

Lincoln City - Lancaster County

PLANNING COMMISSION AGENDA

PLANNING COMMISSION

Cindy Ryman Yost: Chair

Cristy Joy: Vice Chair

Lorenzo Ball

Dick Campbell

Maribel Cruz

Gloria Eddins

Bailey Feit

Richard Rodenburg

PLANNING STAFF

David R. Cary: Director

Shelli Reid: Administrative Officer

Jennifer McDonald: Administrative Aide

January 31, 2024

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, January 31, 2024, at 1:00 p.m. in the City Council Chambers on the first floor of the County-City Building, 555 S. 10th St., Lincoln, Nebraska. For more information, call the Planning Department, (402) 441-7491.

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

AGENDA

WEDNESDAY, JANUARY 31, 2024

Approval of minutes of the regular meeting held [January 17, 2024](#).

1. CONSENT AGENDA (Public Hearing and Administrative Action)

TEXT AMENDMENT

- Page 14*
- 1.1 TEXT AMENDMENT 23015, an ordinance amending Lincoln Municipal Code Section 27.02.030 B. to add a definition for breezeway; by amending Section 27.06.130 Retail Sales and Services Use Group to change Kennels from “P – Permitted Use” to “C – Permitted Conditional Use” for the AG and AGR Districts; by amending Section 27.62.100 Retail Sales and Services Use Group to add the condition for kennels; by amending Section 27.63.680 Sale of Alcoholic Beverages for Consumption On the Premises to more precisely define that a day care facility is not the residence of the childcare provider; by amending Section 27.68.030 Permits Required to allow the Planning Director to approve administratively an increase of 5 feet in height for personal wireless facilities; by amending Section 27.70.070 Outlots; Permitted Use to delete incidental structures for commercial developments from being permitted in outlots; by amending Section 27.72.010 Height and Lot Regulations AG and AGR Districts to eliminate the language regarding boundary lines changing in AGR Districts; by amending Section 27.72.060 Uses Permitted or Prohibited Within Required Yards to allow fire escapes and fireproof stairs to project into the side yard; by amending Section 27.72.110 Exceptions to the Height Requirements to allow cupolas and ornamental features, in all residential districts, may extend 10 feet above the height of the district and to allow flagpoles to exceed the height of the district up to 100 feet in the B-2, B-5, H-2, H-3, H-4, I-1, I-2 and I-3 Districts; by amending Section 27.72.120 Accessory Buildings to correct the footnote in Table 27.72.120(d) and to make it clear that an accessory building attached to the main building by an unenclosed deck, patio, ramp, open stair, or sidewalk is not considered part of the main building for setback purposes; by amending Section 27.75.060 Decision of Board Transmitted to City Clerk to remove language stating the resolution becomes null and void if not filed within 60 days; by

amending the Design Standards, Chapter 1.00 Request for Waiver to amend the appeal timeframe to City Council from 10 days to 14 days.

Staff recommendation: Approval

Staff Planner: George Wesselhoft, 402-441-6366, gwesselhoft@lincoln.ne.gov

CHANGE OF ZONE

- Page 55* 1.2 CHANGE OF ZONE 23076 from AGR (Agricultural Residential District) to R-3 (Residential District) on property generally located at 6201, 6225 and 6301 S 84th Street.

Staff recommendation: Approval

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

PERMITS

- Page 62* 1.3 COUNTY SPECIAL PERMIT 150COA to reduce a setback to a personal wireless facility, on property generally located at 9900 W Mill Road. ***FINAL ACTION***

Staff recommendation: Conditional Approval

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

MISCELLANEOUS

- Page 73* 1.4 MISCELLANEOUS 23012, for an amendment to the 2050 Long Range Transportation Plan to update the costs for various transit, rural road, and trail projects under the Priority Transit Projects, Fiscally Constrained Rural Road & Bridge Capital Projects, and Priority Trail Projects tables.

Staff recommendation: Approval

Staff Planner: Rachel Christopher, 402-441-7603, rchristopher@lincoln.ne.gov

2. REQUESTS FOR DEFERRAL

3. ITEMS REMOVED FROM CONSENT AGENDA **(Public Hearing and Administrative Action)**

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION

5. CONTINUED PUBLIC HEARING AND ADMINISTRATIVE ACTION

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

Adjournment

PENDING LIST: No items

Planning Department Staff Contacts:

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Andrew Thierolf, <i>Planner</i>	402-441-6371	athierolf@lincoln.ne.gov
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Brian Will, <i>Planner</i>	402-441-6362	bwill@lincoln.ne.gov

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The Planning Commission meeting which is broadcast live at 1:00 p.m. every other Wednesday will be available for viewing on LNK City TV at <https://lnktv.lincoln.ne.gov/CablecastPublicSite/watch/3?channel=1>

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

MEETING RECORD

Advanced public notice of the Planning Commission meeting was posted on the County-City bulletin board and the Planning Department's website. In addition, a public notice was emailed to the Lincoln Journal Star for publication on Tuesday, January 9, 2024.

NAME OF GROUP:	PLANNING COMMISSION
DATE, TIME AND PLACE OF MEETING:	Wednesday, January 17, 2024, 1:00 p.m., Hearing Room 112, on the first floor of the County-City Building, 555 S. 10 th Street, Lincoln, Nebraska.
MEMBERS AND OTHERS IN ATTENDANCE:	Maribel Cruz, Gloria Eddins, Bailey Feit, Christy Joy, Rich Rodenburg, and Cindy Ryman Yost; Lorenzo Ball and Dick Campbell absent; one vacant seat. David Cary, Steve Henrichsen, Shelli Reid, Jennifer McDonald, Brian Will, George Wesselhoft, Emma Martin, and Andrew Thierolf of the Planning Department; media and other interested citizens.
STATED PURPOSE OF MEETING:	Regular Planning Commission Hearing

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

Note: This is Final Action on the following items: Use Permit 125B, County Special Permit 23048, and County Special Permit 23042 unless appealed by filing a Notice of Appeal with the City Council or County Board within 14 days.

Chair Ryman Yost requested a motion approving the minutes for the regular meeting held January 3, 2024.

Motion for approval of the minutes made by Joy, seconded Eddins.

Minutes approved 6-0: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost voting "yes". Ball and Campbell absent; one vacant seat.

Chair Ryman Yost asked the Clerk to call for the Consent Agenda Items.

Clerk noted that Agenda item 1.6, Special Permit 20016A is being withdrawn as requested by the applicant and removed from today's Consent Agenda. No further action is needed on this application.

Clerk noted that agenda item 1.8 Miscellaneous 23011 is being removed from the Consent Agenda and scheduled for public hearing.

CONSENT AGENDA

PUBLIC HEARING & ADMINISTRATIVE ACTION

BEFORE PLANNING COMMISSION:

January 17, 2024

Members present: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost. Ball and Campbell absent, one vacant seat.

The Consent Agenda consisted of the following items: Comprehensive Plan Conformance 23020, Annexation 23013, Text Amendment 23017, Change of Zone 23075, Use Permit 125B, and County Special Permit 23048.

There were no ex-parte communications disclosed.

There were no ex-parte communications disclosed relating to site visit.

Joy moved approval of the Consent Agenda items, seconded by Eddins.

Motion carried 6-0: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost voting “yes”. Ball and Campbell absent, one vacant seat.

MISCELLANEOUS 23011

TO REVIEW THE PROPOSED DETERMINATION THAT THE FORMER SEARS AND ENVIRONS REDEVELOPMENT AREA (SHOPS AT LINCOLN) MEETS THE STATUTORY DEFINITION OF A BLIGHTED AND SUBSTANDARD AREA AS DEFINED IN THE NEBRASKA COMMUNITY DEVELOPMENT LAW. THE STUDY AREA IS 51 ACRES, GENERALLY LOCATED BETWEEN VINE ON THE NORTH, N 66TH STREET ON THE EAST, O STREET ON THE SOUTH AND N 56TH STREET ON THE WEST.

BEFORE PLANNING COMMISSION:

January 17, 2024

Members present: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost. Ball and Campbell absent, one vacant seat.

Staff Recommendation: Finding of Substandard and Blighted Conditions

There were no ex-parte communications disclosed.

There were no ex-parte communications disclosed relating to site visits.

Staff Presentation:

Peter Hind, Director Urban Development, 555 S. 10th Street, Lincoln, NE came forward and stated that what is being requested is an expansion of the study to include the right-of-way.

Proponents:

DaNay Kalkowski, Seacrest & Kalkowski, 1128 Lincoln Mall, Suite 105, Lincoln, NE approached and stated that she is there representing two owners of properties in the area. Kalkowski stated that the two owners are in support of this blight and substandard development of this sight. Kalkowski stated that this is the first step in the redevelopment plan in the area.

Neutral:

No one approached in neutral testimony.

Opposition:

No one came forward in opposition.

Joy moved to close the public hearing, seconded by Eddins.

Motion carried 6-0: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost voting “yes”. Ball and Campbell absent, one seat vacant.

MISCELLANEOUS 23011

ACTION BY PLANNING COMMISSION

January 17, 2024

Joy moved to approve Miscellaneous 23011 with the right-of-way, seconded by Cruz.

Eddins mentioned that Peter Hind, Director of Urban Development was at Mayor’s Round table, and this was discussed briefly.

Motion carried 6-0: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost voting “yes”. Ball and Campbell absent, one vacant seat.

TEXT AMENDMENT 23016

AMENDING LINCOLN MUNICIPAL CODE 27.67 PARKING TO REMOVE MINIMUM PARKING REQUIREMENTS FOR B-2, B-5, O-3, R-T, AND ALL H AND I DISTRICTS, AND REMOVING SPECIAL PARKING CONDITIONS THAT APPLY TO THOSE DISTRICTS; AMENDING 27.64 USE PERMITS TO REMOVE PARKING REQUIREMENTS ON ALL PREVIOUSLY-APPROVED USE PERMITS; AMENDING 27.63.470 PLANNED SERVICE COMMERCIAL TO REMOVE PARKING REQUIREMENTS ON ALL PREVIOUSLY-APPROVED PLANNED SERVICE COMMERCIAL SPECIAL PERMITS; AMENDING 27.60 PLANNED UNIT DEVELOPMENT DISTRICT TO REMOVE PARKING REQUIREMENTS ON ALL PREVIOUSLY-APPROVED PLANNED UNIT DEVELOPMENTS THAT REFERENCE PARKING STANDARDS FROM A DISTRICT WITH NO PARKING REQUIREMENTS.
BEFORE PLANNING COMMISSION:

January 17, 2024

Members present: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost. Ball and Campbell absent, one vacant seat.

Clerk noted a staff memo dated January 16, 2024, was sent to Planning Commission members identifying minor updates to the parking proposal included with Text Amendment 23016.

Staff Recommendation: Approval

Eddins disclosed ex-parte communications that the Text Amendment was discussed at the Mayor's Round table and at the Clinton Neighborhood meeting.

There were no ex-parte communications disclosed relating to site visits.

Staff Presentation:

Paul Barnes, Planning Department, 555 S. 10th Street, Lincoln NE came forward and stated that this is to modernize Lincoln's off-street parking requirements in the commercial districts. This has been discussed for a few years and was a recommendation going forward. Barnes stated that this is the first in the State of Nebraska and the first municipality to bring this forward.

Andrew Thierolf, Planning Department, 555 S. 10th Street, Lincoln, NE came forward and stated that this proposal has two elements. The first is eliminating automobile parking minimums and the second is maintaining existing minimum parking requirements in residential districts and commercial districts typically found near neighborhoods. Thierolf stated that there are goals with parking modernization. Some of the goals are to allow for more market parking decisions and promote economic development. Thierolf stated that there are cities across the country that have eliminated parking requirements. Thierolf stated that this proposal is to eliminate automobile parking minimums for most commercial and industrial zoning districts. Thierolf stated that all previously approved special permits and PUDs located in a zoning district would have their parking requirements removed. Residential and public will not have any change in the required parking. Thierolf stated there are expected results from this proposal, including shorter automobile trips, reduced carbon emissions and a more vibrant environment. The biggest impact will be long-term. Thierolf stated that this will include approximately 95% of commercial and industrial acreage in Lincoln.

Feit asked Thierolf if the previously approved special permits wanted to adjust their current layout, would a new plan need to be presented back to the Planning Department? Thierolf stated small changes can be made internally within the planning department, but major changes with reconfiguring would need to be presented to the Planning Commission and in some cases to the City Council.

Rodenburg stated that this will help eliminate heat islands and improve storm runoff water. Thierolf stated that this is correct.

Proponents:

Katie Bohlmeier, Lincoln Chamber of Commerce, 1128 Lincoln Mall, Suite 100, Lincoln, NE approached and thanked Councilman Beckius for engaging with the Chamber on the awareness

of the Text Amendment. Bohlmeier wanted to express the Chamber's support and stated that this is of great economic value to the community.

Neutral:

No one approached in neutral testimony.

Opposition:

No one came forward in opposition.

Staff Questions:

Thierolf approached and wanted to make sure that the motion included the staff memo.

Joy moved to close the public hearing, seconded by Eddins.

Motion carried 6-0: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost voting "yes". Ball and Campbell absent, one seat vacant.

TEXT AMENDMENT 23016

ACTION BY PLANNING COMMISSION

January 17, 2024

Joy moved to approve Text Amendment 23016 to include the staff memo received on January 16, 2024, seconded by Eddins.

Rodenburg stated that he believes the developers will put in just enough parking and more than what is needed. This will also eliminate the areas that are never half full.

Joy stated that she is in support of the Text Amendment and the memo. Joy stated that this will help the city with this type of project and infill.

Ryman Yost is in full support of this and excited that the city will take part in joining other communities around the country.

Motion carried 6-0: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost voting "yes". Ball and Campbell absent, one seat vacant.

COUNTY SPECIAL PERMIT 23042

FOR PERSONAL WIRELESS FACILITIES TO ALLOW A 239' SELF-SUPPORT TOWER, ON PROPERTY GENERALLY LOCATED AT 7459 W ROCA ROAD.

BEFORE PLANNING COMMISSION:

January 17, 2024

Members present: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost. Ball and Campbell absent, one vacant seat.

Clerk noted a staff memo dated January 16, 2024, and was sent to Planning Commission members – identifying an addition to the staff report for County Special Permit 23042.

Staff Recommendation: Conditional Approval

There were no ex-parte communications disclosed.

There were no ex-parte communications disclosed relating to site visits.

Staff Presentation:

Brian Will, Planning Department, 555 S. 10th Street, Lincoln, NE came forward and stated that this Special Permit is on approximately 150-acre parcel. The proposed application is for a personal wireless tower approximately 239 feet in height. Will stated that the tower is to accommodate up to three carriers. Will stated that this application was originally scheduled a month ago, and the initial staff review checked all the boxes. After that review, it was noted that another tower was already in that area. Will stated that this tower had one of the carriers that was previously on the other tower in the area. Will added that preference location is a sensitive location based on the proximity of the residences in the area. The regulations talk about eliminating other colocation possibilities within a half mile. Will stated that a letter of explanation was submitted to the Planning Department. Will stated that the recommendation today is for conditional approval, and that the applicant will present and explain the letter provided to the Planning Department.

Ryman Yost asked if the height is 235 feet and a width of 25 feet. Ryman Yost asked what the base size would be. Will stated that the lease area is 100x100 and within that the tower has a lease area of 25 square feet. Will stated that the applicant will need to respond to this question.

Rodenburg stated that a letter came in a month ago about the concern with the 5G health concerns and if this has been passed through to the health department. Will stated that this has been passed through to the health department and health department staff is available today if there are any questions for them.

Chris Schroeder, Lincoln Lancaster County Health Department, 3131 O Street, Lincoln, NE came forward and stated that the current scientific consensus is that technologies when operating guidelines and regulations, do not pose a significant health risk to the public.

Eddins asked Will about the half mile guidelines and was wondering if there was a height guideline or if it is just a half mile guideline? Will stated that does not matter in regard to the height. A taller tower is more appropriate in the county where there is less density.

Applicant:

Ryan Streff, Powder River Development, 8305 E. Willow Leaf, Sioux Falls, SD came forward and stated that the tower is 235 feet with a 4-foot lightening rod on top to make it a total of

239 feet. Ryman Yost asked Streff what the width of the base is. Streff stated that the base of the tower is approximately 20 feet by 20 feet.

Eddins asked what compound area means. Streff stated that the compound area is a 60x60 feet fenced in area with an additional space for additional carriers and their equipment.

Rodenburg asked if the lighting on top of the tower will be a strobe or a flashing light? Streff stated that the Federal Communications Commission (FCC) does regulate all the regulations for lighting. Rodenburg asked if there are any guidelines or restrictions for air traffic and if there is a way to put a shield or blind up to prevent the light from shining on the properties nearby. Streff stated that this is again FCC regulated and he will check to see what the FCC requires.

Ryman Yost asked about the materials that were submitted to the Planning Department for the coverage map. Streff stated that the coverage map with the proposed tower compared to the coverage of the current tower. The proposed tower is going to provide better coverage and stronger signal coverage.

Brent Meyer, Husch Blackwell, 14606 Branch Street, Omaha, NE approached and displayed the proposed coverage area of the Bluestem Site. The intent of the coverage is to improve the Bluestem, Martell, and Sprague area. This will also improve the coverage on Highway 33.

Ryman Yost asked if the coverage map is for one carrier. Meyer stated that is correct. Ryman Yost asked if the other carriers may have different coverage. Meyer stated that is correct.

Feit asked Meyer if the carrier is planning to use both towers or switch to the new tower. Streff stated that Verizon is requesting to move from the existing tower to the new tower to increase their service area.

Ryman Yost asked if people to the west will lose coverage with Verizon moving to the new tower. Meyer stated that the intent is to provide a plus net as far as coverage.

Cruz stated that the existing tower will no longer have three carriers since one of the carriers is moving to the new tower. Cruz asked if there are two other carriers that will be coming to the new tower? Eddins stated that it is up to three carriers and does not have a minimum.

Rodenburg asked how many carriers are there with the current carriers and competition? Streff stated that there is a variety of users that can fulfill and use the new tower location to serve their needs. Rodenburg asked if they move from the existing tower to the new tower and get broader range as well. Streff stated that is correct or a new carrier can come into the area.

Proponents:

No one came forward in support of this application.

Neutral:

No one approached in neutral testimony.

Opposition:

Rick Hill, 6705 SW 16th Street, Lincoln, NE came forward and stated that there was a testimony about the safeness of the 5G by the Health Department. Hill stated that 5G is weaponized and designed with a clotshot. The clotshot is a cancer forming agent that will devastate the world. The 5G is used to activate the hydrogel and release these diseases. Hill stated that he has research from the military that will show that 5G is not safe and weaponized. Hill stated he will provide the documentation from the military and is requesting that 4G be approved instead of 5G.

Scott Meinke, 17155 SW 72nd Street, Martell, NE approached and stated that he is in opposition to this Special Permit. Meinke stated that he lives south of the proposed tower. This tower is not needed. Meinke stated that the application checks all the boxes, but this is a sensitive area to the people who live around it. Meinke stated that there are negative impacts of the tower being placed there. The landowner does not live near the area that is being impacted. There does not need to be improved service in that area. There is a half mile between the existing tower and the new tower. Meinke understands the desire for a 5G in the area, but there is already a tower in the area that is sufficient for the needs and service. Meinke stated that he did submit a letter in opposition but wanted his concerns to be heard.

Ryman Yost stated to Meinke that his letter was received and was entered into the record. Ryman Yost stated that Meinke mentioned that his family does host a tower or has a lease for one. Meinke stated no, he is referring to the existing tower that is very visible from his house.

Joyce Howlett, 3780 W Roca Road, Martell, NE came forward and stated that this will affect a lot of families and that there is already a tower in the area. Howlett wanted to know if this was not suitable to be put in Lincoln by residents, then why is it okay to have this size of tower put by her? Howlett asked why there is not more smaller towers in place instead of a big tower. If this is not good enough to put near your home, then why put it by her home.

Staff Questions:

Rodenburg asked Schroeder about the testimony that Howlett gave regarding the 5G not being safe enough to be in the city. Schroeder stated that there is 5G in the City of Lincoln. Rodenburg asked Schroeder about Hill's testimony of the 5G being weaponized. Schroeder stated that the studies that were referred to were not seen by the Health Department. Schroeder stated that the SEC regulations did not find negative public health effects and the towers follow the FCC regulations.

Eddins asked what the height of the other tower is. Will stated that the other tower is about the same height. Will stated that the Federal Aviation Administration (FAA) regulations will require a glowing red light at night and a white strobe during the day. The strobe light does not operate at night.

