities



- Medians
  - Include variety of hardscape and landscape enhancements
  - Mow strip pinned to curb
  - Landscaped interior where possible
  - Regularly maintained
- Utilities
  - Located in inconspicuous areas
  - Soften with landscaping
  - Remain accessible for maintenance
  - Underground where possible

33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Fencing and Screening



- Fencing and Screening
  - Combined with landscaping where possible
  - Combination of perforated or non-perforated corten and concrete panels
  - Avoid extended runs of same material

33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Screening & Landscape



- Fencing and Screening
  - Combined with landscaping where possible
  - Perforated or non-perforated corten and concrete panels
- Street Trees
  - Need to meet sight triangle regulations
  - Acquire additional right-of-way or plant on private property
- Understory Landscaping
  - Avoid blocking signage or buildings
  - Located around gateway monuments
  - Mix of perennials, ornamental grasses, and groundcovers
  - Low maintenance, drought tolerant
- Landscaped Medians
- Turf Buffers
- Landscape Irrigation
  - Installed within right-of-way turf buffers and medians



33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Wayfinding and Branding



- Wayfinding
  - Address local attractions, amenities, places of significance
  - Consider pedestrians, bicyclists, transit riders, automobiles
  - Kiosks or directories at transit shelters and key intersections
- Branding
  - Establish an identity within the corridor
  - Reflect history and vision
  - Integrate with streetscape elements



33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan –Lighting

- Street Lights
  - *Continue to use existing poles, enhance with corridor brand*
- Pedestrian Lights
  - *Located throughout the corridor and concentrated near key intersections*
- Accent Lighting
  - *Use to highlight amenities*
  - *Bollard lighting within right-of-way near pedestrian areas*
- LED Illuminated Street Signs
  - *Double-sided, incorporate corridor brand*

33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Design Guidelines

- A complete corridor transformation must also include adjacent private property improvements.
- Design guidelines would be clearly communicated with development community to align their plans with design expectations.
- Build upon existing municipal codes to address more detailed design considerations
- Build upon the presented streetscape plan in the CEP to include standards for
  - *Private property building design*
  - *Site design*
  - *Signage design*
- Develop specific guidelines for mixed use node developments as described in the SAP.

33<sup>rd</sup> & Cornhusker



## Corridor Enhancement Plan – Building Design



- To effectively guide quality building improvements, the following considerations must be included in the design guidelines

- *Building Setbacks and Orientation*
- *Facades and Roofs*
- *Building Transparency*
- *Entries*
- *Awnings and Canopies*
- *Equipment and Utility Screening*
- *Exterior Building Lighting*
- *Drive-Throughs*



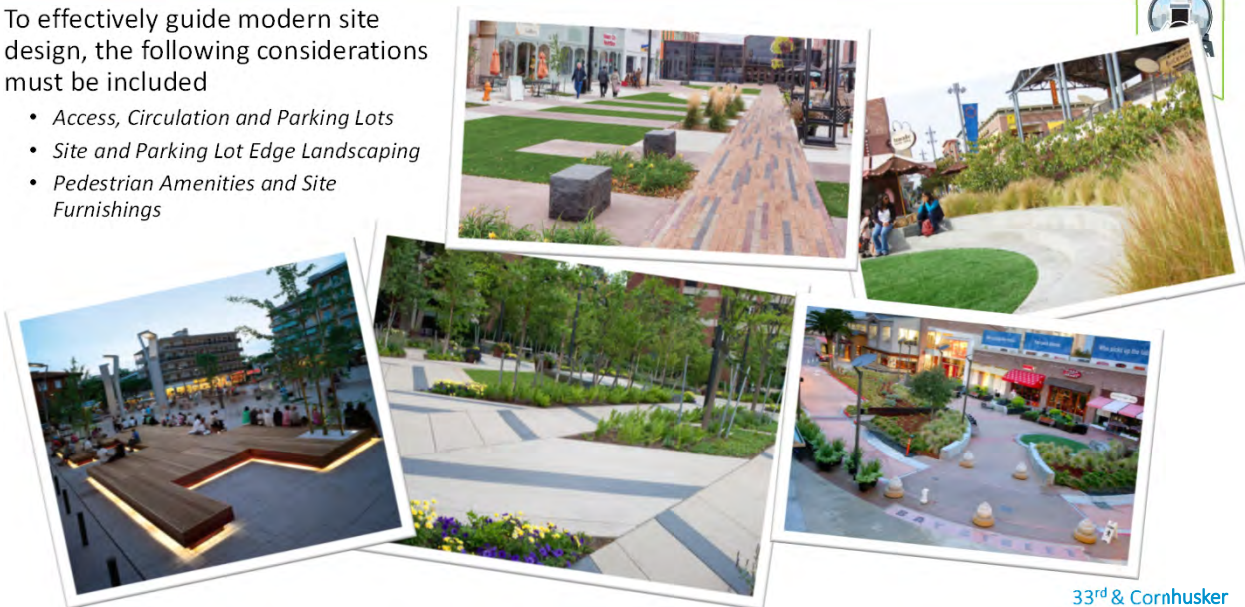
33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Site Design



