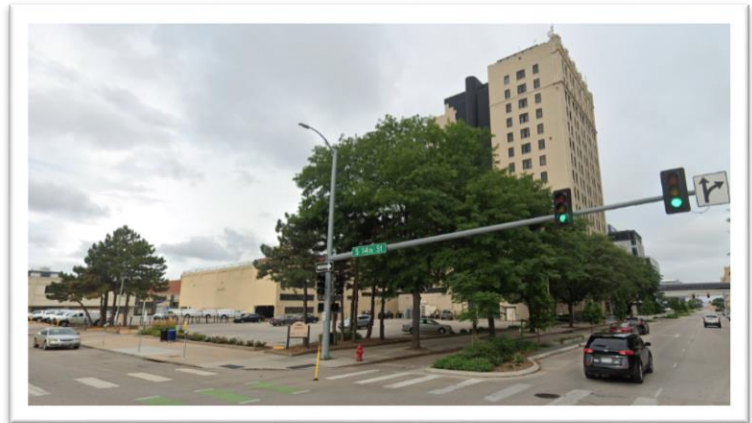




Block 65 Parking Facility Site



The City of Lincoln has received a redevelopment proposal for the City-owned property on the Downtown block bounded by 13th, 14th, M and N streets. The proposal was in response to the Lincoln Center Invitation for Redevelopment Proposals (IFRP) issued in 2009 for all City-owned property in the downtown area. Under the open IFRP process a developer may submit a proposal for City-owned property; if the City finds the proposal to meet general review criteria, the City may announce the receipt of the proposal at a site and allow other developers to submit proposals. The Lincoln Center Projects IFRP (IFRP-09-03) may be found on the Urban Development Department webpage at: <https://lincoln.ne.gov/city/urban/redev/ifrps.htm#s>. Developers now have until noon CDT Monday, April 6 to submit alternate proposals for that block.

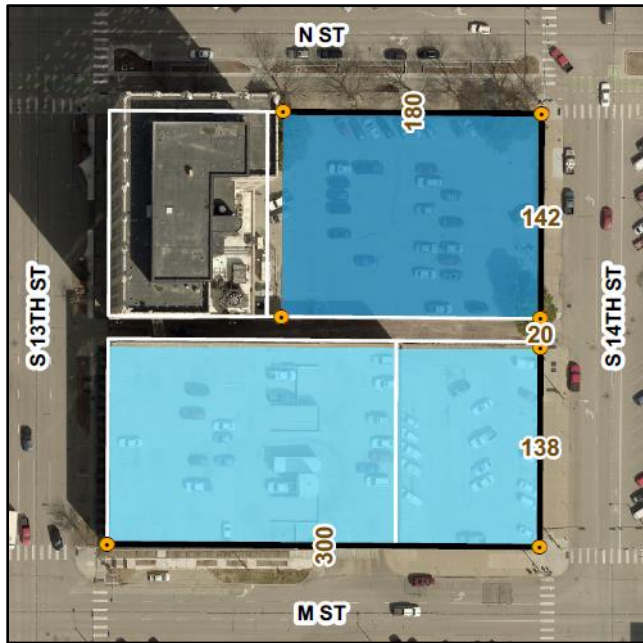
The City purchased a portion of Block 65 in 2019 as the site for a new public parking garage. The City intends to build a minimum six-story garage, with 700 to 900 stalls, depending upon the orientation of the garage, cost, and area need. The garage has not yet been designed, but it is expected that a portion of the site would remain open for redevelopment. The City would also consider private development on the first floor of the garage and above the top level of the garage.

The block is located within the B-4, Lincoln Center Business District. Buildings constructed on this block would have a maximum height of 275 feet. There is no parking required to be provided as part of the private project. Downtown Design Standards also apply. The block is approximately 300' by 300'. The privately-owned Sharp building is located on the northwest corner of the block on a parcel that is 110' by 142'. The remainder of the block is publicly-owned. The publicly-owned portions of the block include a surface lot on the north half of the block that is approximately 190' by 142'; a parking garage with first-floor commercial and surface lot on parcels on the south half of the block, which when combined is approximately 300' by 142'; as well as, an east west alley that is approximately 300' by 16'.