Ryman Yost asked if the conditions of the approval include a surety bond to pay for the removal and how much is that bond? Will stated that the bond includes that at one point if the tower is abandoned, the city and county will require and hold a bond that the cost can be used to remove the tower. Will stated that the requirement is an estimate of removal that will be submitted, then a bond will be provided for those costs. Will stated that it must be demonstrated that there is a need for a new tower. In this case, documentation was required to demonstrate a benefit to the community that there was a need for this.

Applicant Rebuttal:

Streff approached and stated that the coloring and the position of the light is based on what the FAA will allow and determine.

Hugh Sieck III, 4930 Thomasbrook Lane, Lincoln, NE came forward and is the property owner of the parcel that the tower is proposed to be constructed on. Sieck stated that he does live near 70th and Pioneers in Lincoln and he is within $\frac{3}{4}$ mile of four cellular installations. Sieck stated that his family has been in that area for over 100 years. Sieck stated that the property where the other existing tower is located is owned by a Sieck, but is a distant relative not associated with his close family.

Rodenburg asked Sieck if he had family in the area where the proposed tower is to be located. Sieck stated that they are distant family with the same last name.

Meyer stated that there is a process with the zoning regulations. There is an analysis that the applicant went through, and all the zoning regulations have been met and the information provided was sufficient for the zoning regulations.

Rodenburg asked that the applicant continue to look into the ability to shield the light for the people that live close to the tower.

Eddins moved to close the public hearing, seconded by Joy.

Motion carried 6-0: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost voting "yes". Ball and Campbell absent, one seat vacant.

COUNTY SPECIAL PERMIT 23042
ACTION BY PLANNING COMMISSION

January 17, 2024

Joy moved to approve County Special Permit 23042, seconded by Eddins.

Eddins stated that she does not know how to find the balance between the people on the land and the tower that no one wants beside them in their backyard. Eddins will be supporting this because it is what the code states and the boxes have been checked.

Cruz is in opposition and stated that she previously lived in this area and does not know why a cell phone is needed when you are enjoying nature at a state park. Cruz asked what the cost benefit ratio would be when there is improved access. Cruz stated that the enhanced graphics do not tell anything compelling. Cruz wanted to know what it means, what is the impact number of households and what is the cost benefit ratio.

Feit stated that she is also torn as well as Eddins is. The process and procedures are followed but she does now want it in her backyard either.

Joy stated that this is final action, and the box checking standpoint and land use has been vetted in that respect.

Rodenburg stated that this can be appealed to the County Board of Commissioners, but it does check the boxes for approval. Rodenburg stated that the existing tower will probably be rendered useless. Rodenburg would also like to have seen the number of households who do not get service where they live.

Ryman Yost stated that this is a hard decision when the application meets the technical specifications, but also the two within a section technically fit. Ryman Yost stated that it was not determined who is benefiting from this or who would be the users. Ryman Yost stated that this does meet the requirements.

Motion carried 5-1: Eddins, Feit, Joy, Rodenburg, and Ryman Yost voting "yes", Cruz dissenting. Ball and Campbell absent, one vacant seat.

Eddins moved to adjourn the Planning Commission meeting of January 3, 2024, seconded by Joy.

Motion carried 6-0: Cruz, Eddins, Feit, Joy, Rodenburg, and Ryman Yost voting "yes". Ball and Campbell absent, one vacant seat.

There being no further business, the meeting was adjourned at 2:31 p.m.



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Text Amendment 23015

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
January 31, 2024

RELATED APPLICATIONS
None

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

Multiple amendments are proposed to update the Zoning Ordinances and Design Standards to allow changes for flexibility in the regulations and clarifications. These eleven amendments include corrections for AG and AGR zoning, clarifications on accessory buildings, minor increase in communications tower height by administrative action, clarification on home-based daycares in the special permit provisions for alcohol beverages on the premises, adjustments to the height and lot requirements for ornamental features, fire escapes and flagpoles, and accessory buildings in outlots.

These amendments have been identified previously by staff and from inquiries from the public and are overall minor in terms of change.

JUSTIFICATION FOR RECOMMENDATION

The text amendments will add more flexibility and clarity to the affected sections. The amendments do not add any substantial new restrictions and are justified in that they improve the regulations for development.

STAFF CONTACT

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The 2050 Comprehensive Plan supports exploring options for streamlining the zoning and building permitting processes. These proposed amendments are consistent with the Plan as they are to clarify, provide flexibility and improve the process for development.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Policies Section

P12: Economic Growth - Promote and foster appropriate, balanced, and focused future economic growth that maintains the quality of life of the community.

Action Steps

6. Explore additional opportunities for streamlining the zoning and building permitting processes.

ANALYSIS

1. This request is for text amendments to the Zoning Ordinances and Design Standards to various sections including: 27.06.130 Retail Sales and Services Use Group Table, 27.63.680 Sale of Alcoholic Beverages for Consumption on the Premises, 27.68 Personal Wireless Facilities, 27.70.070 Outlots; Permitted Use, 27.72.010 Height and Lot Regulations AG and AGR Districts, 27.72.060 Uses Permitted or Prohibited within Required Yard, 27.72.110 Exceptions to the Height Requirements, 27.72.120 Accessory Buildings, 27.75.060 Decisions of Board Transmitted to City Clerk, and Design Standards Chapter 1.00 Request for Waiver.

The amendments are to add more flexibility add clarifications, and update text provisions which are inconsistent with other provisions.

2. The summary of each of the proposed text amendment is below:

Zoning Ordinance:

1. **27.06.130 Retail Sales and Services Use Group Table.**

This is to **list Kennels as a Conditional Use** in the AG Agricultural and AGR Agricultural Residential Districts. The condition is that the Kennel needs to be on 10 acres, which is already required by Table 27.72.010 c but is not reflected with a "C" as a Conditional Use in the Use Groups Table or in the Conditional Use Chapter. This was identified by staff as a minor conflicting issue in reviewing the ordinance and does not add any new requirement.

2. **27.63.680 Sale of Alcoholic Beverages for Consumption on the Premises.**

This amends 27.63.680 **Sale of Alcoholic Beverages for Consumption on the Premises** to **clearly define what is meant by the term 'day care facility'** when used in the context of the required separation criteria for the sale of alcohol. The intent is to make a distinction between a home-based day care, which is a permitted use when located in residential zoning district, for 15 or fewer children, and located in the residence of the provider. This use is different than larger facilities which are not located in the operator's residence and would require a special permit. Home-based day care facilities located in the operator's residence will almost always be located in a residential zoning district, and the separate criteria in the alcohol special permits already contain provisions for the required separation applicable to dwellings and residential zoning districts. In the rare cases where there is a home-based day care in a commercial district, such as in an apartment in a PUD, they would already potentially be near other commercial uses aside from the commercial use associated with the alcohol. However, daycare facilities requiring a special permit can be located in both residential and commercial districts, so it is necessary to retain a separation requirement that is applicable to those facilities located in a commercial zoning district. For this reason, the proposed amendment clarifies what is meant by 'day care facility' with respect to the special permits for the sale of alcohol.

3. **27.68 Personal Wireless Facilities, 27.68.030 Permits Required.**

This amendment for **personal wireless facilities is to allow minor increase up to 5 feet** (cumulative total) in height to be approved administratively by the Planning Director. This will allow for administrative increases in the height consistent with other minor increases within PUDs, Use Permits, etc. and would address lightning rods, allowing them if added without having to do a full amendment to the Special Permit for the wireless facility. A recent example where this amendment would have benefited was SP2024A which was recently approved to allow for an extension of the maximum height of an existing personal wireless facility by 2' from 83' to 85' to accommodate a lightning rod on the Pius X High School campus at 6000 A Street.

4. **27.70.070 Outlots; Permitted Use.**

The purpose of this amendment is to delete incidental structures under 27.70.070 for commercial developments from being permitted in outlots. This would include sheds or other accessory buildings, for example. Other items such as trash enclosures, fences or signs would be still allowed. This is to fix a prior amendment allowing the incidental structures which leads to potential building code issues and concern over

ownership and maintenance since the buildings, while small, are still more significant than other minor items such as trash enclosures.

5. 27.72.010 Height and Lot Regulations AG and AGR Districts.

This amendment is **to eliminate “penalty” for lots that are replatted to shift a lot line or were under common ownership** at one time. Since the zoning grandfathers older lots before a certain date, any lot that did a minor replat in the past 70 years loses the grandfathering. A similar provision about common ownership was eliminated for the R residential districts years ago. This only applies to the AGR District. This was identified by staff as a minor issue in reviewing the ordinance and does not add any new requirement.

6. 27.72.060 Uses Permitted or Prohibited within Required Yards.

This amendment is **to allow fire escapes and fireproof stairs to project into the side yard** by not more than 3 and ½ feet, a similar distance that is currently allowed by this section for the rear yard. This amendment is requested because there have been several recent requests. For example, at 329 N. 36th Street there were pre-existing stairs that were partially in the side yard setback for decades. The property owner had to apply to the Zoning Board of Appeals for a variance or the building permit for the replacement of the stairs could not be approved. It should be noted that the ordinance already allows uncovered patios, terraces, uncovered decks, and ornamental features to project in the side yard as long as a 2-foot setback is maintained.

7. 27.72.110 Exceptions to the Height Requirements.

This is to allow in all residential districts cupolas and ornamental features to extend 10 feet above the height of the district if they are not able to be occupied. This amendment also would allow in the B-2, B-5, H-2, H-3, H-4 I-1, I-2, and I-3 districts **flagpoles to exceed the height of the district up to 100 feet**. Most of the special permits for flagpoles that have been approved exceeding the height limit were not more than 100 feet. In terms of examples, below is a listing of recent Special Permits to exceed the height limit for flagpoles:

Permit Type	Year and Location	Pole Ht.
Change of Zone 05061E	2022 -Southwest Village PUD at the northeast corner of W Amaranth Lane and W Denton Road.	130'
Special Permit #21052	2021- Arbor Road, east of N 56 th Street along Interstate 80 in H-4 zoning	130'
Use Permit #132D	2018 – Nebraska Parkway and Pine Lake Road in B-2 zoning	100'
Special Permit #16013	2016- NW 56 th Street and Interstate 80 in H-4 zoning.	100'
Special Permit #10027	2010 - N 27 th Street and Wildcat Drive in H-3 zoning	80'
Special Permit #2018	2003- N 84 th Street and Hwy 6 in I-1 zoning	100'
Special Permit #1987	2002 – N 1 st Street and W. O Street in I-1 zoning	100'

8. 27.72.120 Accessory Buildings.

Two amendments are proposed for accessory buildings:

- i) The first is **to correct an unintended consequence** to make it clear that an accessory building attached to the main building by an unenclosed deck, patio, ramp, open stair, or sidewalk is not considered part of the main building for setback purposes but only if it is in the rear yard. Currently the ordinance in 27.72.120(a) does not specify rear yard and a building permit applicant at 5915 Garfield Street recently interpreted it to include the side yard which was never the intent. This is due to the fact that the side yard setback is much less than the rear yard setback, generally 5-10 feet for

side yard setback versus 20-30 feet for rear yard setback depending on the zoning district. A definition of breezeway is also proposed. This is to make it clear that any accessory building with attachment to the main building by a breezeway shall meet the height and yard requirements for the main building. This amendment therefore adds clarity to the ordinance based on what was intended by this section. The original text amendment was in 2017 and this unintended implication was just recently discovered.

- ii) The second is **to delete an incorrect footnote 4 provision about a side yard** in Table 27.72.120(d) that notes in the AG and AGR you can have an accessory building in the side yard. This is because another section of the Ordinance 27.72.120(c) does not allow accessory buildings in the side yard. This is to remove an unintended inconsistency and does not add or reduce any regulations. This was identified by staff as a minor issue in reviewing the ordinance and does not add any new requirement.

9. **27.75.060 Decision of Board Transmitted to City Clerk.**

This amendment is pertaining to the **Board of Zoning Appeals to remove** the text about **the resolution becoming null and void if the resolution is not filed within 60 days**. This provision recently caused someone in the County zoning jurisdiction to reapply for their BZA just a few months after it was approved. Many years ago, special permits had similar language which was removed in case an applicant did not file within 60 days. The resolution will still be filed, but the fact it isn't done promptly won't void the BZA approval with this amendment. A similar text amendment was recently approved for the County.

Design Standards:

Chapter 1.00 Request for Waiver.

The Design Chapter amendment is proposed to change the appeal timeframe to City Council from 10 days to 14 days to be consistent with other appeal timeframes found in the Zoning Ordinance.

- 3. This request is compatible with the Comprehensive Plan by addressing issues that have been identified and by improving the development process.

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Date: January 18, 2024

Applicant: Lincoln-Lancaster County Planning Department
555 S. 10th Street, Suite 213
Lincoln, NE 68508
(402) 441-7491

Contact: George Wesselhoft
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<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/TX/23000/TX23015 2024 Text Amendments.gjw.docx>

ORDINANCE NO. _____

1 AN ORDINANCE amending Lincoln Municipal Code Section 27.02.030 B. to add a
2 definition for breezeway; by amending Section 27.06.130 Retail Sales and Services Use Group to
3 change Kennels from “P – Permitted Use” to “C – Permitted Conditional Use” for the AG and
4 AGR Districts; by amending Section 27.62.100 Retail Sales and Services Use Group to add the
5 condition that the lot shall be 10 acres or more for kennels and/or veterinary facilities to be
6 consistent with the existing Table 27.72.010(c); by amending Section 27.63.680 Sale of Alcoholic
7 Beverages for Consumption On the Premises to more precisely define that a day care facility is
8 not the residence of the childcare provider; by amending Section 27.68.030 Permits Required to
9 allow the Planning Director to approve administratively an increase of 5 feet in height for personal
10 wireless facilities; by amending Section 27.70.070 Outlots; Permitted Use to delete incidental
11 structures for commercial developments from being permitted in outlots; by amending Section
12 27.72.010 Height and Lot Regulations AG and AGR Districts to eliminate the language regarding
13 boundary lines changing in AGR Districts; by amending Section 27.72.060 Uses Permitted or
14 Prohibited Within Required Yards to allow fire escapes and fireproof stairs to project into the side
15 yard by not more than three and one-half feet; by amending Section 27.72.110 Exceptions to the
16 Height Requirements to allow cupolas and ornamental features, in all residential districts, may
17 extend 10 feet above the height of the district as long as they are not able to be occupied and to
18 allow flagpoles to exceed the height of the district up to 100 feet in the B-2, B-5, H-2, H-3, H-4,
19 I-1, I-2, and I-3 Districts; by amending Section 27.72.120 Accessory Buildings to correct the
20 footnote in Table 27.72.120(d), to make it clear that an accessory building attached to the main
21 building by an unenclosed deck, patio, ramp, open stair, or sidewalk is not considered part of the
22 main building for setback purposes but only if it is in the rear yard, and to state that accessory

buildings on outlots shall maintain a minimum six foot setback from all property lines; by amending Section 27.75.060 Decision of Board Transmitted to City Clerk to remove language stating the resolution becomes null and void if not filed within 60 days; and repealing Sections 27.02.030, 27.06.130, 27.62.100, 27.63.680, 27.68.030, 27.70.070, 27.72.010, 27.72.060, 27.72.110, 27.72.120, and 27.75.060 as hitherto existing.

BE IT ORDAINED by the City Council of the City of Lincoln, Nebraska:

Section 1. That Section 27.02.030 of the Lincoln Municipal Code be amended to read as follows:

27.02.030 B.

Basement Basement shall mean that portion of a building between the lowest floor and the ceiling above which is fully below grade or partly below grade and partly above grade but so located that the vertical distance from grade to the floor below is more than the vertical distance from grade to ceiling.

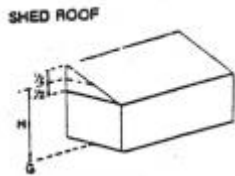
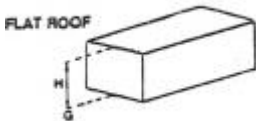
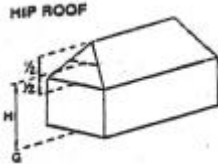
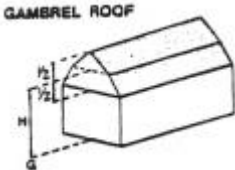
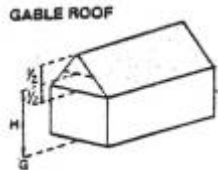
Boarding Boarding shall mean caring for, feeding, watering, or sheltering a pet animal belonging to another by any person or business for pay, trade, barter, commission, or remuneration of any sort.

Breezeway Breezeway shall mean a roofed outdoor passage, as between a house and a garage.

Broadcast Tower Broadcast tower shall mean a structure for the transmission or broadcast of radio, television, radar, or microwaves; provided, however, that personal wireless service facilities and noncommercial radio towers not exceeding fifty feet in height and amateur radio antenna installations shall not be considered broadcast towers.

Building Building shall mean any structure designed or intended for the enclosure, shelter, or protection of persons, animals, chattels, or property.

Buildings, Height of Height of a building shall mean the vertical distance above grade to the highest point of the coping of a flat roof or to the deck line of a mansard roof, or to the average height of the highest gable of a pitched, hipped, or shed roof. The measurement shall be taken from the grade.

Building Height	
	
	
	
H=Height of Building G=Grade	

Section 2. That Section 27.06.130 of the Lincoln Municipal Code be amended to read as follows:

27.06.130 Retail Sales and Services Use Group.

Characteristics: The Retail Sales and Services Use Group is characterized by uses that are involved in the sale, lease, or rental of new or used products to the general public. They may also provide personal services or provide product service or repair for consumer and business goods. Services and repairs are typically performed on site. Small-scale production, assembly, or manufacturing of retail goods and crafts primarily sold on the premises is permitted as accessory to business activity. A portion of the premise may be used for outdoor storage of products associated with the main use. These uses may be open 24 hours a day and may include drive up or drive thru facilities. These uses generally do not involve the use, storage, production, or manufacturing of hazardous chemicals. Such uses include but are not limited to retail sales, personal services, service and repair facilities, motorized vehicle repair and sales, hotels and motels, ambulance services, motorized fuel sales facilities, parking lots, recycling drop-off facilities, and off-sale of alcoholic beverages. Parking as a primary use is part of this use group.

1 Use Group Table:

27.06.130 Retail Sales and Services Use Group Table																										
Uses	AG	AGR	R1	R2	R3	R4	R5	R6	R7	R8	O1	O2	O3	RT	B1	B2	B3	B4	B5	H1	H2	H3	H4	I1	I2	I3
Garden centers	S	S		S	S										P	P	P	P	P		P	P	P	P	P	P
Hotels and motels													P		P	P	P	P	P	P	P	P	P	P	P	C
Kennels	CP	CP													C	C	C	P			C	C	C	P	P	P
Mail order catalog sales											C	S	S		P	S	P	P			P	P	P	P	P	P
Marinas for sale, service, and storage of motorboats and related water craft															P				P					P	P	P
Motorized vehicle fuel sales facility															P	P	P	C	P	P	P	P	P	P	P	P
Motorized vehicle repair/service															C	P	C	C	P	P	P	P	P	P	P	P
Motorized vehicle sales																	C	C	P		C	C	P	P	P	P
Motorized vehicle wash facilities															C	C	C	C	P	P	C	C	S	P	P	P
Off-sale alcoholic beverages															S	C	S	P	C	S	S	S	S	S	P	S
Outdoor retail sales																		P	P			P	P	P	P	P
Outdoor seasonal sales	C	C	S	S	S	S	S	S	S	S	S	S	S		P	P	P	P	P		P	P	P	P	P	P
Parking garage as a primary use											S							C						P	P	P
Parking lots as a primary use			S	S	S	S	S	S	S	S		C			P		P	C			P	P		P	P	P
Parking lots, temporary			S	S	S	S	S	S	S	S								P						P	P	P
Parking lots, temporary commercial				S	S													P						P	P	P
Personal services											C	C	C	C	P	P	P	P	P		P	P	P	P	P	P
Retail sales											C		C		P	P	P	P	P		P	C	C	C	P	C
Service and repair facilities														C	C	P	C	P	P		C	P	P	P	P	P
Veterinary facilities	S	S									C	C	C	C	C	C	C	P			C	C	C	P	P	P
All other uses in this Use Group															P	P	P	P	P		P	P	P	P	P	P

2 Section 3. That Section 27.62.100 of the Lincoln Municipal Code be amended to read

3 as follows:

27.62.100 Retail Sales and Services Use Group.

A building or premises may be used for the following use types as a permitted conditional use in the designated zoning districts and in compliance with the conditions of approval applicable for that use type.

a. Hotels and motels are allowed in the I-3 zoning district under the following conditions:

1. The total square footage of such use shall not exceed ten percent (10%) of the buildable square footage of the tract of land included within the boundaries of the use permit assuming a floor-to-area ratio of one to four.