- To effectively guide modern site design, the following considerations must be included

- *Access, Circulation and Parking Lots*
- *Site and Parking Lot Edge Landscaping*
- *Pedestrian Amenities and Site Furnishings*



33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Signage Design



- To effectively guide meaningful signage improvements, the signage along Cornhusker Highway should be categorized differently than it is in the city's sign regulations.
- The following considerations should be included in the design guidelines
  - *Single Tenant Monument Signs*
  - *Multi-Tenant Monument Signs*
  - *Single Tenant Wall Signs*
  - *Multi-Tenant Wall Signs*

33<sup>rd</sup> & Cornhusker

## Corridor Enhancement Plan – Next Steps



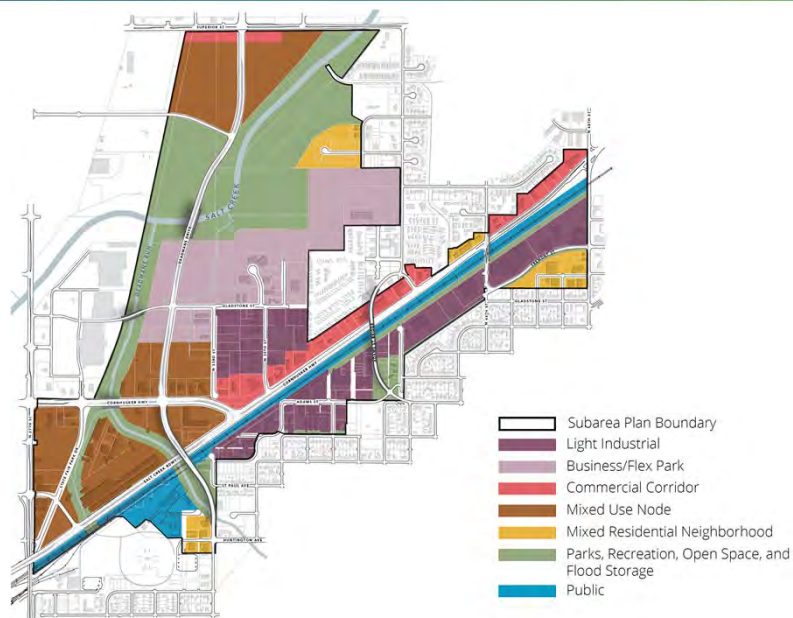
The city must now **develop and implement detailed design guidelines** that further the reach of the public right-of-way enhancements and allow the Cornhusker Highway corridor to be truly transformed into the modern gateway thoroughfare it is envisioned to be.