There are two possible orientations for a new garage: an east-west orientation, two-bay garage on the south half of the block or a north-south orientation, three-bay garage on the eastern portion of the block. The following images show these two orientations and the dimensions of the footprints for both the garage and remaining developable parcel. The City will entertain proposals that include the redevelopment of the developable parcel, and/or the redevelopment of the first-floor active uses of the garage and above the garage.

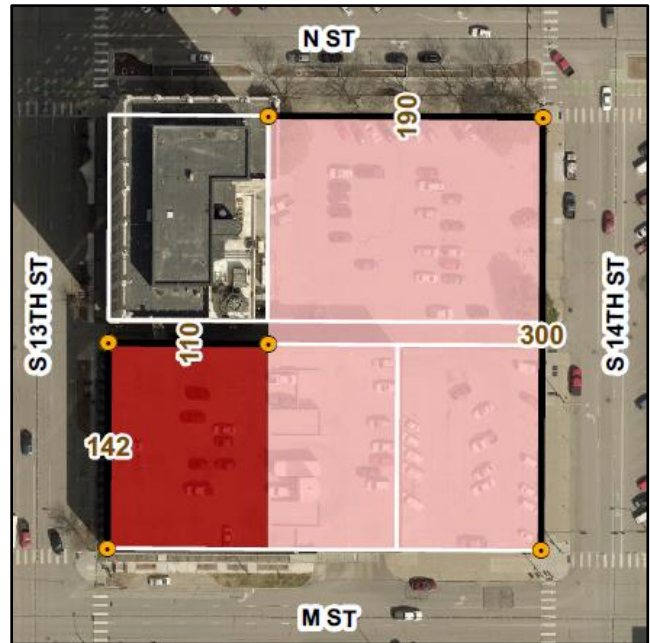
If a developer proposes a project that includes the retail and upper floors of the garage, the developer would be expected to work in partnership with the City on a design, schedule, and financing for the shared portions of the garage. A portion of the first floor of the garage would be needed for ramping and other garage use. The City expects that a minimum of 10,000 square feet of active, non-parking uses be developed on the first floor for either orientation. The acceptance of a proposal for the development of the remaining parcel and/or garage may determine the configuration of the garage.

East-West Garage Orientation



Should the garage be constructed on the east-west orientation, the garage would have a footprint of up to 138' by 300', leaving a developable parcel of up to 180' by 142' on the northeast corner of the block.

North-South Garage Orientation



Should the garage be constructed on the north-south orientation, the garage would have a footprint of up to 110' by 142', leaving a developable parcel of up to 190' by 300', leaving a developable parcel of up to 110' by 142' on the southwest corner of the block.

Proposals should, at a minimum, include

- the identification of the development team and their experience on similar project;
- project plans including site plans, uses, narrative, and preliminary design schematics;
- a project pro forma that provides a detailed preliminary financial statement and future operating cash flows, as well as demonstration of the need for Tax Increment Financing, if assistance is being requested; and,
- project schedule.

Developers should expect to review other resources in preparation of the proposal. These resources include:

- [Lincoln Downtown Design Standards \(Chapter 3.76\)](#)
- [Lincoln Downtown Design Standards \(Chapter 27.35\)](#)
- [Downtown Master Plan](#)
- [Lincoln Center Redevelopment Plan](#)
- [LPlan2040 - Lincoln's Comprehensive Plan](#)

Developers may also choose to review site specific IFRPs, such as the Pershing Center IFRP at <https://lincoln.ne.gov/city/urban/pershing/pdf/pershing-ifrp-2018-marvin.pdf>, for information on the typical selection process or additional information that may be requested prior to final selection.

For additional information about the site, limitations, and parking garage site parameters, contact Urban Development Director Dan Marvin at dmarvin@lincoln.ne.gov. Interested developers should submit 12 copies of their proposal to Marvin at 555 S. 10th Street, Suite 205, Lincoln, Nebraska, 68508 by the deadline.