2. Accessory uses operated by a concessionaire or lessee of an employer may occupy no more than five percent (5%) of the total floor area of the hotel or motel.

b. Kennels and/or Veterinary Facilities may be allowed in those zoning districts where such use is designated as a permitted conditional use under a Use Group Table in [Chapter 27.06](#), under the following conditions:

1. Any associated outdoor area must be located no closer than 200 feet from any R-1 through R-8 residential district.

2. No more than 3 animals are permitted in the outdoor area at any one time, [except for the AG and AGR Districts](#).

3. [In the AG and AGR districts the lot shall be at least 10 acres in size.](#)

(NOTE: If the above conditions cannot be met, the use may be allowed upon approval of a special permit pursuant to [Chapter 27.63](#)).

c. Motorized vehicle sales and/or repair/services facilities are permitted in the B-3, B-4, H-2, and H-3 zoning districts and motorized vehicle services is permitted in the B-1 under the following conditions:

1. In the B-1 and B-3 zoning districts:

i. No facility shall be permitted to locate within 100 feet of any residential use or district;

ii. Any facility located within 100 feet of any residential use or district which was lawfully established in the B-1 or B-3 zoning district on the effective date of this ordinance, shall screen

the facility from such residential use or district by the use of an opaque fence six feet in height, constructed of wood or of a substitute material acceptable to the Director of Building and Safety;

iii. The locational or screening requirements of (i) and (ii) above shall not apply when said residential use or district is across a public street from the motorized vehicle sales and/or repair facility, but shall apply if said residential use or district is across an alley or private drive from said facility;

2. In the H-2 and H-3 zoning districts, the storage of vehicles for sale and resale is permitted in the front yard except for the front twelve feet under the following conditions:

- i. Parking barriers in accordance with parking lot design standards must be provided around the storage/display area to prevent the vehicles stored/displayed for sale or resale from overhanging the front twelve feet of the front yard.
- ii. No vehicle shall be stored/displayed for sale or resale in the front yard upon a raised concrete island or on a raised display structure.
- iii. The hood or trunk or both of vehicles stored/displayed for sale or resale in the front yard shall not be open except when being inspected by a customer or for servicing.
- iv. The front twelve feet of the front yard shall be devoted to shrubs and grasses.
- v. The front twelve feet of the front yard not permitted to be used for the storage of vehicles for sale and resale shall be screened at least sixty percent from zero feet to two feet above the surface of the lot. The design and construction of the landscaping shall be in conformance with the Design Standards for Screening and Landscaping except that fences may not be used to meet the above screening requirements. If plant material is used, the density percentage is calculated using the design size found in the City of Lincoln's plant material list approved by the Planning Director. The landscape screen shall be located throughout the area but far enough from the barrier so as to be protected from the bumpers of overhanging vehicles. Entrance driveways shall be excluded from the required screen.

1 vi. No fence shall be erected in the front yard.

2 vii. Lighting in the front yard shall be in conformance with the Design Standards for Outdoor
3 Lighting.

4 viii. Any existing motorized vehicle sales facility lawfully established on the effective date of
5 this ordinance which does not comply with conditions (i) through (vii) above may be continued
6 in accordance with the provisions of [Chapter 27.61](#) for nonconforming uses.

7 3. In the H-3 district, any associated outdoor area for the storage of motorized vehicles (“Outdoor
8 Storage Area”) for sale or resale is permitted in any required side yard abutting a nonresidential
9 district, provided that no motorized vehicle shall be displayed or stored in the first five feet (5') of
10 the required side yard adjacent to the abutting nonresidential district.

11 4. In the area of the B-4 zoning district from 150 feet east of 17th Street to the eastern edge of the
12 B-4 zoning district, motorized vehicle sales and/or repair/service facilities are prohibited;

13 d. Motor fuel sales facilities are allowed in the B-4 zoning district under the following condition: In
14 the area of the B-4 zoning district from 150 feet east of 17th Street to the eastern edge of the B-4
15 zoning district, fuel sales facilities are prohibited;

16 e. Motorized vehicle wash facilities are allowed in the B-1, B-2, B-3, B-4, H-2, and H-3 zoning districts
17 under the following conditions:

18 1. In the B-1, B-2, and B-3 zoning districts, a self-service, coin-operated wash facility shall not exceed
19 four wash bays.

20 2. In the H-2 and H-3 zoning districts, a self-service, coin-operated wash facility shall not exceed six
21 wash bays.

22 3. In the B-2 and B-3 zoning districts, the stacking space shall not be located within the required
23 front yard.

1 4. In the area of the B-4 zoning district from 150 feet east of 17th Street to the eastern edge of the
2 B-4 zoning district and in the area bounded by 10th Street, 150 feet north of "P" Street, 14th Street,
3 and "N" Street, motorized vehicle wash facilities are prohibited;

4 f. Outdoor seasonal sales, tents, and other temporary structures are allowed in the AG and AGR
5 zoning districts under the following conditions:

6 1. In the AG and AGR zoning districts, roadside stands for the temporary or seasonal sale of produce
7 shall:

8 i. Be located outside the city limits;

9 ii. Be allowed in addition to any other main use, regardless of lot size;

10 iii. Be allowed in a required yard, provided that such roadside stand shall be located no closer
11 than thirty feet to the edge of a traveled roadway;

12 iv. Not be operated for more than 180 days in any one calendar year.

13 g. Parking as a primary use is allowed in the O-2 and B-4 zoning districts under the following
14 conditions:

15 1. In the O-2 zoning district provided that no part of the street frontage within the block face on
16 which a parking lot is proposed to be located may be zoned residential.

17 2. In the area of the B-4 zoning district bounded by 10th Street, 150 feet north of "P" Street, 14th
18 Street, and "N" Street, parking as a primary use is prohibited;

19 (NOTE: If the above conditions cannot be met, the use may be allowed upon approval of a special
20 permit pursuant to [Chapter 27.63](#)).

21 h. Personal Services are allowed uses in the O-1, O-2, O-3, and R-T zoning district under the following
22 conditions:

23 1. In the O-1 and O-3 zoning districts:

24 i. The services shall be located entirely within a building containing office or residential
25 uses.

1 ii. The services shall not exceed twenty percent of the total square feet of floor area in such
2 building.

3 2. In the O-2 and R-T zoning districts, the floor area of said use shall not exceed 5,000 square feet.

4 i. Retail sales including mail order catalog sales are allowed in the O-1, O-3, H-3, H-4, I-1, and I-3
5 zoning districts under the following conditions:

6 1. In the O-1 and O-3 zoning districts:

7 i. The retail sales shall be located entirely within a building containing office or residential
8 uses.

9 ii. Retail sales shall not exceed twenty percent of the total square feet of floor area in such
10 building.

11 iii. Retail sales shall occupy no more than 10,000 square feet of floor area per business.

12 2. In the H-3 zoning district, retail sales shall occupy no more than 20,000 square feet of floor area
13 per business.

14 3. In the H-4 zoning district, retail sales shall occupy no more than 30,000 square feet of floor area
15 per business.

16 4. In the I-1 zoning district, retail sales and service shall occupy no more than 20,000 square feet of
17 floor area per business.

18 (NOTE: If conditions (2), (3), and (4) above cannot be met, the use may be allowed if a special permit is
19 approved pursuant to [Chapter 27.63](#)).

20 5. In the I-2 zoning district, retail uses in the aggregate shall not exceed twenty percent (20%) of
21 the buildable square footage of the land included within the boundaries of the district.

22 6. In the I-3 Employment Center District:

23 i. Retail uses in the aggregate shall not exceed twenty percent (20%) of the buildable square
24 footage of the land included within the boundaries of the use assuming a floor-to-area ratio
25 of one to four; and

1 ii. The total of all retail, office, post-secondary education facilities, nonprofit religious, educational,
2 and philanthropic institutions permitted in the I-3 District and early childhood care facilities
3 specially permitted shall not in the aggregate exceed fifty percent (50%) of the buildable
4 square footage of the land included within the boundaries of the use permit assuming a floor-
5 to-area ratio of one to four. A user of 75,000 square feet or more of floor area shall not be
6 subject to the fifty percent (50%) limitation.

7 j. Sale of alcoholic beverages for consumption off the premises is allowed in the B-2 and B-5 zoning
8 districts under the following conditions:

9 1. Parking shall be in conformance with the provisions of [Chapter 27.67](#); provided that in the B-5
10 zoning district no parking spaces shall be located in that portion of any required side yard or rear
11 yard of the building containing the licensed premises that abuts a residential district.

12 2. Any exterior door opening must meet the following conditions:

13 i. Be located at least 100 feet (as measured by the shortest, most direct distance) from a
14 day care facility, place of religious assembly, state mental health institution, park (excluding golf
15 courses and hiker/biker trails), or a residential district; provided that, if there is an intervening
16 exterior wall of the building containing the licensed premises between the exterior door opening
17 and such day care facility, place of religious assembly, state mental health institution, park
18 (excluding golf courses and hiker/biker trails), or residential district, then the 100 feet shall be
19 measured from the exterior door opening, along the exterior base of the building wall(s) to the
20 point where there is no intervening exterior building wall, and from that point the shortest, most
21 direct distance to the day care facility, place of religious assembly, state mental health institution,
22 park (excluding golf courses and hiker/biker trails), or residential district.

23 ii. If the exterior door opening faces a residential district, then such opening shall be at least
24 150 feet from a residential district as measured by the shortest, most direct perpendicular
25 distance. The exterior door shall not be kept or propped open during the hours of operation. For

purposes of this section, “exterior door opening” shall mean (A) that portion of the exterior wall face of the building containing the licensed premises that contains a break to accommodate the exterior building door, door frame, door vestibule, or door entryway area; and (B) provides public or membership access to the licenses premises. “Exterior door opening” shall not apply to openings for emergency exit doors required by building or safety codes or loading or unloading doors that are not available for public or membership access in the ordinary course of business.

3. Vehicle stacking for a drive-through window used as any part of the permitted business operation shall not be located in any required building setback from a residential district.

4. The use shall not have any amplified outside sound or noise source, including bells, buzzers, pagers, microphones, or speakers within 150 feet of any residential district. This shall not apply to sound sources audible only to the individual to whom they are directed, such as personal pagers, beepers, or telephones.

5. Notwithstanding any contrary provision contained in Section [27.64.010\(h\)](#), the yard requirements, the parking location requirements, and the exterior door opening location requirements in this section shall not be adjusted by the City Council.

6. In addition, in the B-2 zoning district, all exterior door openings of the licensed premises shall be located more than 100 feet away from any parking spaces located in a side or rear yard adjacent to a residential district. For the purpose of this measurement, the side yard shall be 50 feet. In addition, if there is an intervening exterior wall of the building containing the licensed premises between the exterior door opening and such residential district, then the 100 feet shall be measured from the exterior door opening, along the exterior base of the building wall(s) to the point where there is no intervening exterior building wall, and from that point the shortest, most direct distance to any parking spaces located in a side or rear yard adjacent to the residential district.

7. In addition, in the B-5 zoning district when the building containing the licensed premises abuts a residential district, the required yards shall be met.

k. Service and repair facilities are allowed in the R-T, B-1, B-3, and H-2 zoning districts under the following conditions:

1. The floor area of said premises not devoted to sales or office space shall not exceed 5,000 square feet; and

2. All displays and merchandise shall be within the enclosure walls of the buildings.

3. In addition, in the B-3 zoning district, appliance service and repair shall comply with the following additional conditions:

i. No appliance sales and repair facility shall be permitted to locate within 100 feet of any residential use or district;

ii. Any appliance service and repair facility located within 100 feet of any residential use or district which was lawfully established in this district on the effective date of this ordinance, shall screen the facility from such residential use or district by the use of an opaque fence six feet in height, constructed of wood or of a substitute material acceptable to the Director of Building and Safety;

iii. The locational or screening requirements of (i) and (ii) above shall not apply when said residential use or district is across a public street from the appliance sales and repair facility, but shall apply if said residential use or district is across an alley or private drive from the appliance sales and repair facility.

Section 4. That Section 27.63.680 of the Lincoln Municipal Code be amended to read as follows:

27.63.680 Sale of Alcoholic Beverages for Consumption On the Premises.

a. The sale of alcoholic beverages for consumption on the premises may be allowed in the B-1, B-3, H-1, H-2, H-3, H-4, I-1, I-2, and I-3 zoning districts and on the premises of a restaurant in the O-3 district upon the approval of a special permit subject to the requirements of the respective districts, all applicable ordinances, and the following conditions:

1. Parking shall be in conformance with [Chapter 27.67](#).
2. The sale of alcoholic beverages for consumption off the premises shall not be permitted without issuance of a separate special permit under Section [27.63.685](#) of this code.
3. The designated area specified in a license issued under the Nebraska Liquor Control Act of any building approved for such activity must be located no closer than (i) 100 feet from the property line of a premises used in whole or in part for a first-floor residential use, day care facility [which is not the residence of the childcare provider](#), park, place of religious assembly, or state mental health institution, or (ii) 100 feet from a residential district (except where such use is accessory to a golf course, country club, farm winery, or market garden).
4. Any lighting on the property shall be designed and erected in accordance with all applicable lighting regulations and requirements.
5. Vehicle stacking for a drive-through window used as any part of the permitted business operation shall not be located in any required building setback from a residential district.
6. The use shall not have any amplified outside sound or noise source, including bells, buzzers, pagers, microphones, or speakers within 150 feet of any residential district. This shall not apply to sound sources audible only to the individual to whom they are directed, such as personal pagers, beepers, or telephones.
7. No access door to the business, including loading or unloading doors, shall face any residential district if such doors are within 150 feet of the residential district. This shall not apply to emergency exit doors required by building or safety codes. No door facing a residential district shall be kept open during the operation of the establishment.
8. Vehicular ingress and egress to and from the property shall be designed to avoid, to the fullest extent possible, disruption of any residential district. Particular attention shall be given to avoiding designs that encourage use of residential streets for access to the site instead of major streets.
9. All other regulatory requirements for liquor sale shall apply, including licensing by the state.

b. In addition, a special permit may be granted to allow alcoholic beverages to be sold for consumption on the premises of a restaurant in the B-1, B-3, H-1, H-2, H-3, H-4, I-1, I-2, I-3, and O-3 districts subject to the requirements of the respective districts, all applicable ordinances, and the following conditions:

1. The Permittee as the holder of any liquor license issued on the premises pursuant to a special permit for the sale of alcoholic beverages for consumption on the premises of a restaurant shall agree in writing to voluntarily surrender and consent to the cancelling of the liquor license in the event the special permit is revoked by the City. If the Permittee is not the holder of the liquor license, the Permittee shall require such holder to agree in writing to voluntarily surrender and consent to the cancelling of the liquor license in the event the special permit is revoked by the City. In addition, the City shall request that the Nebraska Liquor Control Commission issue the liquor license contingent upon the premises having such special permit.

2. The restaurant shall be located at least 25 feet away from a residential zoning district.

3. Gross sales from the sale of alcoholic beverages shall not exceed forty percent (40%) of the gross sales of food and beverages. Upon request of the City, the license holder/ operator shall provide sales receipts for the past six (6) months for the purpose of demonstrating that no more than 40% of the restaurant's gross sales are derived from the sale of alcohol

4. The restaurant shall serve full-course meals as defined by *Neb. Rev. Stat. § 53-123.04(c)(3)* during the hours of operation.

5. Hours of operation must not commence prior to 8:00 a.m. and shall end no later than 11:00 p.m.

6. Hours of outdoor operation must not commence prior to 8:00 a.m. and shall end no later than 10:00 p.m.

7. The restaurant shall not have any gaming devices or self-serve vending. Gaming devices include pool tables, dart boards, keno. Self-serve vending includes candy machines and drink machines that use electricity.

1 8. No drive-through windows shall be allowed.

2 9. The sale of alcoholic beverages for consumption off the premises shall not be permitted without
3 issuance of a separate special permit under Section 27.63.685 of this code.

4 c. For the purposes of this section, restaurant shall mean any place (i) which is kept, used,
5 maintained, advertised, and held out to the public as a place where meals are served and where meals
6 are actually and regularly served; (ii) which has no sleeping area; and (iii) which has adequate and
7 sanitary kitchen and dining room equipment and capacity and a sufficient number and kind of
8 employees to prepare, cook, and serve suitable food for its guests.

9 d. Alcoholic beverages may also be sold for consumption on the premises as an accessory use to an
10 outdoor recreational facility as part of a separate special permit under Section 27.63.130 approving
11 the outdoor recreational facility in any district where outdoor recreational facilities are allowed as a
12 permitted use, permitted conditional use, or permitted special use.

13 e. Alcoholic beverages may be sold for consumption on the premises as an accessory use to a
14 residential healthcare facility or an elderly and retirement housing facility as part of a special permit
15 under either Section 27.63.210 or 27.63.530 or in any district where such facilities are allowed as a
16 permitted or a conditional use.

17 f. Alcoholic beverages may be sold for consumption on the premises as an accessory use to a social
18 hall as part of a special permit under Section 27.63.690 or in any district where such a facility is allowed
19 as a permitted, special, or a conditional use.

20 g. The City Council may consider any of the following as cause to revoke the special permit approved
21 under these regulations:

22 1. Revocation or cancellation of the liquor license for the specially permitted premises;

23 2. Repeated violations related to the operation of the permittee's business; or

3. Repeated or continuing failure to take reasonable steps to prevent unreasonable disturbances and anti-social behavior on the premises related to the operation of the permittee's business including, but not limited to, violence on site, drunkenness, vandalism, solicitation, or litter.

Notwithstanding the above, no special permit or amendment thereto shall be required for interior expansions of existing licensed liquor premises.

Section 5. That Section 27.68.030 of the Lincoln Municipal Code be amended to read as follows:

27.68.030 Permits Required.

a. No person shall locate an antenna or tower for personal wireless services or alter an existing personal wireless services facility upon any lot or parcel except as provided in this chapter.

b. Maintenance or repair of a personal wireless service facility and related equipment, excluding structural work or changes in height, dimensions, towers, or buildings, is excluded from the requirement to obtain an administrative or special permit. However, building permits may still be required.

c. Installation of personal wireless service facilities requires either an administrative permit issued by the Planning Director or approval of a special permit by the Planning Commission, except co-location on existing wireless facilities previously authorized by either an administrative permit or special permit.

1. Administrative Permit: In any zoning district, the Planning Director may issue an administrative permit approving an application to replace an existing tower or to locate a camouflaged facility or rooftop facility if the application does not exceed the permitted height in the district or the height as allowed by special permit or if the height, including appurtenances such as lightning rods or antennas, exceeds the permitted height, the increase is five (5) cumulative feet or less. and will The application must have minimal adverse effect on the surrounding property, entryway corridors to the City, Capitol Environs District, Capitol View Corridors as described in Section 27.56.017, landmarks or landmark districts designated in accordance with Chapter 27.57, or properties listed

1 or eligible to be listed on the National Register of Historic Places.

2 Within 45 days of receiving a complete application, the Planning Director shall act on the request
3 for an administrative permit, or shall refer the application to the Historic Preservation Commission,
4 Nebraska Capitol Environs Commission, and/or Planning Commission for public hearing as may
5 required under [Chapter 27.56](#), [Chapter 27.57](#), or [Chapter 27.63](#) of the [Lincoln Municipal Code](#), or
6 the other requirements of this Code.

7 If a request for an administrative permit is not acted upon within 45 days, or is denied, or the
8 conditions imposed thereon are unacceptable to the applicant, then the applicant may, by written
9 notice to the Planning Director, convert the request for an administrative permit to an application
10 for a special permit. Moreover, an applicant may, in lieu of and without first seeking an
11 administrative permit hereunder, request a special permit for its proposed facility.

12 2. Special Permit: All towers and additions to existing facilities not issued or eligible for an
13 administrative permit and all requests for a special permit shall be reviewed and evaluated,
14 according to the procedure established in [Chapter 27.63](#) of the [Lincoln Municipal Code](#). In the event
15 that the proposed special permit is denied by the Planning Commission, no new request shall be
16 made for the same or substantially similar administrative or special permit within a period of three
17 months after denial thereof. [The Planning Director may approve, by administrative amendment, a](#)
18 [maximum height, including appurtenances such as lightning rods or antennas, increase of five \(5\)](#)
19 [cumulative feet for the facility.](#)

20 Any decision to deny a special permit under this chapter shall be made in writing and shall state the
21 specific reasons for the denial. Any denial by the Planning Commission may be appealed to the City
22 Council. Any denial by the City Council shall be deemed a final administrative decision, subject to judicial
23 review and appeal.

24 Section 6. That Section 27.70.070 of the Lincoln Municipal Code be amended to read
25 as follows:

27.70.070 Outlots; Permitted Use.

An outlot for future development, building, or occupancy after replatting and subdivision may be used for agricultural uses, open space, or common facilities in all zoning districts until such replatting and subdivision occurs. Accessory buildings are not permitted on outlots for future development, building, or occupancy after replatting and subdivision.