33<sup>rd</sup> & Cornhusker



## Subarea Plan (SAP) - Future Land Use



33<sup>rd</sup> & Cornhusker

## Subarea Plan (SAP) - Aesthetics & Quality of Life

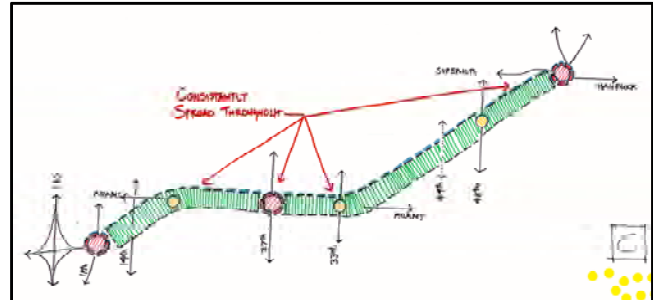
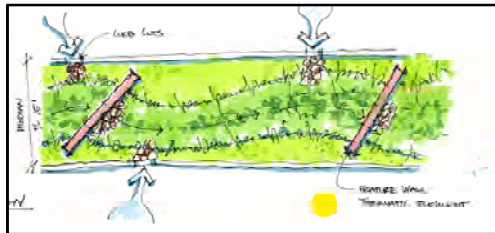


33<sup>rd</sup> & Cornhusker



## Corridor Enhancement Plan (CEP)

The CEP is an urban design study that identifies the potential opportunities for Corridor Enhancement along Cornhusker Highway in North Lincoln, from North 11<sup>th</sup> Street to North 56<sup>th</sup> Street, within the right of way.



(Images from CEP Charrette)

33<sup>rd</sup> & Cornhusker

## 33<sup>rd</sup> & Cornhusker – Corridor Enhancement Plan (CEP)

### CEP STUDY CONTENTS

#### INTRODUCTION

[Section Overview](#)

[Purpose](#)

[Document Organization and Usage](#)

[Location](#)

#### STAKEHOLDER ENGAGEMENT

[Section Overview](#)

[Charrette Overview and Process](#)

[Charrette Findings](#)

#### CORNHUSKER HIGHWAY ENHANCEMENT PLAN

[Section Overview](#)

[Plan Overview and Resource Allocations](#)

[Streetscape Zone Plans and Sections](#)

[Gateways and Key Intersections](#)

[Pedestrian Network](#)

[Pedestrian Amenities](#)

[Medians Screening, Fencing, and Buffers](#)

[Hardscape](#)

[Landscape](#)

[Wayfinding](#)

[Banners](#)

[Lighting and LED Illuminated Street Signs](#)

[Utilities](#)

#### NEXT STEPS

[Section Overview](#)

[Streetscape Design](#)

[Design Guidelines Recommended](#)

33<sup>rd</sup> & Cornhusker

## N. 33<sup>rd</sup> & Cornhusker - Planning Phase



### PROJECT SCHEDULE



### Subarea & Corridor Plan Schedule

#### Briefings/Presentations (2018)

[RTSD Board \(09/11\)](#)  
[Project Advisory Committee \(11/20\)](#)  
[Urban Design Committee \(12/4\)](#)  
[Pedestrian/Bicycle Comm. \(12/11\)](#)  
[Planning Commission \(1/9\)](#)  
[Neighborhood Roundtable \(1/14\)](#)

#### Informational Open House

[January 17, 2019](#)  
[Center for People in Need](#)

#### Planning Commission

[January 23, 2019](#)

#### MPO Tech & Officials Committees

[January 31/February 8](#)

#### City Council Action

[February 2019](#)

33<sup>rd</sup> & Cornhusker

## N. 33<sup>rd</sup> & Cornhusker – Next Steps



This timeline graphic illustrates the overall project development tasks through construction and is subject to change based on project priorities or funding constraints.

33<sup>rd</sup> & Cornhusker

# QUESTIONS?



## N. 33<sup>rd</sup> & Cornhusker – Alternatives – Not Final!



### **Alt 1D**

#### **Preliminary Preferred Alternative**

(Not Final – Subject to Change)

LRTP Infrastructure would support  
Subarea Plan (need for future  
roadways would be driven by private  
sector redevelopment)

33<sup>rd</sup> & Cornhusker



## N. 33<sup>rd</sup> & Cornhusker – Alternatives – Not Final!



**Alt 1B - LRTP**

33<sup>rd</sup> & Cornhusker

## N. 33<sup>rd</sup> & Cornhusker – Alternatives – Not Final!



**Alt 1E - LRTP**

33<sup>rd</sup> & Cornhusker





# TEXT AMENDMENT

PROPOSED AMENDMENTS TO THE CITY OF LINCOLN  
ZONING ORDINANCE

## Solar and Wind Energy

### WHAT DOES THIS UPDATE INCLUDE?

This is a set of proposed text amendments to the Lincoln Municipal Code Title 27, the Zoning Ordinance. The purpose of the amendment is to clarify and correct the zoning regulations for Solar and Wind Energy Conversion Systems.