An outlot for agricultural uses, drainage, detention, open space, or common facilities may be used for such designated purpose. Buildings that are accessory to the use of an outlot for agricultural uses, drainage, detention, open space, or common facilities shall be permitted in all zoning districts.

An outlot that is part of a commercial development, in a commercial zoning district and/or in a Planned Unit Development, may have minor improvements for individual businesses or for common use, including, but not limited to parking, drive aisles, car ports, charging stations, trash facilities and enclosures, fences, patios, signs, ~~or other minor, incidental structures. For the purpose of this section, minor, incidental structures or facilities shall cover less than 1,500 square feet.~~ An outlot for drainage or detention may not be used for such minor improvements unless incidental to the drainage or detention use.

Setbacks for accessory buildings in outlots shall conform to Lincoln Municipal Code Section 27.72.120.

Section 7. That Section 27.72.010 of the Lincoln Municipal Code be amended to read as follows:

27.72.010 Height and Lot Regulations AG and AGR Districts.

The maximum height and minimum lot requirements within the AG and AGR Districts shall be as follows:

- a. **AG District General Requirements.** See Table 27.72.010(a) below:

Table 27.72.010(a) Maximum Height and Minimum Lot Requirements for the AG District			
		AG	AG*
All Allowed Uses	Lot Area	20 acres	1 acre
	Avg. Lot Width	550'	150'
	Frontage	550'	120'
	Front Yard	50'	50'
	Side Yard	60'	15'

Table 27.72.010(a) Maximum Height and Minimum Lot Requirements for the AG District			
		AG	AG*
	Rear Yard	100'	Lesser of 50' or 20% of the depth
	Height	35'	35'
For purposes of this section, minimum lot area, county section, and one-half section line road right-of-way are included for the purpose of determining area.			
* Lots that were legally created and less than 20 acres as of May 9, 1979 or legally created in conformance with this Title.			

b. **AGR District General Requirements.** See Table 27.72.010(b) below:

Table 27.72.010(b) Maximum Height and Minimum Lot Requirements for the AGR Districts		
All Allowed Uses	Lot Area	3 acres
	Avg. Lot Width	220'
	Frontage	175'
	Front Yard	50'
	Side Yard	15'
	Rear Yard	Lesser of 50' or 20% of the depth
	Height	35'
If such lot abuts a cul-de-sac, the above requirements for average lot width and frontage may be met by providing a frontage of 175 feet measured at the required front yard line.		

c. **Exceptions to the Minimum Lot Requirements in the AG and AGR Districts.**

1. If a lot in the AG zoning district has less area, width, or frontage or any combination thereof than herein required as of the effective date of this title, such lot or tract of land may be used for any of the uses listed in and in conformance with Table 27.72.010(c) below or for any permitted conditional use or permitted special use allowed on lots less than 20 acres in Chapters 27.62 and 27.63, respectively.
2. If a lot or tract of land in the AGR zoning district has less area, width, frontage, or any combination thereof than herein required, ~~and its boundary lines along their entire length abutted lands under other ownership on November 2, 1953, and have not since been changed,~~ such lot or tract of land may be used for any of the uses listed in and in conformance with Table 27.72.010(c) column (b) below or for any permitted conditional use or permitted special use allowed on lots less than 20 acres in Chapters 27.62 and 27.63, respectively.
3. In the AGR zoning district, if a lot has less area, width, frontage, or any combination thereof than herein required, and if on January 16, 1989, the area of the lot was one acre or more, and the

average lot width was 150 feet or more and the frontage of the lot was 120 feet or more, such lot or tract of land may be used for any of the uses listed in and in conformance with Table 27.72.010(c) column (a) below or for any permitted conditional use or permitted special use allowed on lots less than 20 acres in Chapters 27.62 and 27.63, respectively.

4. For lots in the AG district amounting to twenty (20) or more acres, and which were created prior to January 1, 2017, there shall be no minimum frontage requirement. Lots without frontage shall be non-buildable unless served by a permanent easement to access a public street or private roadway.

Table 27.72.010(c) Exceptions to the Minimum Lot Requirements in the AG and AGR Districts		
Use Type	(a) 10 acres or more*	(b) Less than 10 acres
Agriculture, except commercial feedlots	P	P
Breeding, raising, management, and sale of fur-bearing animals and the produce thereof; Dog Breeding Establishment and Kennels	P	
Stables and riding academies	P	
Public use	P	P
Single-family dwelling	P	P
Places of Religious Assembly	P	P
* A lot which was 10 acres or more, but which has since been reduced in area by public acquisition for right-of-way purposes, may be devoted to any of the uses permitted for 10 acres or more if the remaining area of such lot is nine or more acres.		

5. In the AG zoning district: if two or more abutting lots in common ownership exist on the effective date of this title, each of such lots may be used for a single-family dwelling, provided, that each such lot shall contain a minimum area of two acres and shall have an average lot width of 150 feet. Abutting lots in common ownership which do not contain a minimum of two acres and an average lot width of 150 feet may be combined to meet these requirements. If any of the abutting lots in common ownership have less width or depth than herein required, the required side and rear yard may be adjusted as provided in (c)(1) and (c)(2) above, respectively.

6. In the AG zoning district, a lot or tract of land of one acre or more may be used for a single-family dwelling or public utility and distribution system purposes provided that:

i. For single-family dwelling use:

A. The dwelling has existed on such lot or tract of land for more than five years.

- B. The dwelling is or has been used on the primary residence associated with a farm.
- C. Such lot or tract of land and buildings shall be in conformance with the following maximum height and minimum lot requirements: General Requirements -- See Table 27.72.010(a).
- D. However, if the lot or tract of land used for the dwelling do not meet the requirements of item Table 27.72.010(a), the single family dwelling shall be considered a non-standard use.
- E. Such dwelling is in conformance with the other provisions of this title, the minimum housing code, and the minimum standards for water and sewage facilities.

ii. For public utility and distribution system purposes:

- A. Such lot or tract of land shall not be used, by itself, for any other purpose except agriculture.

7. In the AG zoning district, in all interior sections of a township, the minimum area for a buildable lot shall be one-half of the total acreage contained in that quadrant of the quarter section in which said lot is located. In all closing sections (any section of land bordering on the north or west line of a township) except those which lie along the west line of Range 8 East, the minimum area for a buildable lot shall be as follows:

- i. For those lots located within a Government Lot (a lot created by the original government survey and recorded in the surveyor's records of Lancaster County), the minimum required area shall be one-half of the total acreage contained in said Government Lot;
- ii. For those lots which are not located within a Government Lot, the minimum required area shall be one-half of the total acreage contained in that quadrant of the quarter section in which said lot is located.
- iii. In those closing sections which lie along the west line of Range 8 East, the minimum area for a buildable lot shall be twenty acres, provided, however that the Board of Zoning Appeals, in conformance with the terms of [Chapter 27.75](#), may hear and decide upon petitions to vary strict application of this requirement.

Section 8. That Section 27.72.060 of the Lincoln Municipal Code be amended to read as follows:

27.72.060 Uses Permitted or Prohibited Within Required Yards.

a. Every part of any required yard shall be open to the sky, unobstructed by a building, except:

1. Eaves may project into a front or rear yard thirty-six inches, exclusive of gutters.

2. Eaves may project into a side yard twenty-four inches, or two-fifths of the required side yard, whichever projection is greater, exclusive of gutters.

3. Ordinary projection of sills, belt courses, cornices, vertical solar screens, and ornamental features may project twelve inches.

4. In the R-4, R-5, R-6, R-7 and R-8 districts located in areas of the City annexed prior to January 31, 1949, up to twenty-five percent of the length of the principal street facade of a building may project up to two feet into the required front yard. Notwithstanding the above, a porch may not project into a required front yard beyond that otherwise allowed by subsection (d) below.

b. **Outdoor Recreation Areas.** Outdoor recreation areas including but not limited to outdoor uses such as playgrounds and walking paths associated with early childhood care facilities, non-residential healthcare facilities, and residential healthcare facilities, may be located in any yard provided all structures requiring building permits meet setback requirements.

c. **Landscaping.**

1. In the R-T, O-2, O-3, B-2, B-5, H-4, and all I zoning districts, the entire front yard shall be entirely landscaped in conformance with the [landscape design standards](#) adopted by the City of Lincoln, except for necessary paving of walkways and driveways to reach parking and loading areas, provided that any driveway in the front yard shall be substantially perpendicular to the street and shall not be wider than thirty feet;

2. In all O, B, and H zoning districts, when a side and/or rear yard abuts a residential district, it shall be screened in conformance with the landscape design standards adopted by the City of Lincoln.

1 3. In the R-T zoning district, the side and rear yard shall be devoted entirely to trees, shrubs, and
2 grasses, and secondary sidewalks in conjunction with landscaping, unless the abutting property is
3 occupied by a parking lot.

4 4. In the I-2 zoning district, the required rear yard shall be entirely landscaped in conformance with
5 the landscape design standards adopted by the City of Lincoln when the rear yard abuts a residential
6 district.

7 d. **Porches.** An open, unenclosed porch may project into a required front yard for a distance not
8 exceeding ten feet, however may not project into the required corner front yard under any situation;
9 provided, however, such porches on residences in the R-1, R-2, R-3, R-4, R-5, R-6, R-7, and R-8 zoning
10 districts which project into the required front yard no closer than ten feet from the street line may be
11 enclosed under the following conditions:

- 12 1. The enclosed porch shall not be served by a heating system, cooling system, or plumbing;
- 13 2. At least forty percent of the other residences on the same frontage in the same zoning district
14 extend into the required front yard a distance equal to or greater than the applicant's porch (for the
15 purpose of this section, extensions into the front yard may be a porch, balcony, vestibule, or the
16 main part of the building);
- 17 3. The applicant's porch shall not be located within any building line district; and
- 18 4. At least fifty percent of each exterior wall shall be transparent.

19 e. **Balconies.**

- 20 1. A balcony may project into a required front yard for a distance not exceeding six feet.
- 21 2. In the R-6, R-7, and R-8 zoning districts, a balcony is permitted in the required side yard, but no
22 closer than seven feet from the side lot line.

23 f. **Patios, Terraces, Decks and Ornamental Features.**

- 24 1. Patios, terraces, uncovered decks and ornamental features in the B-1, B-3, B-4, H-1, H-2, and H-3
25 zoning districts may project into a required front yard.

2. In the O-3, B-2, B-5, H-4, I-1, I-2, and I-3 zoning districts, patios and terraces may project into a required front yard for a distance not to exceed fifteen (15) feet.

3. In all zoning districts, uncovered patios, terraces, uncovered decks, and ornamental features which do not extend more than three feet above or below the adjacent ground level may project into a required side and/or rear yard, provided that the projection shall be no closer than two feet from the adjacent side lot line.

4. In all zoning districts, patios, terraces, decks, and ornamental features which extend more than three feet above or below the adjacent ground level may project into a required rear yard, provided the combined floor area of any patio, terrace, deck, and any accessory building located in the rear yard does not occupy more than 40% of the rear yard and that the patio, terrace, or deck:

- i. is uncovered;
- ii. projects off of the first story of the dwelling or below;
- iii. is no closer than ten feet from the rear lot line;
- iv. does not encroach into a required side yard;
- v. is a projection off of a single- or two-family structure.

g. **Vestibules.** An enclosed vestibule containing not more than forty square feet may project into a required front yard for a distance not to exceed four feet.

h. **Canopies.** In O-3, B-1, B-2, B-3, B-4, B-5, H-1, H-2, H-3, H-4, I-1, I-2, and I-3 zoning districts, canopies may project into a required front yard; provided, that a five foot setback shall be maintained from the property line, and such canopies shall not cover more than six square feet of ground area per each foot of frontage, and no portion of the canopy shall be lower than nine feet above grade.

i. **Outdoor Dining.**

1. In the B-1, B-3, B-4, H-1, H-2, and H-3 zoning districts outdoor dining is permitted in the required front yard.

2. In the O-3, B-2, B-5, H-4, I-1, I-2, and I-3 zoning districts, outdoor dining is permitted in the required front yard; provided, that a five foot setback shall be maintained from the property line.

j. **Loading Facilities.**

1. In the I-2 zoning district no loading facilities shall be provided in any front or side yard adjacent to any residential district.

2. In the I-3 zoning district no loading facility shall be located in any required yard.

k. **Walkways.** In the O-1, B-1, B-2, B-3, H-1, H-2, H-3, and I-1 zoning districts, enclosed walkways not more than one story in height nor eight feet in width are permitted in the required rear yard within two feet of the rear lot line.

l. **Accessory Buildings.** See Section [27.72.120](#).

m. **Air conditioners/heat pumps.**

1. In all zoning districts except the R-1, R-2, R-3, and R-4 zoning districts, air conditioners or heat pumps, not to exceed five ton units or parts thereof, may project into a required side yard, provided that such projection shall be distant at least two feet from the adjacent lot line and shall not extend more than three feet from the building. Such air conditioners may project into a required front yard but shall not extend more than three feet from the building, and such air conditioner or heat pump may extend into one side of a corner lot.

2. In R-1, R-2, R-3, or R-4 zoning districts, air conditioners or heat pumps not to exceed five tons or parts thereof may project into front and side yards not more than four feet from the building it serves, and in no event shall be closer than one foot to the adjacent lot line, and such air conditioner or heat pump may extend into one side of a corner lot.

n. **Solar Collectors.** Solar collectors which are a part of the main building may extend into a required rear yard for a distance not to exceed ten feet, and solar collectors may extend into a required side yard, provided that they have a minimum seven foot clearance from grade; and provided, further, that

such extension shall be distant at least three feet from the adjacent lot line and may project into a side yard forty-eight inches, or two-fifths of the required side yard, whichever projection is greater.

o. **Ornamental siding and wall sheathing material.** Ornamental siding and wall sheathing material, not including brick veneer, may project a maximum of two inches into any required yard.

p. **Fire Escapes, Fireproof Outside Stairways, Balconies Opening upon Fire Towers, Chimneys, and Flues and Fireplaces.**

1. Open lattice enclosed fire escapes, fireproof outside stairways, and balconies opening upon fire towers, and the ordinary projections of chimneys and flues into the rear yard may be permitted by the building inspector for a distance of not more than three and one-half feet and where the same are so placed as not to obstruct light and ventilation of adjacent dwellings.

2. Chimneys, flues, and fireplaces may be permitted by the director of building and safety to project into any required yard for a distance of not more than two feet where the same are so placed as not to obstruct light and ventilation.

3. [Fireproof outside stairways and fire escapes may project into the side yard not more than three and one-half feet.](#)

q. **Light Wells and Egress Windows.** Any light well or egress window may be located in any required front, side, or rear yard, provided:

1. No such light well or egress window may be placed within two feet of any property line;

2. Any light well or egress window located in any required yard must have a safety railing that meets all requirements for safety railings of the International Building Code as adopted by the [Lincoln Municipal Code](#) if it is within five feet of any sidewalk, walkway, or driveway;

3. The construction of the light wells or egress windows meets the requirements of the International Building Code as adopted by the [Lincoln Municipal Code](#);

4. The well does not extend more than one foot above the finished grade.

The requirements of (2) above may be waived by the City Council.

r. **Fences.** See Section 27.72.140.

s. **Building Line District.** See Section 27.72.170.

t. **Driveways and Vehicle Stacking.**

1. A driveway shall be permitted within the required front and side yards only if the driveway provides a connection to a parking space that is or will be located as permitted in this title, provided that in the O-2, O-3, B-2, B-5, H-4, I-1, I-2, and I-3 zoning districts the driveway shall be substantially perpendicular to the street and shall not be wider than thirty feet.

2. Vehicle stacking for drive-in/drive through facilities shall be permitted within the required front, side, or rear yard of zoning districts B-1, B-3, H-1, H-2, and H-3 if such front, side, or rear yard does not abut a residential district. All such facilities shall be constructed in accordance with applicable parking lot design standards.

u. **Yard Accessories in Required Yards.** Poles, posts, and other customary yard accessories, ornaments, and furniture may be located in any yard subject to requirements limiting obstruction of visibility and height limitations.

Section 9. That Section 27.72.110 of the Lincoln Municipal Code be amended to read as follows:

27.72.110 Exceptions to the Height Requirements.

a. **Wind Energy Conversion Systems Over the District Height.** Wind energy conversion systems over the district height are a permitted accessory use in the AG and AGR zoning district, provided they meet the following conditions:

1. The distance from all lot lines to any tower support base of the WECS shall be equal to the height of the tower plus the radius of the rotor. The City Council may grant a reduction in the specific setback table distance when it finds that such reduction shall not adversely affect surrounding property and is consistent with the intent of this title to promote the public health, safety, and general welfare.

1 2. The distance from any tower support base of a WECS to any tower support base of another WECS
2 under other ownership shall be a minimum of five rotor distances figured by the size of the largest
3 rotor. The City Council may grant a reduction in this requirement if it finds that such reduction does
4 not adversely affect the operation of either WECS.

5 3. The WECS operation shall not cause interference to the radio and television reception on
6 adjoining property.

7 4. In the AGR district, in order to restrict climbing access in or to the WECS tower, a fence six feet
8 high with a locking portal shall be placed around the WECS tower base, or the tower climbing
9 apparatus shall be limited to no lower than twelve feet from the ground, or the WECS tower may
10 be mounted on a roof top.

11 5. The WECS, if interconnected to a utility system, shall meet the requirements for interconnection
12 and operation as set forth in the electric utility's then current service regulations applicable to
13 WECS.

14 b. **Necessary Mechanical Appurtenances.** All necessary mechanical appurtenances located on top
15 of a building, and Solar Energy Conversion Systems and Wind Energy Conversion Systems located on
16 top of a building, are exempt from the height regulations contained in this title as follows:

17 1. No such appurtenances, nor any Solar Energy Conversion System or Wind Energy Conversion
18 System located on top of a building, may exceed twenty feet in height above the maximum
19 permitted in the district in which they are located;

20 2. All of said appurtenances, and any Solar Energy Conversion System or Wind Energy Conversion
21 System located on top of a building, must be set back a minimum of fifteen feet from all faces of a
22 building when said faces are adjacent to a street.

23 c. **Chimneys, Antenna Towers, and Grain Elevators.** Chimneys, cooling towers, elevator bulkheads,
24 grain elevators, fire towers, stage towers or scenery lofts, amateur radio antenna installations not
25 exceeding sixty-five feet in height (which includes a tower not exceeding fifty feet in height),

noncommercial radio towers not exceeding fifty feet in height, wind energy conversion systems over the height of the district authorized by conditional use or special permit, or water towers are exempt from the height regulations as contained herein.

d. **Buildings, Places of Religious Assembly, Height of.** In all zoning districts where places of religious assembly are allowed, the main place of religious assembly building including place of religious assembly steeples, towers, and ornamental spires, used for the conduct of worship or religious services, may exceed the district height limit by the addition of one foot for each foot that such building is set back from all required yards.

e. **Private Schools, Height of.** In all zoning districts where private schools are allowed, private school buildings and light poles may exceed the district height limit as follows:

1. Private school buildings may exceed the district height by up to 10 feet where that part of the building exceeding the district height is at least 50 feet from any boundary line of the premises;
2. Private school buildings may exceed the district height by up to 25 feet where that part of the building exceeding the district height is at least 100 feet from any boundary line of the premises;
3. Private school light poles may exceed the district height up to a height of 100 feet provided the light fixtures are set back at least ½ their height from the nearest property line.

f. Cupolas and ornamental features. In all residential zoning districts cupolas and other non-occupied ornamental architecture features may extend 10 feet above the maximum height restrictions of the district.

g. Flagpoles. In the B-2, B-5, H-2, H-3, H-4, I-1, I-2, and I-3 zoning districts, flagpoles may extend to a maximum height not to exceed 100 feet, regardless of the underlying zoning district's height restriction.

NOTE: Additional provisions regarding waivers of height restrictions may be found under [Chapter 27.63](#) for the following uses:

1. Amateur radio antennas exceeding 65 feet; see §27.63.670
2. Wind Energy Conversion Systems over the district height; see §27.63.420
3. Place of religious assembly steeples, towers, and ornamental spires; see §27.63.220
4. Permitted Use Exceeding the Maximum Height Permitted in the District; see §27.63.250
5. Expansion of Nonconforming and Nonstandard Uses; see §27.63.280
6. Community Unit Plans; see §27.63.320

Section 10. That Section 27.72.120 of the Lincoln Municipal Code be amended to read as follows:

27.72.120 Accessory Buildings.

(*Only applies to accessory structures associated with a main dwelling)

- a. Accessory buildings which are attached to or not located more than (1) six feet from the main building in the R-1 through R-8, O-1*, B-1*, and B-3* zoning districts and (2) 10 feet from the main building in the AG, AGR, O-2, O-3, B-4, B-5, all H, and I-2 zoning districts shall be considered a part of the main building and shall comply with the height, front, side, and rear yard requirements of the main building, except that an accessory building attached to the main building by an unenclosed deck, patio, ramp, open stair, or sidewalk ~~or walkway~~ and located in the rear yard shall not be considered part of the main building, nor subject to the height and yard requirements of the main building. Any accessory building separated from the main building by a breezeway shall meet the height and yard requirements for the main building.
- b. In all commercial and industrial zoning districts, accessory buildings shall not extend into any required yard, except as otherwise stated in this chapter.
- c. Accessory buildings which are not a part of the main building:
 1. May, if located not less than sixty feet from the front lot line, extend into the required side yard though not closer than two feet to the side lot line in the R-1 through R-8, O-1*, O-2, O-3, B-1*, B-

3*, B-4, all H, and the I-2 zoning districts, provided that such accessory buildings shall not be more than fifteen feet in height.

2. May be located in the required rear yard, provided that such accessory buildings:

i. Shall not be nearer than two feet to the side or rear lot line in the AG, AGR, R-1 through R-8, O-1*, O-2, O-3, B-1*, B-3*, B-4, B-5, all H, and the I-2 zoning districts.

ii. Shall not occupy more than the following percent of the required rear yard:

- Forty percent in the R-1 through R-6, O-1*, B-1*, and B-3* zoning districts.

- Thirty percent in the AG, AGR, R-7, R-8, O2, O3, B-4, B-5, all H, and the I-2 zoning districts.

iii. Shall not be more than fifteen feet in height in the R-1 through R-8, O-1*, O-2, O-3, B-1*, B-3*, B-4, B-5, all H, and the I-2 zoning districts;

iv. Notwithstanding the above, an accessory building used as a garage and taking access from an alley shall not be located closer than ten feet to the alley line in the R-1 through R-8, O-1*, O-2, O3, B-1*, B-3*, B-4, B-5, all H, and the I-2 zoning districts.

v. Shall not abut a residential district in the O-2, O-3, B-5, H-4, and I-2 zoning districts.

vi. In the AG zoning district on lots 20 acres or more, accessory buildings shall not be nearer than the lesser of a distance equal to ten percent of the average lot width from the side lot line or 60 feet.

3. May be located in the required front yard on double-frontage lots where at least one frontage is along a major street in R-1, R-2, and R-3, provided such accessory buildings:

i. Shall not occupy any portion of any required front yard along the local street.

ii. Shall not be closer than two feet to the side lot line, closer than two feet to the front lot line along the major street, or closer than two feet to an area specified as a building line district.

iii. Shall not occupy any portion of the required front yard along any major street except when a landscape screen is located along all front lot lines of such lot adjacent to any major street

in conformance with the "Design Standards for Screening and Landscaping" adopted by the City of Lincoln.

iv. Shall not have direct vehicular access from any major street along any major street frontage in the block.

v. Shall not occupy more than 100 square feet for buildings and 600 square feet for structures of the required front yard along the major street.

vi. Shall not exceed fifteen feet in height and any accessory building or portion thereof within twenty feet of the front lot line along the major street shall not exceed eight feet in height.

4. Accessory buildings in the AG and AGR districts are not permitted in the side yard unless also located in the rear yard.

d. Maximum and expanded maximum cumulative allowable area for all accessory buildings on single family or two family residential lots or tracts in AG, AGR, and R-1 to R-8 zoning districts:

1. The maximum and the expanded maximum cumulative allowable area for all accessory buildings are as set out in Table 27.72.120(d) below. The applicable maximum cumulative allowable area may be increased up to the expanded maximum allowable area as provided in Table 27.72.120(d) Notes

*1-4 below:

Table 27.72.120(d) Maximum and Expanded Maximum* Cumulative Allowable Area for Accessory Buildings on Single Family or Two Family Residential Lots or Tracts						
**Expanded Maximum only applies in accordance with the applicable Note ** below (e.g. *1)						
		Lot or Tract Size				
		less than 7,500 sq. ft.	7,500 sq. ft. to less than 20,000 sq. ft.	20,000 sq. ft. to less than 1 acre	1 acre or more	
R1- R-8 Accessory Building sq. ft.	Maximum	1,000	1,500	2,000	2,000	
	Expanded Maximum	1,500* ¹	3,000* ²	3,000* ²	5,000* ³	
		less than 1 acre	1 acre to less than 2 acres	2 acres to less than 4 acres	4 acres to less than 10 acres	10 acres or more
AGR Accessory Building sq. ft.	Maximum	2,000	2,000	2,000	2,000	2,000
	Expanded Maximum	3,000* ²	6,000* ⁴	8,000* ⁴	20,000* ⁴	No maximum* ⁴
AG Accessory Building sq. ft.	Maximum	2,000	2,000	2,000	2,000	No maximum
	Expanded Maximum	3,000* ²	6,000* ⁴	8,000* ⁴	20,000* ⁴	

Table 27.72.120(d) Maximum and Expanded Maximum* Cumulative Allowable Area for Accessory Buildings on Single Family or Two Family Residential Lots or Tracts				
**Expanded Maximum only applies in accordance with the applicable Note ** below (e.g. *1)				
	Lot or Tract Size			
	less than 7,500 sq. ft.	7,500 sq. ft. to less than 20,000 sq. ft.	20,000 sq. ft. to less than 1 acre	1 acre or more
Notes: *1. In the R-1 to R-8 zoning districts, for lots or tracts less than 7,500 square feet in size, the maximum cumulative square footage of all accessory buildings may be increased up to the above expanded maximum square feet provided: Total square footage for all accessory buildings does not exceed the total square footage, excluding basement, of the main building. The total square footage for all accessory buildings does not exceed a cumulative total of 500 square feet in the side, rear, and front yard setbacks. *2. In the R-1 to R-8 zoning districts for lots or tracts 7,500 square feet to less than 1 acre in size, and in AG and AGR zoning districts for lots or tracts less than 1 acre in size, the maximum cumulative square footage for all accessory buildings may be increased up to the above expanded maximum square feet provided: i. The total square footage for all accessory buildings shall not exceed the total square footage, excluding basement, of the main building. ii. The total square footage for all accessory buildings does not exceed a cumulative 250 square feet in the side, rear, and front yard setbacks. iii. Any individual accessory building over 250 square feet in area must be located outside of the side, rear, and front yard setbacks. *3. In the R-1 to R-8 zoning districts, for lots or tracts of 1 acre or larger in size, the maximum cumulative square footage for all accessory buildings may be increased up to the above expanded maximum square feet provided: i. The total square footage for all accessory buildings does not exceed a cumulative total of 250 square feet in the side, rear, and front yard setbacks. ii. Any individual accessory building over 250 square feet in area must be located outside of the side, rear, and front yard setbacks. *4. In the AG zoning district for lots and tracts 1 acre to less than 10 acres, and in the AGR zoning district for lots or tracts 1 acre or greater, the maximum cumulative square footage for all accessory buildings may be increased to the above expanded maximum square feet provided that the total square footage of all accessory buildings does not exceed a cumulative total of 2,000 square feet in the ~~side and~~ rear setbacks.				

- e. Accessory buildings having a conditioned area shall comply with the applicable height restrictions and setback requirements of the main building.
- f. [Accessory buildings on outlots, where allowed, shall maintain a minimum six foot \(6'\) setback from all property lines.](#)

Section 11. That Section 27.75.060 of the Lincoln Municipal Code be amended to read as follows:

27.75.060 Decision of Board Transmitted to City Clerk.

Decisions of the Board of Zoning Appeals, accompanied by the written findings of fact, shall be transmitted to the City Clerk by the board within one week after such actions have been taken. Any decision granting an appeal or a petition for a variance or an exception shall be by resolution of the board, a certified copy of which shall be filed with the Register of Deeds by the petitioner at the expense of the petitioner ~~within sixty days after such approval, or such approval shall be null and void.~~

Section 12. That Sections 27.02.030, 27.06.130, 27.62.100, 27.63.680, 27.68.030, 27.70.070, 27.72.010, 27.72.060, 27.72.110, 27.72.120, and 27.75.060 of the Lincoln Municipal Code as hitherto existing be and the same are hereby repealed.

Section 13. This ordinance shall be published, within fifteen days after the passage hereof, in one issue of a daily or weekly newspaper of general circulation in the City, or posted on the official bulletin board of the City, located on the wall across from the City Clerk's office at 555 S. 10th Street, in lieu and in place of the foregoing newspaper publication with notice of passage and such posting to be given by publication one time in the official newspaper by the City Clerk. This ordinance shall take effect and be in force from and after its passage and publication or after its posting and notice of such posting given by publication as herein and in the City Charter provided.

Introduced by:

Approved as to Form & Legality:

City Attorney

Approved this ____ day of _____, 2024:

Mayor

RESOLUTION NO. A-_____

1 WHEREAS, the City of Lincoln has previously adopted the City of Lincoln Design
2 Standards consisting of four titles (Title 1. General Provisions, Title 2. Design Standards for
3 Subdivision Regulations, Title 3. Design Standards for Zoning Regulations, and Title 4.
4 Miscellaneous Design Standards) and Appendix A – Sight Distance which are maintained on the
5 Planning Department website; and

6 WHEREAS, the Director of Planning has proposed to amend Title 1 General
7 Provisions by amending Chapter 1.00 Request for Waiver, Procedure to change the appeal
8 timeframe to City Council from 10 days to 14 days to be consistent with other appeal timeframes;
9 and repealing Chapter 1.00 as hitherto existing.

10 NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of
11 Lincoln, Nebraska:

12 1. That Chapter 1.00 Request for Waiver, Procedure be and the same is hereby
13 amended as shown on Attachment “A” which is attached hereto and incorporated herein by this
14 reference.

15 2. That Chapter 1.00 Request for Waiver, Procedure is repealed as hitherto
16 existing.

Introduced by:

Approved as to Form & Legality:

City Attorney

Approved this ____ day of _____, 2024:

Mayor



Title 1: General Provisions

Chapter 1.00 Request for Waiver, Procedure Section 2.

Procedure

2.5 Lincoln Downtown, South Haymarket, Neighborhood, and Accessory Dwelling Design Standards

Notwithstanding the above, the applicant may request the Planning Director to waive strict conformance with the Lincoln Downtown Design Standards, South Haymarket Design Standards, Neighborhood Design Standards, or Accessory Dwelling Design Standards (collectively "Design Standards"). The Planning Director may grant the request upon written finding that the design enhances its setting and meets the overall intent and spirit of the Design Standards.

A copy of the Planning Director's decision granting the requested waiver shall be sent by the Planning Director by first class mail to the applicant, the City Council, the Mayor, the record owners of property located within 200 feet of the subject property upon which the waiver was granted, and to the Downtown Lincoln Association, the Lincoln Haymarket Development Corporation, or neighborhood associations within ½ mile of the project site as appropriate (collectively "Potentially Aggrieved Parties"). Any Potentially Aggrieved Party may appeal the Planning Director's decision granting the requested waiver to the Design Standards. The appeal shall be to the Urban Design Committee (or if the subject property is already under the jurisdiction of the Capitol Environs Commission or Historic Preservation Commission, to the Commission having such jurisdiction). The applicable body having jurisdiction over the appeal shall hereinafter be referred to as the Appeals Board. The required Notice of Appeal shall be filed with the Planning Director within 14 days of the mailing (postmark) date of the Planning Director's notification mailing to the Potentially Aggrieved Parties.

If the Planning Director has denied the requested waiver, a copy of the Planning Director's decision shall be sent by the Planning Director by first class mail to the applicant. The applicant may appeal the Planning Director's decision denying the requested waiver to the Appeals Board. The required Notice of Appeal shall be filed with the Planning Director within 14 days of the mailing (postmark) date of the Planning Director's notification mailing to the applicant. If the applicant files such an appeal, notice of the hearing before the Appeals Board shall be sent by the Planning Director by first class mail to the Potentially Aggrieved Parties at least 10 days prior to the hearing.

Upon receipt of the appeal, the Planning Director shall cause the appeal to be scheduled for hearing and action on the Appeals Board's agenda within 45 days from the date of the appeal. Notice of the time, place, and purpose of such hearing before the Appeals Board shall be published by the Planning Department in a daily newspaper having general circulation in the City of Lincoln not less than 8 days prior to the date of the hearing. The Appeals Board may also give such other notice as may be deemed desirable and practicable. The Appeals Board shall review the proposed design, the Planning Director's decision, and any additional information provided, and shall make a written finding granting or denying the requested waiver. The Appeals Board shall grant the requested waiver if it finds that the design enhances its settings and meets the overall intent and spirit of the Design Standards. If the decision is not made by the Appeals Board within 45 days of the date of appeal, the waiver shall be deemed to have been approved by the Appeals Board. If the Appeals Board denies the waiver, the Appeals Board may approve the waiver conditioned upon the applicant making changes to the design in order for the application to meet the overall intent and spirit of the Design Standards. If the applicant agrees to make the recommended design changes, the building permit application shall be approved as being in compliance with the Design Standards, subject to appeal.



ATTACHMENT "A"

Design Standards

to the City Council as provided below.

Any Potentially Aggrieved Party may appeal the decision of the Appeals Board to the City Council. Notice of Appeal shall be filed with the City Clerk within 14 days of the Appeals Board's decision. If a Notice of Appeal is timely received, the City Clerk shall cause the appeal to be scheduled for hearing and action on the City Council agenda not less than 15 days nor more than 30 days after the date of the appeal. The City Council shall review the Appeals Board's recommendations in considering the request to modify or waive any of the Design Standards. If the Council approves a waiver(s) to the Design Standards, the applicant may resubmit the building plans for building permit review. Should Council affirm the recommended changes by staff or the Appeals Board, the applicant shall make such changes prior to resubmitting the building permit application.

Any final action of the Planning Director, Appeals Board, or City Council approving a requested waiver shall be deemed to be consistent with the Design Standards for purposes of issuing a building permit.

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Change of Zone #23076

FINAL ACTION?
No

DEVELOPER/OWNER
Luye and Dora Yang

PLANNING COMMISSION HEARING DATE
January 31, 2024

RELATED APPLICATIONS
None

PROPERTY ADDRESS/LOCATION
6301 South 84th Street

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for a change of zone from AGR Agricultural Residential to R-3 Residential for a residential lot. The applicant owns the property at 6301 South 84th Street, a deep rectangular lot developed with a single-family dwelling.

The two adjacent lots to the north of the subject property, one developed with a single-family dwelling (6225 South 84th Street) and the other a church (6201 South 84th Street), are included at the City's request. This will make the R-3 zoning on the subject lot contiguous with the adjacent residential zoning to the north and west.



JUSTIFICATION FOR RECOMMENDATION

The Comprehensive Plan designates the subject properties for future Urban Density Residential land uses. Surrounding development, including the Pine Lake Community Unit Plan are developed in character consistent with the Urban Density Residential designation. Rezoning to R-3 allows use of the properties consistent with that land use designation.

APPLICATION CONTACT

Luye and Dora Yang, 402-802-9505
luyexiv@gmail.com

STAFF CONTACT

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Rezoning to R-3 allows a range of uses compatible with the surrounding residential development. The Comprehensive Plan designates the subject lots for future Urban Density Residential land use and rezoning to R-3 is consistent with this designation.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is designated for future urban density residential land uses in the 2050 Future Land Use Plan.

Urban Residential. Residential uses in areas with varying densities ranging from more than fifteen dwelling units per acre to less than one dwelling per acre. All types of housing are appropriate here, from detached single family, duplex and missing middle, to higher density multi-family. Undeveloped areas shown as Urban

Residential may also include neighborhood-scale commercial and other compatible uses that will be added to the map after approval of development plans.

Fundamentals of Growth in Lancaster County

The City of Lincoln's present infrastructure investment should be maximized by planning for well-designed and appropriately-placed residential and commercial development in existing areas of the city with available capacity. This can be accomplished by redeveloping underutilized commercial centers into areas that include a mix of uses, and encouraging higher-density residential redevelopment in appropriate locations, including missing middle housing. New infrastructure investments to serve growth areas can be maximized by encouraging a higher density of both residential and commercial uses in these areas.

Goals Section

G2: Complete Neighborhoods. Lincoln and Lancaster County will support complete neighborhoods within both developing and redeveloping areas of Lincoln. A complete neighborhood is one where residents are able to get the goods and services to meet daily needs within 15 minutes of their residence including a variety of housing options, grocery stores and other commercial services, quality public schools, public open spaces and recreational facilities, affordable active transportation options, and civic amenities. Housing variety should include townhomes, senior living facilities, low/no maintenance condominiums, accessory dwelling units, multi-family development, and even small lot single-family.

G4: Economic Opportunity. Lincoln and Lancaster County will have high-quality jobs in an economic environment that supports business creation, innovation, and expansion. Quality-of-life attributes, such as diverse and accessible housing, good shopping, restaurants and entertainment, quality schools and healthcare, a sense of safety, and amenities such as parks and trails are important to ensuring that skilled individuals want to remain or relocate to our community.

Elements Section

E1: Complete Neighborhoods and Housing

A complete neighborhood is more than housing - great neighborhoods combine all the elements of parks, education, commercial areas, environmental resources, and housing together in one place.

A complete neighborhood is one where residents have safe and convenient access to goods and services needed for daily life activities.

Figure E1.a: Strategies for Design, Sustainability and Complete Neighborhoods in Developing Areas

1. Encourage a mix of compatible land uses to develop more complete neighborhoods:
 - a. Similar uses on the same block face: residential faces residential.
 - b. Similar housing densities developed near each other: single-family and "missing middle" residential (3-12 units) scattered throughout with higher density residential (more than 12 units) near the neighborhood edge or clustered near commercial centers.
 - c. Non-residential uses, including parking lots, should be screened from residential areas.
 - d. Locate Commercial Centers so as residents can safely access essential goods and services (i.e. not located across arterial streets) and no more than a 15-minute walk from all residences.
2. Require sidewalks on both sides of all streets.
3. Encourage locations within neighborhoods to grow local food.
4. Plan for residences to be located within 1 mile to an existing or planned multi-use trail.
5. Plan for residences to be located within 1/2 mile to an existing or planned neighborhood park.
6. Integrate transit stops into developing neighborhoods and within a 1/2 mile distance from residences.
7. Encourage employment areas to be within a 15-minute walking distance to residences.
8. Plan for elementary or middle schools to be within a 15-minute walking distance to residences.
9. Encourage pedestrian orientation with parking at rear of residential and neighborhood commercial uses.
10. Develop shorter block lengths to provide multiple connections across residential and commercial areas.

11. Provide pedestrian connections when maximum block lengths are exceeded.
12. Encourage shared City and School facilities (aka SPARKS).
13. Provide adequate curb space to allow for on-street parking.
14. Encourage alley access and shared driveways to reduce interruptions to pedestrians, to preserve on street parking capacity, and to reduce automobile conflict points.
15. Support preservation or restoration of natural areas, and limit stream or drainageway crossings.

Existing Neighborhoods

The diversity of architecture, housing types and sizes are central to what make existing neighborhoods great places to live. New construction should continue the architectural variety, but in a manner that is sensitive to the existing neighborhoods.

Infill and redevelopment is supported and must respect the street pattern, block sizes, and development standards of the area, such as parking at the rear and porches, windows, and doors on the front street side.

The City's primary strategy for residential infill and redevelopment outside of the Greater Downtown is to encourage the redevelopment and reuse of sites and buildings in commercial areas in order to create new mixed use centers that are compatible and complementary to adjacent neighborhoods.

Modest opportunities for redevelopment may also be appropriate along "neighborhood edges." Neighborhood edges include arterial streets and transition zones between lower density residential and commercial areas.

Developing Neighborhoods

Developing neighborhoods should have a variety of housing types and sizes, plus commercial and employment opportunities.

E2: Infill and Redevelopment

Infill and Redevelopment Approach

PlanForward identifies the potential for 12,000 new dwelling units to be located within the existing built-out portion of the City, roughly 25 percent of the projected 48,000 new dwelling units to be built citywide by 2050.

ANALYSIS

1. This is a change of zone request from AGR Agricultural Residential to R-3 Residential for 6301 South 84th Street. The lot is 1.4 acres in area and developed with a single-family dwelling. At the City request the change of zone is expanded to include two parcels to the north, one developed with a single-family dwelling and the other a church. Both properties are owned by the church. Including the two other parcels makes the applicant's lot contiguous with the R-3 zoning to the north and west.
2. The Comprehensive Plan designates future Urban Density Residential land uses for all the parcels involved. The properties are annexed and all municipal services are available to serve them. Rezoning to R-3 increases the number of allowed land uses on all the lots involved and allows for more efficient use of the land.
3. The applicant is seeking to make improvements on the lot but is constrained by the setbacks of the AGR zoning district which are significantly greater than the R-3. For this reason, the applicant submitted the request for rezoning to take advantage of the reduced setbacks in the R-3 zoning district to allow more efficient use of the property. For comparison the requirements for the AGR and R-3 are contrasted below:

	<u>AGR</u>	<u>R-3</u>
Min. Lot Area	3 acres	6,000 sq. ft.
Front Setback	50'	20'
Side Setback	15'	5'
Rear Setback	50'	20'

4. Approval of this change of zone allows for development and potential redevelopment of the subject lots in a manner consistent with the Comprehensive Plan. This request to rezone the subject lots from AGR to R-3 complies with the Zoning Ordinance and is consistent with the Comprehensive Plan.