The amendment contains the following changes:

- Add a general definition for Solar Energy Conversion Systems modeled after the existing definition for Wind Energy Conversion Systems.
- Codify the current policy allowing solar and wind systems as permitted accessory uses in any zoning district.
- Allow the systems to be treated the same as necessary mechanical appurtenances if located on top of a building such that they could exceed the zoning district height by up to twenty (20) feet like other mechanical equipment such as heating and cooling systems.

**THIS PROPOSED UPDATE ONLY  
APPLIES TO LINCOLN AND ITS  
3-MILE JURISDICTION**

### QUESTIONS OR COMMENTS

The Lincoln-Lancaster County Planning Department welcomes your questions and comments.

Rachel Jones  
402-441-7603  
[rjones@lincoln.ne.gov](mailto:rjones@lincoln.ne.gov)

The Planning Commission will hold a public hearing on January 23, 2019 on proposed Text Amendment 18007 related to Solar and Wind Energy.

### PROPOSAL DETAILS

The proposed changes and a detailed explanation are available in the Planning Department or can be accessed on the internet at [www.lincoln.ne.gov](http://www.lincoln.ne.gov) (Keyword = PATS). Click on the "Selection Screen" under "Featured Links", type in the application number (TX18007), click on "Search", then "Select" and go to "Related Documents".



## Attachment 4

The Preservation Association of Lincoln once again asks for your help in nominating deserving individuals, businesses, and organizations for our annual preservation awards! Below are the award categories PAL recognizes each year; you will also find attached a list of past awardees. We hope to receive a range of nominations and appreciate your input.

Stewardship – for maintaining the historic integrity of a building, district or site.

Commercial/Institutional Rehabilitation – for the rehabilitation or adaptive reuse of a commercial or institutional property.

Residential Rehabilitation – for the restoration or rehabilitation of a historically significant residence.

Integration of Old and New – for exemplary integration of new construction within a historic structure or district.

The Great Commoner Award – to recognize outstanding effort in preservation education.

City Center Award – to recognize outstanding effort in maintaining the vitality of Lincoln's urban core.

Helen Boosalis Award – to recognize enduring advocacy in historic preservation.

Nominations are due by February 1, 2019 via the Google Form located here:  
<https://goo.gl/forms/IyGWR7ynzwcDgsfm2>.

Alternatively, you may email nominations to [preservelincoln@gmail.com](mailto:preservelincoln@gmail.com). Please include the name(s) of the individual or group of individuals, the address/location of the property or project, and a description of the work. Please limit nominations to those in Lincoln and Lancaster County. Thank you for your help in this important matter!

# 3rd Annual Neighborhood Forum

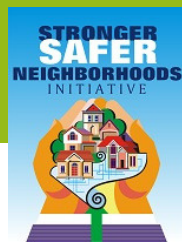
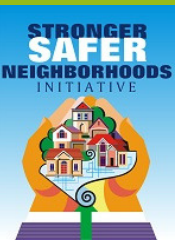
STATE SENATOR PANEL ON HOUSING  
AND NEIGHBORHOOD ISSUES

**CANDLEWOOD CHURCH - 2640 R STREET  
SATURDAY FEBRUARY 9, 2019  
8:30 AM TO 11:30 AM**

ROUNDTABLE DISCUSSIONS WITH PARKS &  
REC, PLANNING, PUBLIC WORKS, URBAN  
DEVELOPMENT, BUILDING & SAFETY

RSVP: [neighborhoodforum3.eventbrite.com](https://neighborhoodforum3.eventbrite.com)

Question ? 402 477-7181 or [panderson@nwlincoln.org](mailto:panderson@nwlincoln.org)



You are invited to meet the candidates for Lincoln Mayor at a forum hosted by the University Place Community Organization at their annual meeting.

**Mayoral Candidate Forum**  
**Sunday, January 27, 2019**  
**2:00 – 4:00 p.m.**  
**Fourth Presbyterian Church**  
**5200 Francis Street**



*Please come if you can!*