EXISTING LAND USE & ZONING: Single-family Residential, Church AGR

SURROUNDING LAND USE & ZONING

North:	Multiple-family Residential	R-3
South:	Single-family Residential	AGR
East:	Single-family Residential	R-3
West:	Open Space, Single-family Residential	AGR, R-3

APPROXIMATE LAND AREA: Approximately 12.57 acres more or less.

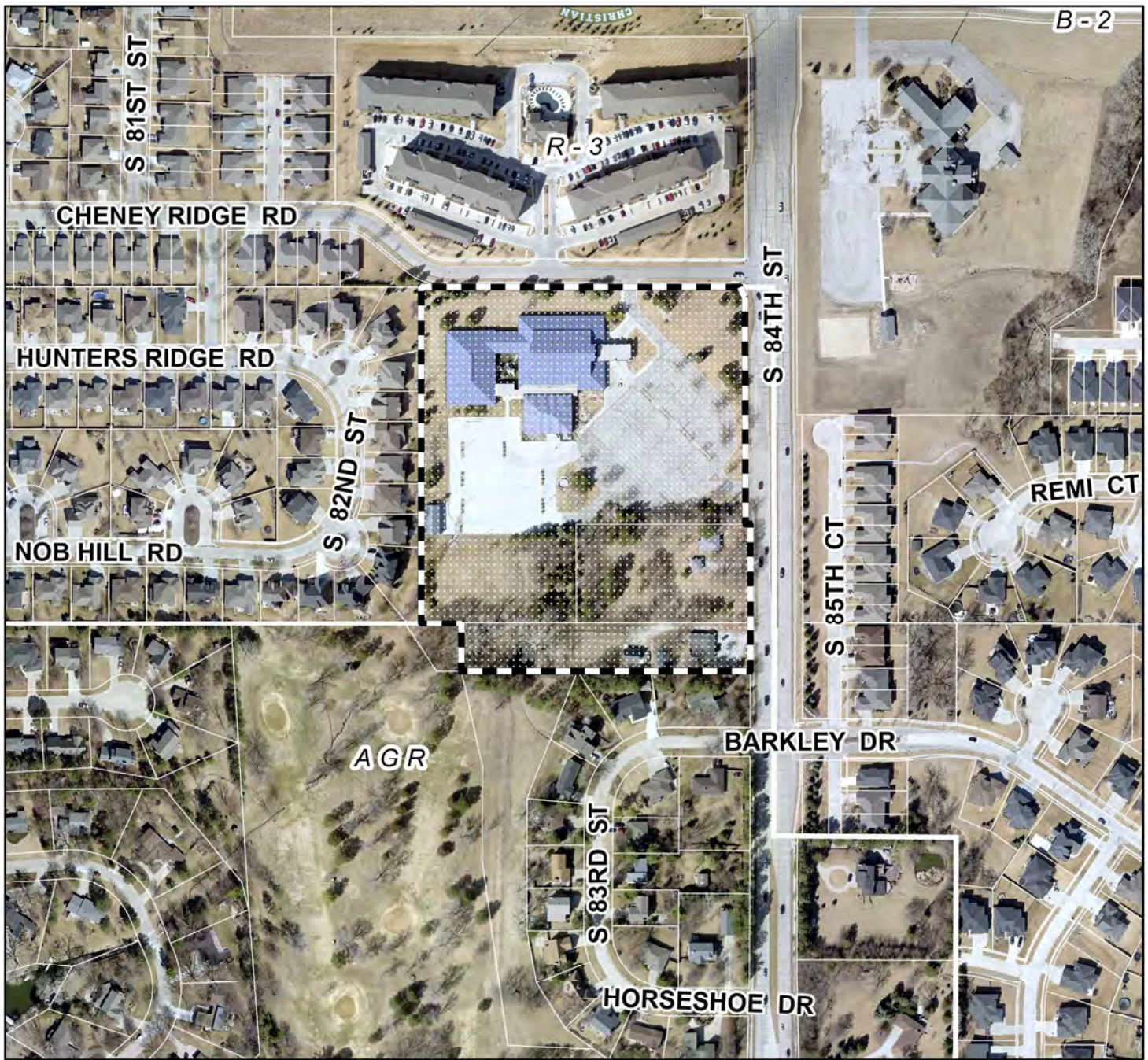
LEGAL DESCRIPTION: Lot 6 I.T., located in the SE 1/4 of Sec 15-9-7, and Lots 16 and 79, both located in the NE 1/4 of Sec 15-9-7, Lancaster County, Nebraska.

Prepared by:

Brian Will, 402-441-6362 or
bwill@lincoln.ne.gov
January 17, 2024

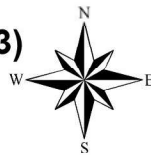
Applicant/
Contact/

Owner: Luye and Dora Yang
6301 South 84th Street
Lincoln, NE 68516
402-802-9505
luyexiv@gmail.com



2020 aerial

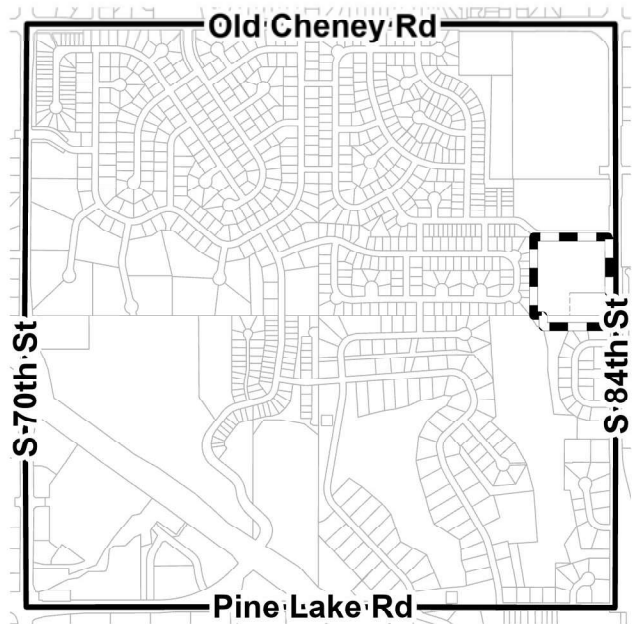
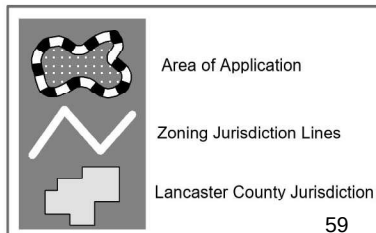
Change of Zone #: CZ23076 (AGR to R-3) S 84th St & Barkley Dr



Zoning:

R-1 to R-8	Residential District
AG	Agricultural District
AGR	Agricultural Residential District
O-1	Office District
O-2	Suburban Office District
O-3	Office Park District
R-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.15 T09N R07E





Legend

Address Labels

Footprints2020

December 27, 2023

Luye & Dora Yang
6301 S 84th St
Lincoln, NE 68516
(402) 802-9505

City of Lincoln
Planning Department
555 S 10th St
#213
Lincoln, NE 68508

RE: Yang Change of Zone Letter of Intent
Proposed R-3 Zoning
6301 S 84th St
Lincoln, NE 68516

Location: 6301 S 84th St, Lincoln, NE 68516
Legal Description: S15, T9, R7, 6th Principal Meridian, LOT 6 SE
Parcel ID: 16-15-400-002-000
Existing Zoning: AGR (Agricultural Residential District)
Proposed Zoning: R-3 (Residential District)
Primary Use: Single Family
Acreage: 1.40 Acres

To whom it may concern,

Thank you in advance for your consideration and taking the time to evaluate this request.

We are requesting a change of zone of parcel ID 16-15-400-002-000, located at 6301 S 84th St, Lincoln, NE 68516, approximately 1.40 acres, from AGR to R-3. Our intentions are to be able to use the property more readily for the purpose of a single-family dwelling; the primary residence for my family to enjoy.

We believe the change of zone respects the Lincoln-Lancaster County 2050 Comprehensive Plan that labels the area as Residential – Urban Density. The property is already surrounded by R-3 zoning to the East and West.

No waivers are requested.

Please reach out to us if there are any questions or concerns.

Thank you,

Luye Yang



Dora Yang



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER
Special Permit #150COA
Verizon Wireless

FINAL ACTION?
Yes

DEVELOPER/OWNER
Joanne Kaylor

PLANNING COMMISSION HEARING DATE
January 31, 2024

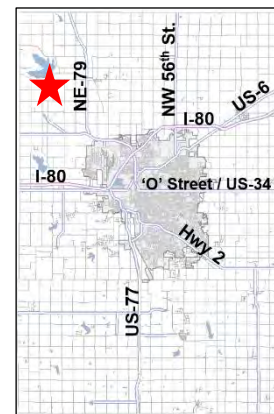
RELATED APPLICATIONS
None

PROPERTY ADDRESS/LOCATION
9900 West Mill Road

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request to amend a special permit for a personal wireless facility approved in 1997. Subsequently the original 77-acre parent parcel was divided into three lots, and the manner in which the land was divided left the tower not meeting a required side yard setback. This request seeks to adjust the required side yard setback for the AG zoning district from 60' to 20' to make to tower compliant with the Lancaster County Zoning Regulations.



JUSTIFICATION FOR RECOMMENDATION

The original 77-acre tract has been divided into three lots, all now owned by someone other than the owner when SP#150CO was approved. The lot line creating the noncompliant setback extends between the tower and a dwelling located on the adjacent lot.

Solutions other than a setback adjustment include the owner of the adjacent parcel with the dwelling agreeing to relocate the lot line. The other option is to relocate the tower and associated facilities to meet all setbacks.

The tower and nearby dwelling have been located near one another since the dwelling was built in 2006. Adjusting the setback to allow the tower to remain is the most practical remedy and does not change the circumstances on the ground.

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

Personal wireless facilities are allowed by special permit in the AG zoning district and provide service to residents throughout Lancaster County. The tower pre-existed the neighboring dwelling which was constructed with full knowledge of its existence. This request is consistent with the intent of the County Zoning Regulations and the Comprehensive Plan.

WAIVERS

1. Waive the side yard setback from 60' to 20' -

Recommend Approval

APPLICATION CONTACT

Justin Gartner, 507-327-2329
jgartner@buellconsulting.com

STAFF CONTACT

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

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Policies Section

P. 3.83 - Placemaking - Current Practice

The community values efficient and effective telecommunications while also desiring to minimize adverse impacts of this rapidly evolving infrastructure on our rural and urban environments. Capitol view corridors, historic landmarks and districts, environmentally sensitive areas, and predominantly residential neighborhoods are not preferred locations. Unobtrusive locations on public property; co-locations on existing towers, buildings, and structures; and commercial and industrial areas with minimal impact on residences are preferred. The City has adopted zoning provisions to state the community's preferences. Combined with guidance from the design review boards, community residents and the telecommunications industry can be well-served.

Information technology

Information technology is subject to rapid and dramatic change. The nature of the industry continues to push the limits of the technology. Various technologies converge to create new, integrated products and services. The concept of telecommuting portends a city where people may be able to work from most any site including their own home. In the economy of the future, information is likely to become the primary product. This product can be manufactured at sites other than traditional factories and offices.

Wireless telecommunication is part of a global information revolution. The need for additional infrastructure to support wireless facilities is expected to increase in response to rising consumer demand and new applications. The City and County understand the importance of these technologies to the world of tomorrow and support the development of the infrastructure needed to further their use. A full range of cellular and wireless services, provided by a variety of carriers, is available in the city and county. See the "Placemaking" chapter for information on how wireless facilities should be located.'

ANALYSIS

1. This is a request to amend Special Permit #150CO for a personal wireless facility which was approved in 1997. It seeks to adjust the side yard setback in the AG zoning district from 60' to 20' to bring the existing tower into compliance with County Zoning Regulations. The setback cannot be adjusted administratively by the Planning Director but requires Planning Commission approval.
2. SP#150CO was approved in 1997 authorizing the construction of a 200'-tall personal wireless facility for cellular telephone antennas. That permit was granted over a 77-acre parent parcel, and the proposed tower met all the requirements and setbacks for the AG zoning district at the time the tower was erected.
3. The original 77-acre parcel has been divided into three parcels since SP#150CO was approved - Lots 17, 19 and 20 I.T. Lot 17 was split off in 1999 and is 20 acres in area. The remaining 57-acre tract was divided into Lots 19 (20-acres) and 20 (37 acres) in 2005. In 2006 a single-family dwelling was built on Lot 19 approximately 180' away from the tower. See attached Lot Exhibit.
4. A wireless carrier located on the tower recently applied to the Department of Building and Safety for permits to upgrade cellular facilities on the tower. During the permit review it was noted that the original parent parcel has been divided and as a result the tower no longer met the setbacks for the AG zoning district. Specifically, the lot line which extends between the tower and the adjacent dwelling creates a side yard for the tower. In the AG zoning district the side yard setback is 60', but the tower is only set back 20' from the lot line.
5. The original parent parcel was divided without subdivision review (lots created in excess of 10 acres are exempt from platting) and did not consider the setbacks for the existing tower. The tower is noncompliant with respect to setbacks due to the lot layout and additional permits will not be issued until the condition is corrected.
6. The tower can only be brought into compliance in one of three ways. First, move the lot line between Lots 19 and 20. The owner of Lot 19 would need to agree to this, and the impact upon improvements on that lot would need to be evaluated to ensure another noncompliant condition were not created as a result.

Another is to relocate the tower. This would require a substantial investment on the part of the tower owner.

The third is to adjust the side yard setback from 60' to 20' and is the most practical. The tower has been in its current location in excess of 25 years, and a neighbor to the adjacent dwelling for more than 17 years. Adjusting the setback changes none of the conditions on the ground and will allow the carrier to upgrade the facilities to help continue to provide wireless service to residents in the area.

7. The impact of the proposed adjustment is minimal and is consistent with the intent of the Lancaster County Zoning Regulations and the goals of the Comprehensive Plan.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Personal Wireless Facility, Farm Ground AG Agriculture

SURROUNDING LAND USE & ZONING

North:	AG Agriculture	Farm ground
South:	AG Agriculture	Farm ground, Acreage
East:	AG Agriculture	Acreage
West:	AG Agriculture	Acreage

APPROXIMATE LAND AREA: 37.35 acres, more or less

LEGAL DESCRIPTION: Lot 20 I.T. located in the SE1/4 of Section 4-11-5, Lancaster County, NE.

Prepared by

Brian Will
402-441-6362 or
bwill@lincoln.ne.gov
January 18, 2024

Applicant/

Contact: Justin Gartner
 Buell Consulting
 720 Main Street, Suite 200
 St. Paul, MN 55118
 507-327-2329
 jgartner@buellconsulting.com

Owner:

Joanne Kaylor
14200 NW 112th Street
Malcom, NE 68402

CONDITIONS OF APPROVAL - SPECIAL PERMIT #150COA

Per Article 13.017 this approval adjusts the side yard setback for the personal wireless facility from 60' to 20'.

Site Specific Conditions:

1. Before receiving building permits provide the following documents to the Planning Department:
 - 1.1.1 Verification 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 buildings or starting the operation all development and construction shall substantially comply with the approved plans.
 - 2.2 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters be in substantial compliance with the location of said items as shown on the approved site plan.
 - 2.3 The terms, conditions, and requirements of this resolution shall run with the land and be binding upon the Permittee, its successors and assigns.
 - 2.4 The applicant shall sign and return the letter of acceptance to the County Clerk. This step should be completed within 60 days following the approval of the special permit. The Permittee shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds. Building permits will not be issued unless the letter of acceptance has been filed.
 - 2.5 The site plan as approved with this resolution voids and supersedes all previously approved site plans, however all prior resolutions approving this permit remain in full force and effect as specifically amended by this resolution.



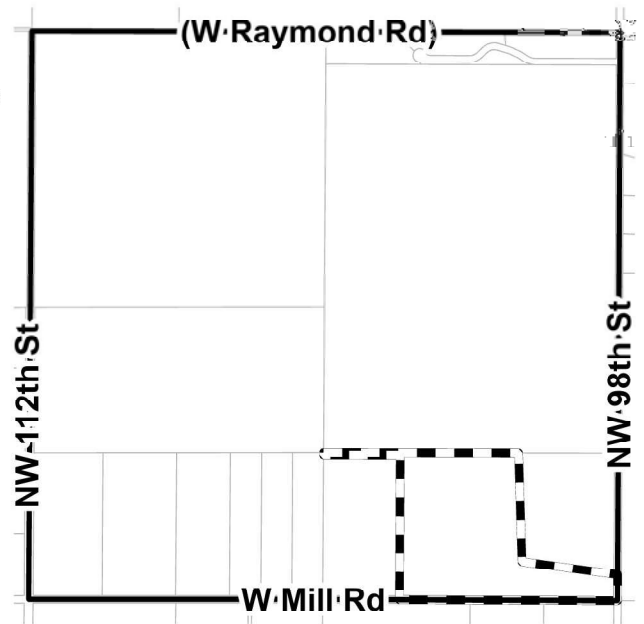
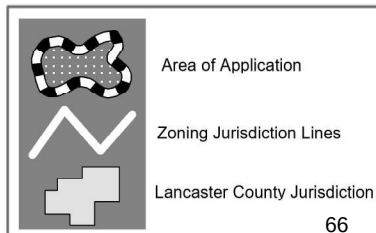
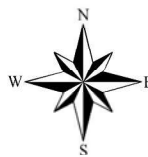
2020 aerial

Special Permit #: SP150COA NW 98th St & Mill 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.04 T11N R05E





LIN BRANCHED OAK

AWS3 LTE/ PCS LTE/ 850 LTE C-BAND
CARRIER ADD

SITE PHOTO



VICINITY MAP



SHEET INDEX

SHEET	SHEET DESCRIPTION
T-1	PROJECT INFORMATION, MAPS, DIRECTIONS, AND SHEET INDEX
A-1	PARCEL PLAN ADDED SHEET & RE-NUMBERED FOLLOWING SHEETS
A-2	SITE PLAN
A-3	TOWER ELEVATIONS, MOUNTING DETAILS
A-4	CABLE LAYOUT PLAN, CABLE ENTRY DETAIL & EQUIPMENT SHELTER PLAN
A-5	EXISTING KEYS, GENERAL NOTES ONE-LINE DIAGRAM
A-6	PROPOSED KEYS
A-7	PHOTOS
A-8	PHOTOS
-	SURVEY (3 SHEETS)

ISSUE SUMMARY

REV	DESCRIPTION	SHEET OR DETAIL
A	ISSUED FOR REVIEW	ALL
0	ISSUED FOR BID / CONSTRUCTION	ALL
1	ADDED SITE PLAN SHEET	A-2
2	ADDED PARCEL PLAN SHEET & SURVEY	A-1

VZW DEPARTMENTAL APPROVALS

JOB TITLE	NAME	DATE
RF ENGINEER	GREG CHAMBERLIN	06-05-23
CONSTRUCTION ENGINEER	SCOTT HORKY	06-05-23

LESSOR / LICENSOR APPROVAL

SIGNATURE	PRINTED NAME	DATE
LESSOR / LICENSOR: PLEASE CHECK THE APPROPRIATE BOX BELOW		
☐ NO CHANGES,	☐ CHANGES NEEDED, SEE COMMENTS ON PLANS,	

SITE LOCATION



CONTACTS

LESSOR:	CELLCO PARTNERSHIP ATTENTION TO: NETWORK REGULATORY 5055 NORTH POINT PKWY NP2NE NETWORK ENGINEERING ALPHARETTA, GA 30022 (770) 797-1070
LESSEE:	VERIZON WIRELESS 10801 BUSH LAKE ROAD BLOOMINGTON, MN 55438 CONSTRUCTION DEPT (952) 946-4700
DESIGNER:	DESIGN 1 OF EDEN PRAIRIE 9973 VALLEY VIEW ROAD EDEN PRAIRIE, MN 55344 (952) 903-9299
STRUCTURAL ENGINEER (MOUNT):	COLLIERS ENGINEERING & DESIGN 2000 MIDLANTIC DRIVE, SUITE 100 MT, LAUREL, NJ 08054 (856) 797-0412
STRUCTURAL ENGINEER (TOWER):	MIDWEST ENGINEERING & MANUFACTURING INC. 3206 WEST 11TH STREET YANKTON, SD 57078 (605) 661-8892

PROJECT INFORMATION

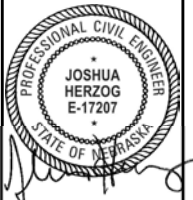
SITE NAME:	LIN BRANCHED OAK
PROJECT NUMBER:	VZ-00331645.C
SITE ADDRESS:	9900 W MILL ROAD RAYMOND, NE 68428
COUNTY:	LANCASTER
LATITUDE:	N 40° 56' 44.40" (PER 1A DATED 05-08-15)
LONGITUDE:	W 96° 51' 20.82"
GROUND ELEVATION:	1403.0' AMSL
ANTENNA TIP HEIGHT:	SEE A-4
ANTENNA CENTERLINE HEIGHT:	SEE A-4
STRUCTURE HEIGHT:	185.0'
OVERALL STRUCTURE HEIGHT:	199.1' AGL (PER ASR # 1028306)
GENERATOR ON SITE:	YES (VZW/DIESEL)
TOWER BUILT:	1997
BASED ON RFDS DATED:	04-13-23
PMI INFORMATION:	PMI ACCESSED AT: pmi.vzwsmart.com SMART TOOL #: 10203170 • SEE A-1 FOR MOUNT ANALYSIS INFORMATION & IF MOUNT MODIFICATIONS ARE REQUIRED • PMI AND ITS REQUIREMENTS LOCATED IN THE MOUNT ANALYSIS • SMART KIT VENDORS LOCATED IN MOUNT MODIFICATIONS

PROJECT DESCRIPTION:

- | | |
|----------------|------------------------|
| REMOVE: | PROPOSED: |
| • (9) ANTENNAS | • (9) ANTENNAS |
| • (3) RADIOS | • (6) RADIOS |
| | • POWERSHIFT EQUIPMENT |



1334 81st AVE NE
SPRING LAKE PARK, MN 55432
(612) 844-1234



I, Joshua Herzog, am the
Coordinating Professional on
the LIN Branched Oak
C-Band project.

HE # 231244 01/18/2024



9973 VALLEY VIEW RD.
EDEN PRAIRIE, MN 55344
(952) 903-9299
WWW.DESIGN1NEP.COM



10801 BUSH LAKE ROAD
BLOOMINGTON, MN 55438
(952) 946-4700

PROJECT
VZ-00331645.C
LOC. CODE # 309869

LIN
BRANCHED
OAK
C-BAND

9900 W MILL ROAD
RAYMOND, NE 68428

SHEET CONTENTS:
CONTACTS
ISSUE SUMMARY
SHEET INDEX
DEPARTMENTAL APPROVALS
LESSOR APPROVAL
PROJECT INFORMATION
VICINITY MAP
GENERAL NOTES

DRAWN BY:	SDS/TRD
CHECKED BY:	MJS
REV. A	05-26-23
REV. 0	05-30-23
REV. 1	11-30-23
REV. 2	01-18-24

T-1

PARENT PARCEL DESCRIPTION:

PART OF THOSE PARCELS OF LAND IN LANCASTER COUNTY, STATE OF NEBRASKA, AS MORE FULLY DESCRIBED IN DEED INST #99013938 AND DEED INST # 98034114, ID# 05-04-400-006-000, BEING KNOWN AND DESIGNATED AS FOLLOWS:

PROPERTY OF DEED INST # 99013938:
BEGINNING AT THE SOUTHEAST CORNER OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SECTION FOUR, TOWNSHIP 11 NORTH, THENCE IN A WESTERLY DIRECTION ON THE SOUTH LINE OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SAID SECTION FOUR AND ON AN ASSUMED BEARING OF SOUTH 89 DEGREES 58 MINUTES 11 SECONDS WEST, A DISTANCE OF 1986.82 FEET, THENCE NORTH 00 DEGREES 03 MINUTES 19 SECONDS EAST, A DISTANCE OF 1298.54 FEET TO A POINT 19.74 FEET SOUTH OF THE NORTH LINE OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SAID SECTION FOUR, THIS BEING THE POINT OF BEGINNING, THENCE SOUTH 89 DEGREES 48 MINUTES 51 SECONDS WEST ON A LINE 19.74 FEET SOUTH OF AND PARALLEL TO THE NORTH LINE OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SAID SECTION FOUR A DISTANCE OF 661.85 FEET TO A POINT ON THE WEST LINE OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SAID SECTION FOUR, THENCE NORTH 00 DEGREES 04 MINUTES 28 SECONDS EAST ON THE WEST LINE OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SAID SECTION FOUR A DISTANCE OF 19.74 FEET TO THE NORTHWEST CORNER OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SAID SECTION FOUR, THENCE NORTH 89 DEGREES 48 MINUTES 51 SECONDS EAST ON THE NORTH LINE OF THE SOUTH ONE-HALF OF THE SOUTHEAST QUARTER OF SAID SECTION FOUR A DISTANCE OF 661.85 FEET, THENCE SOUTHERLY 19.74 FEET TO THE POINT OF BEGINNING.

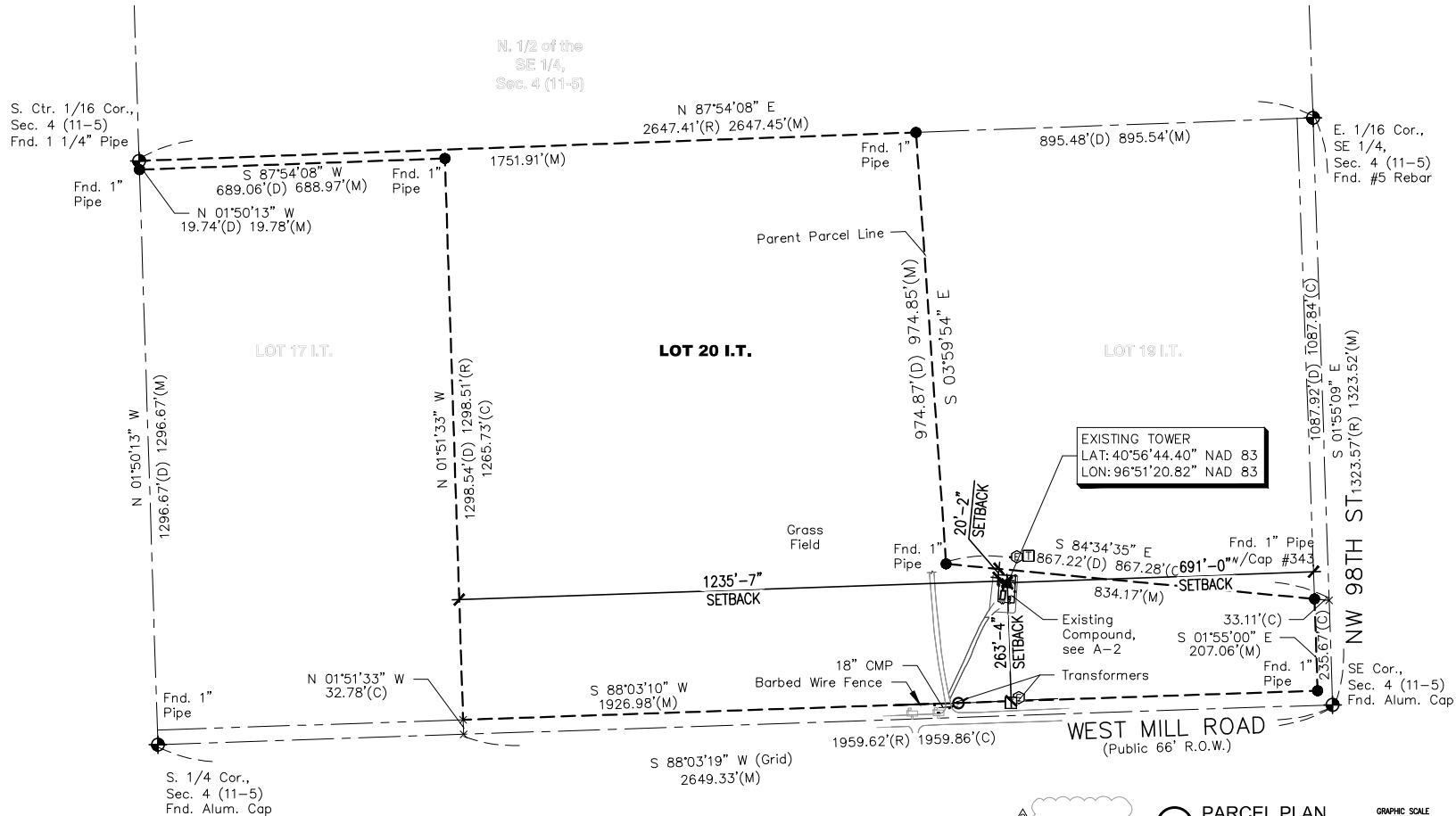
PROPERTY OF DEED INST # 98034114:

THE EAST 3/4 OF THE SOUTH 1/2 OF THE SOUTHEAST QUARTER OF SECTION 4, TOWNSHIP 11 NORTH, RANGE 5 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA.

EXCEPTING AND RESERVING THEREFROM THAT PROPERTY CONVEYED FROM JAMES D. KAYLOR AND JOANNE M. KAYLOR, HUSBAND AND WIFE, TO GORDON K. HARROD, A SINGLE PERSON, BY DEED DATED 03/04/1999 AND RECORDED 03/11/1999, INST # 99013939, LANCASTER COUNTY RECORDS.

EXCEPTING AND RESERVING THEREFROM THAT PROPERTY CONVEYED FROM JAMES D. KAYLOR AND JOANNE M. KAYLOR, HUSBAND AND WIFE, TO JOSHUA C. WILCOX, BY DEED DATED 08/22/2005 AND RECORDED 08/22/2005, INST # 05049082, LANCASTER COUNTY RECORDS.

NOTE: A WARNER IS BEING REQUESTED TO REDUCE THE SIDE YARD SETBACK FROM 60 FEET TO 20 FEET.



1334 81st AVE NE
SPRING LAKE PARK, MN 55432
(612) 844-1234



I, Joshua Herzog, am the
Coordinating Professional on
the LIN Branched Oak
C-band project

HE # 231244 01/18/2024



8973 VALLEY VIEW RD.
EDEN PRAIRIE, MN 55344
(952) 903-9299
WWW.DESIGN1EP.COM



10801 BUSH LAKE ROAD
BLOOMINGTON, MN 55438
(952) 946-4700

PROJECT
VZ-00331645.C
LOC. CODE # 309869

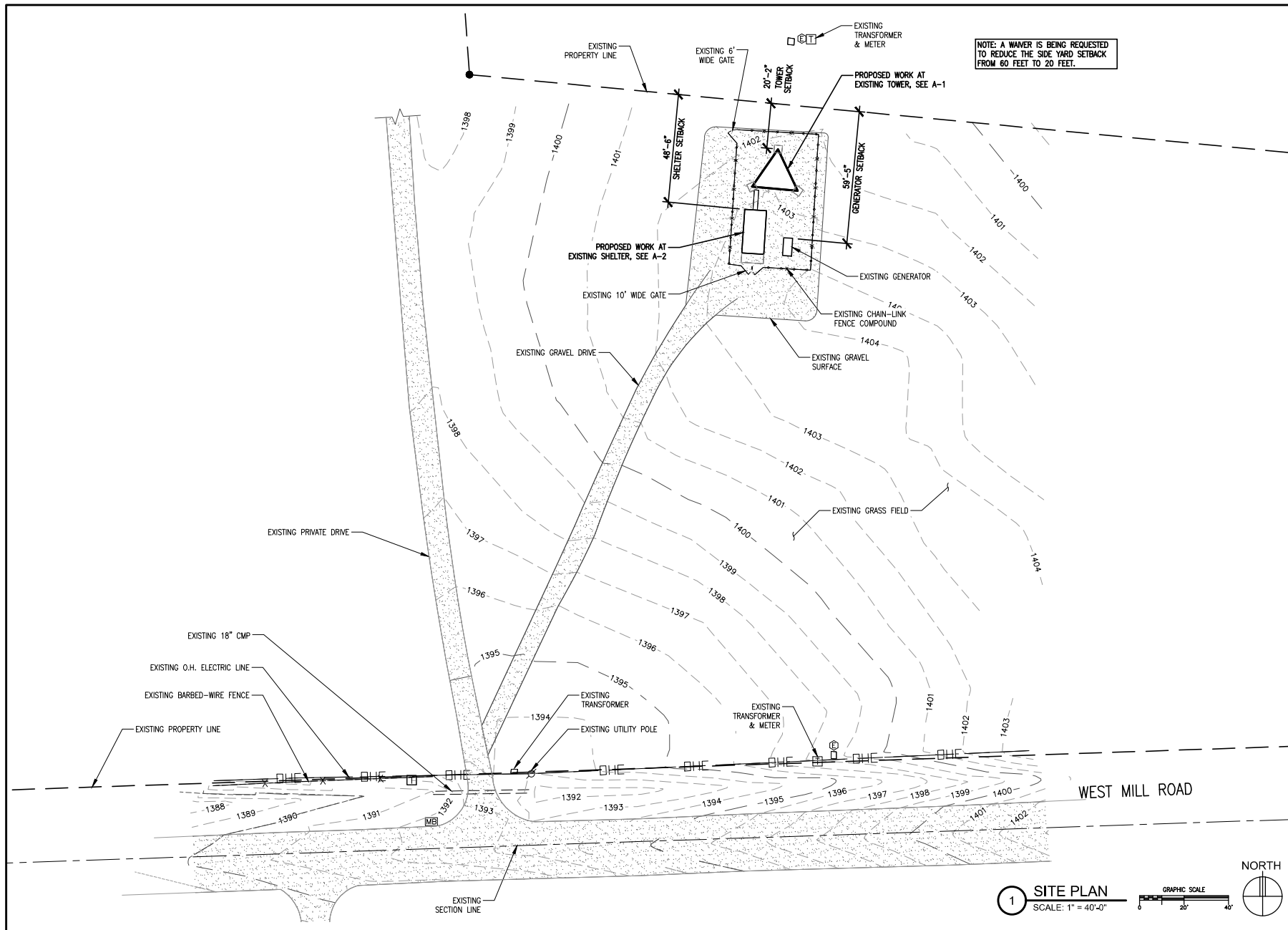
LIN
BRANCHED
OAK
C-BAND

9900 W MILL ROAD
RAYMOND, NE 68428

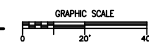
SHEET CONTENTS:
PARCEL PLAN

DRAWN BY:	SDS/TRD
CHECKED BY:	MJS
REV. A	05-26-23
REV. 0	05-30-23
REV. 1	11-30-23
REV. 2	01-18-24

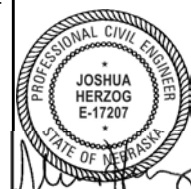
A-1



1 SITE PLAN
SCALE: 1" = 40'-0"



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LIN
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SHEET CONTENTS:
SITE PLAN

DRAWN BY:	SDS/TRD
CHECKED BY:	MJS
REV. A	05-26-23
REV. 0	05-30-23
REV. 1	11-30-23
REV. 2	01-18-24

A-2

ANTENNA TIP HEIGHT
VARIES, SEE A-3

ANTENNA C. HEIGHT
181.0' AGL

PROPOSED REMOVAL OF
EXISTING ANTENNAS &
EQUIPMENT (SEE 3/A-1)

ANTENNA TIP HEIGHT
VARIES, SEE A-4

ANTENNA C. HEIGHT
181.0' AGL

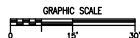
PROPOSED ANTENNAS &
EQUIPMENT (SEE 4/A-1)

- NOTES:**
1. PROPOSED ANTENNAS, RADIOS, DIST. BOX & CABLES TO BE INSTALLED IN ACCORDANCE W/ TOWER ANALYSIS DATED 05-19-23 BY MIDWEST ENGINEERING & MANUFACTURING INC., PROJECT #1965-023 AND MOUNT ANALYSIS DATED 05-24-23 BY COLLIER ENGINEERING & DESIGN, PROJECT #23778130 (REV. 1). NOTIFY ENGINEER & DESIGNER IMMEDIATELY IF THERE ARE ANY DISCREPANCIES BETWEEN THE TOWER ANALYSIS, MOUNT ANALYSIS AND CONSTRUCTION DRAWINGS. THE CONTRACTOR SHALL VERIFY THAT THE HEIGHTS OF THE EXISTING EQUIPMENT MATCH THE TOWER ANALYSIS AND THE MOUNT ANALYSIS.
 2. PRIOR TO THE INSTALLATION OF THE PROPOSED LOADING, ALL MOUNT BOLTS ARE TO BE CHECKED FOR TIGHTNESS. ALL RUSTED HARDWARE IS TO BE REPLACED WITH GALVANIZED HARDWARE.
 3. THE DESIGNER/EOB MAKES NO WARRANTY, EXPRESSED OR IMPLIED, OF THE ACCURACY OF THE STRUCTURAL ANALYSES AND THE PERFORMANCE OF THE COMPLETED CONSTRUCTION AS SHOWN ON THESE DOCUMENTS AND THE STRUCTURAL ANALYSES.
 4. THESE DRAWINGS DO NOT CONSTITUTE A STRUCTURAL ANALYSIS, BUT WERE PREPARED BASED ON INFORMATION SUPPLIED, AND THEREFORE ARE AS ACCURATE AS THE SUPPLIED DATA. THE STRUCTURAL ANALYSIS WAS PERFORMED BY OTHERS AND IS REFERENCED HERE. THESE DRAWINGS CONSIDER THAT THE STRUCTURAL ANALYSIS HAS BEEN PROPERLY PREPARED AND DOCUMENTED. PLEASE COORDINATE ANY STRUCTURAL CONCERNS/MATTERS OR ANY LOADING MODIFICATIONS TO THE CONSULTANT WHO AUTHORED THE ANALYSIS AND NOTIFY DESIGN 1 IMMEDIATELY OF THE ISSUE.

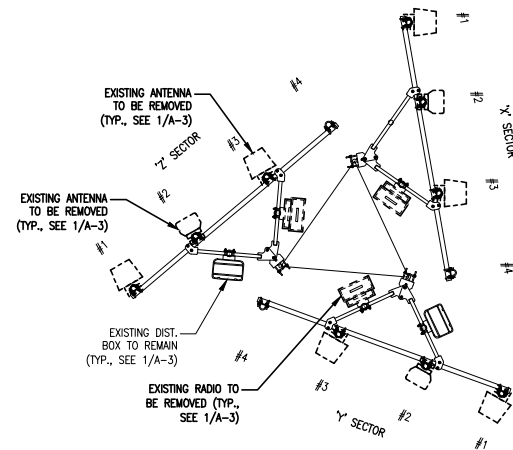
EXISTING CABLING
(SEE 1/A-2)

EXISTING CABLING
(SEE 1/A-2)

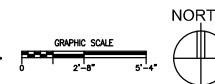
1 EXISTING TOWER ELEVATION
SCALE: 1" = 30'-0"



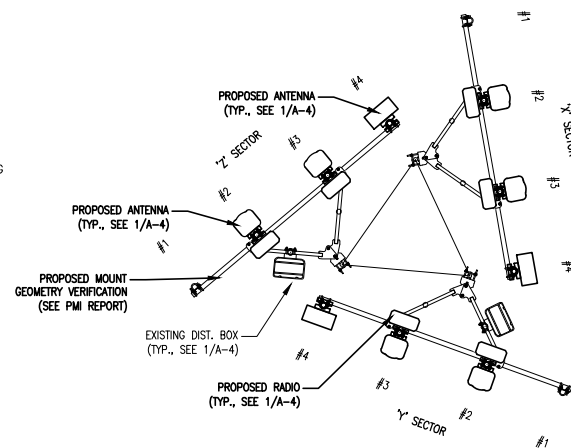
2 PROPOSED TOWER ELEVATION
SCALE: 1" = 30'-0"



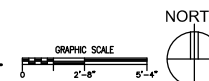
3 EXISTING MOUNTING DETAIL
SCALE: 3/16" = 1'-0"



NOTE:
CONTRACTOR TO PROVIDE & INSTALL ALL
REQUIRED RADIO MOUNTING HARDWARE.

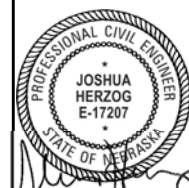


4 PROPOSED MOUNTING DETAIL
SCALE: 3/16" = 1'-0"



**HERZOG
ENGINEERING**

1334 81ST AVE NE
SPRING LAKE PARK, MN 55432
(612) 844-1234



I, Joshua Herzog, am the
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C-Band project

HE #: 231244 01/18/2024

DESIGN

8973 VALLEY VIEW RD.
EDEN PRAIRIE, MN 55344
(952) 903-9299
WWW.DESIGN1EPCOM

verizon

10801 BUSH LAKE ROAD
BLOOMINGTON, MN 55438
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PROJECT
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LOC. CODE # 309869

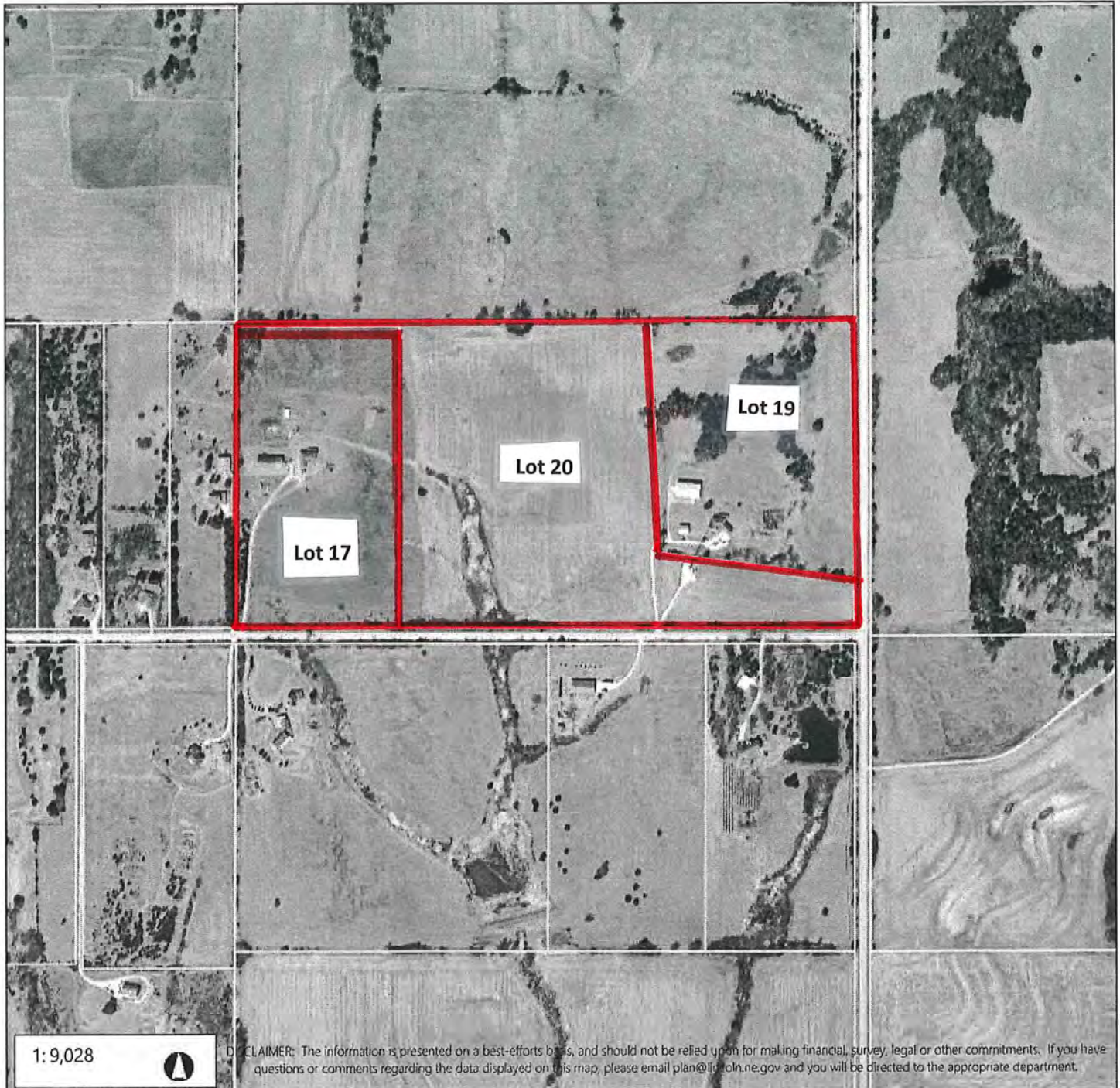
LIN
BRANCHED
OAK
C-BAND

9900 W MILL ROAD
RAYMOND, NE 68428

SHEET CONTENTS:
TOWER ELEVATIONS
MOUNTING DETAILS

DRAWN BY:	SDS/TRD
CHECKED BY:	MJS
REV. A	05-26-23
REV. 0	05-30-23
REV. 1	11-30-23
REV. 2	01-18-24

A-3



Legend

SP#150COA Lot Exhibit





BUELL CONSULTING, INC.
720 Main Street, Suite 200
Saint Paul, MN 55118
(651) 361-8110
www.buellconsulting.com

December 20, 2023

Lanaster County – Planning Department
Attn: Brian Will
555 S. 10th St., Ste. 213
Lincoln, NE 68508

RE: Verizon SUP Amendment to correct setback: 9900 W Mill Rd, Raymond, NE 68428 Wireless
Site Name / Location Code: LIN BRANCHED OAK / 309869

Dear Brian,

Per our email conversation dated 8/10/2023, 8:16am, "After much discussion between Planning, Building and Safety and County Attorney the consensus is that you will need to amend the special permit to reduce the setback. The tower has 2 issues, one it does not meet the fall zone and it is within the side yard setback. These issues are a result of the property owner selling off 20 acres and the other lot was created. The tower is exempt from the fall zone because there was no fall zone when the special permit was approved in 1997. The tower is considered non-conforming for the fall zone." The enclosed special permit application and site plan showing the Verizon lease area in relation to the property lines.

Enclosed, please find the following:

- (1) Site Plan (11" x 17")
- (1) Recorded Memorandum of Lease for the cell tower
- (1) Special Permit Application & fee check \$462

Please email, or mail the approved permit and receipt for the fees to:

Justin Gartner
Site Development Agent
Buell Consulting, Inc. On Behalf of Verizon Wireless
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LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

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

APPLICATION NUMBER Miscellaneous #23012	FINAL ACTION? No	DEVELOPER/OWNER N/A
PLANNING COMMISSION HEARING DATE January 31, 2024	RELATED APPLICATIONS None	PROPERTY ADDRESS/LOCATION Multiple

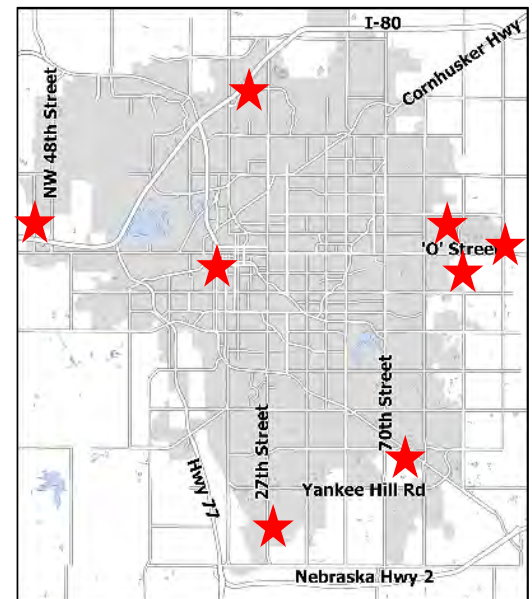
RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

On behalf of the Lincoln Parks and Recreation Department, Lincoln Transportation and Utilities Department-StarTran, and Lancaster County Engineering, the Lincoln Metropolitan Planning Organization (MPO) is requesting an amendment to the 2050 Long Range Transportation Plan (LRTP). The changes would reflect increases in several project cost estimates that are programmed in the Lincoln MPO [Transportation Improvement Program \(TIP\)](#). This amendment is being required by Nebraska Department of Transportation (NDOT) and will allow the TIP and LRTP to remain in conformance.

JUSTIFICATION FOR RECOMMENDATION

The LRTP discusses the need for conformity between the LRTP and the TIP. Project cost estimates in the LRTP are updated as necessary to conform with cost increases programmed in the TIP.



STAFF CONTACT

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COMPATIBILITY WITH THE LONG RANGE TRANSPORTATION PLAN

Page 8-35 Relationship to Transportation Improvement Program: The Lincoln MPO Transportation Improvement Program [TIP] documents the prioritized list of federally funded and/or regionally significant transportation projects and improvements for the next four-year period... After adoption for a four-year period, the TIP can be amended or modified administratively to account for changes in funding or project needs. Amendments to the TIP must be made in conformance with the LRTP, a requirement that retains the publicly supported prioritization process for projects and assignment of funding.

ANALYSIS

1. This amendment is being required by NDOT. NDOT environmental review staff are requiring that project costs in the LRTP match the costs in the four-year Transportation Improvement Program (TIP) before they will allow the projects to proceed through the federal approval process. Therefore, a review was done by MPO staff to identify projects with significant cost differences between the two documents that would need an LRTP amendment.

2. Federal Transportation Planning Process

Federal regulations require that the region's metropolitan transportation planning process include the cooperative development of the Long Range Transportation Plan (LRTP). This transportation plan must cover no less than a 20-year planning horizon, will include both long-range and short-range strategies/actions that provide for the development of an integrated multimodal system to facilitate the safe and efficient movement of people and goods in addressing current and future transportation demand, and must be updated, at a minimum, every five years.

3. Lincoln Metropolitan Planning Organization (MPO)

The City of Lincoln, as the designated MPO, is responsible for conducting the metropolitan transportation planning process pursuant to federal requirements and assigning work as necessary to carry out this process. There are five primary participant groups in the MPO planning and decision-making process. These include: 1) the MPO Officials Committee comprised of the Mayor and the chairs and vice chairs of the City Council and County Board, plus the Nebraska Department of Transportation Director, 2) MPO Technical Advisory Committee, 3) Lincoln-Lancaster County Planning Commission, 4) various Citizen Task Forces and Advisory Committees, and 5) MPO staff.

4. Long Range Transportation Plan (LRTP)

In December 2021, the Lincoln MPO Officials Committee adopted the current Lincoln MPO LRTP, 2050 Long Range Transportation Plan. The development of the LRTP was a collaborative effort using input provided from state and local governments, agencies, citizens, committees, and staff that focuses on promoting an integrated multi-modal transportation network. The LRTP guides investment in the Lincoln metropolitan area's transportation system for the next 20+ years based upon the region's future transportation goals and objectives and allocates projected revenue to transportation programs and projects consistent with the Lincoln MPO's goals. The LRTP also is the basis for the development of the short-range Transportation Improvement Program (TIP) – a set of transportation improvement projects that the MPO expects to implement during the next four years. The 2050 LRTP was developed in coordination with PlanForward, the Lincoln-Lancaster County Comprehensive Plan. The LRTP is embedded into the Comprehensive Plan as the Transportation Element.

5. Long Range Transportation Plan (LRTP) Amendment

In accordance with the amendment process outlined in the 2050 LRTP, page 8-35, "Changes to the Fiscally Constrained Plan are to be made by a formal plan amendment through the MPO planning process". This request to update project costs requires review by the MPO Technical Committee and the Planning Commission. Formal approval of the amendment will be requested of the MPO Officials Committee on February 16, 2024.

6. Applicant Request

This application is to amend the 2050 LRTP to update several project costs to conform with the costs identified in the TIP.

- Rural Roads & Bridges:
 - o N. 148th Street and Holdrege Street - Increase the cost from \$703,000 to \$1,463,000

- o S. 98th Street, Old Cheney Road to US-34 - Increase the cost from 12,592,700 to \$17,195,600
- o Saltillo Road, S. 27th Street to S. 68th Street - Increase the cost from \$12,479,400 to \$14,804,000
- o NW 56th Street, W. O Street to W. Holdrege Street - Increase cost from \$1,200,00 to \$2,292,000
- o Project 102 (N. 98th Street, Holdrege Street to US-6) - Adjust cost allocation for project in 2050 under the Lancaster County Rural Roads Projects Fiscally Constrained Plan
- Transit:
 - o Multimodal Transportation Center - Increase the cost from \$33,876,253 to \$34,952,900. This includes the cost of active transportation enhancements associated with the project.
- Trails:
 - o Landmark Fletcher Trail, Fletcher Avenue from N. 27th Street to N. 14th Street - Increase the cost from \$990,000 to \$1,815,100
 - o Beal Slough Trail, S. 56th Street and London Road to S. 70th Street and Yankee Hill Road - Increase the cost from \$1,480,000 to \$1,976,600
 - o Waterford Trail, N. 84th Street to Stevens Creek - Increase the cost from \$900,000 to \$2,742,300

7. LRTP Revisions for the Proposed Amendment:

- Revise the project costs for N. 148th Street and Holdrege Street; S. 98th Street, Old Cheney Road to US-34; Saltillo Road, S. 27th Street to S. 68th Street; and NW 56th Street, W. O Street to W. Holdrege Street and adjust cost allocation for Project ID 102 in Table 7.5 (Fiscally Constrained Rural Road & Bridge Capital Projects) on Page 7-8.
- Revise the project cost for the Multimodal Transportation Center project in Table 7.8 (Priority Transit Projects) on Page 7-19.
- Revise the project costs for the Landmark Fletcher, Beal Slough, and Waterford Trails in Table 7.9 (Priority Trail Projects) on Page 7-21.

This amendment will update any associated tables and figures linked to the 2050 Comprehensive Plan.

7. This request has been documented and completed through the amendment process outlined in the 2050 Long Range Transportation Plan and is recommended for approval.

PROJECT REVIEW AND COMMENTS:

In accordance with the NDOT Operating Manual for Metropolitan Planning Organization Transportation Planning, the public involvement procedure and reviewing body necessary for an LRTP amendment and an LRTP administrative modification should be determined at the MPO level. The MPO may set multiple thresholds as long as the first level meets the minimum threshold outlined above. If the MPO chooses to have multiple thresholds/levels of public involvement for an LRTP amendment, then the procedure must be clearly outlined in the MPO Public Involvement Plan and the MPO LRTP. Amendment procedures must be documented in the LRTP, TIP, and Public Participation Plan.

The Lincoln MPO Public Participation Plan indicates that the Lincoln MPO will strive to provide a public comment period of at least 30 calendar days prior to adoption of an LRTP amendment. The comment period begins upon the posting of an LRTP amendment under consideration, at least 7 days prior to MPO Technical Committee review and continues through the MPO Officials Committee review and adoption.

The schedule for review and action by the MPO Technical Committee and MPO Officials Committee on the proposed amendment to the 2050 LRTP is as follows:

- January 4, 2024 at 2:30 p.m. MPO Technical Committee meeting
- February 16, 2024 at 2:00 p.m. MPO Officials Committee meeting

These MPO meetings are open meetings and will include time for public comment. The MPO Officials Committee will consider all comments received at its February 16, 2024 meeting.

APPLICATION HISTORY

November 15, 2021	The Bipartisan Infrastructure Law (BIL) (federal transportation bill), also known as the Infrastructure, Investment and Jobs Act (IIJA), was signed into law. The BIL established the Carbon Reduction Program (CRP), which provides funds for projects designed to reduce transportation emissions.
December 15, 2021	The Lincoln MPO adopted the 2050 LRTP.

Prepared by

Rachel Christopher, Planner

Date: January 18, 2024

Contact: Rachel Christopher, 402-441-7603, rchristopher@lincoln.ne.gov

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/MISC/23000/MISC23012 LRTP Amendment - Update Project Costs.docx>

7. Fiscally Constrained Plan

Transportation needs and opportunities in Lincoln and Lancaster County are significant.

Chapter 5 presents a compilation of current and future programs and projects to improve the region's transportation system. The revenue forecasts established in **Chapter 6** for the 29-year planning horizon are not adequate to achieve the LRTP goals and meet all the region's transportation needs.

The LRTP strongly encourages the pursuit of additional revenues to fund the transportation improvements that are vital to a thriving community. The LRTP funding strategy recognizes the limited funding availability and strives to optimize the use of the reasonably expected funds based on input from the LRTP Committees and the community, in combination with technical analysis. The LRTP funding strategy focuses on taking care of the existing system—fully funding LTU's O&M Program and prioritizing rehabilitation of critical roads and bridges. The plan recognizes the importance of making the system function as efficiently as possible while supporting the community growth envisioned in PlanForward.

The Urban Area funding strategy includes:

- Focusing operations and maintenance, road and bridge rehabilitation, as well as trail and sidewalk rehabilitation
- Encouraging flexible and performance-based geometric designs that effectively address congestion within funding limitations and ROW constraints
- Placing emphasis on addressing congestion at intersection bottlenecks and leveraging technology to improve the efficiency of major corridors

- Supporting community growth through public-private partnerships
- Supporting both infill development and Lincoln's Climate Action Plan through the continuation of funding for transit service and bicycle and pedestrian infrastructure

This chapter builds from the funding strategy and forms the basis for decisions about how to prioritize and phase transportation improvement projects and programs. The resource allocation used to develop the Fiscally Constrained Plan is detailed in **Table 7.1**.

Table 7.1 Resource Allocation

Project or Program Category	Funding in \$M (FY22–50)
NDOT Highways Program	
NDOT Projects	\$548.16
Rural Roads Program (Lancaster County)	
Operations & Maintenance	\$391.78
Pavement Maintenance & Pipes	\$258.31
Roadway Capital Projects (and Bridges)	\$187.66
Urban Roads Program (Lincoln)	
System Operations & Maintenance, Minor Intersections	\$1,077.46
Road & Bridge Rehabilitation	\$515.12
Studies, PE, ROW & Statutorily Required Records	\$91.47
Roadway Capital Projects	\$499.69
Two Plus One Projects	\$16.92
ITS & Technology	\$59.36
East Beltway Preservation	\$23.04
Rail Crossing Projects	\$235.85
Multimodal Program	
Transit	\$754.00
Trail Projects	\$37.99
Trail Rehabilitation	\$19.03
On-Street Bike Projects	\$8.93
Pedestrian, Bike Share, and TDM	\$51.02
Total	\$4,775.77

Federal Requirements

The financial analysis presented in this chapter meets the requirements stated in federal transportation regulations. This detailed information should be referenced to guide project implementation for all modes of travel. The project costs and potential funding are estimates and will be revisited several times before the years they represent come to pass. The intent of the Fiscally Constrained Plan is to prepare an approximate, but realistic, estimate of both the total funds available and the total program cost by year of expenditure.

The Code of Federal Regulations describes the elements of a Transportation Financial Plan. The requirements of FAST Act (2015) state that the plan must include the revenues and costs to operate and maintain the roads and associated systems (signals, signage, snow removal, etc.) to allow MPOs to estimate future transportation conditions and promote good stewardship of available funds by using existing infrastructure to the fullest. The Fiscally Constrained Transportation Plan provided in this chapter does serve the MPO Planning Area as best as possible over the next 29 years and is based on the prioritization process of the LRTP planning effort.

Another requirement of federal transportation regulations is to use “year of expenditure” dollars for planning purposes. This requirement accents the reduction in the buying power of the transportation revenues that had not been previously accounted for during the preparation of long range transportation plans.

Project Prioritization Process

Although the LRTP addresses funding for various project types, only Roadway Capital Projects and Trail Projects are prioritized within the LRTP. All other project categories, including Transit, On-Street Bike, Rail

Crossings, Road and Bridge Rehabilitation, etc., are prioritized outside the LRTP. These other programs are funded through a “pool” of funding as established in the Resource Allocation step (**Chapter 6**). The Fiscally Constrained Plan includes the top ranked Roadway Capital Projects (for the NDOT Highways Program, the Rural Roads Program, and the Urban Roads Program), Trail Projects, and a pool of funding for the various other transportation programs and project categories.

With limited funding available, the process of prioritizing projects must be comprehensive and strive to identify those projects that will most effectively move the region’s transportation system toward fulfilling the vision and achieving the transportation goals. In compliance with federal requirements for performance-based planning, the project prioritization process is structured to identify those projects that will provide the greatest contribution toward meeting the eight transportation goals and associated performance targets. The evaluation criteria used to compare projects are directly related to the goals.

Project Evaluation Committees

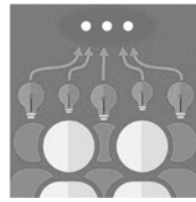
The Roadway Capital Projects and Trails Projects were evaluated with oversight by the Roadway and Trails Evaluation Committees, respectively, both of which are a subset of the POPC.

The Roadway Evaluation Subcommittee included representatives from the Lincoln Planning Department, Lancaster County Engineering, and LTU. The roadway projects were evaluated through a data-driven scoring process, and the Roadway Evaluation Subcommittee was responsible for guiding the process, providing relevant data and project information, and reviewing evaluation results.

The Trails Evaluation Subcommittee included representatives from the Lincoln Planning Department, the Lincoln Parks and Recreation Department, and LTU. Because the data for trail projects are not as robust as those for roadway projects, Trail Evaluation Subcommittee members scored the projects independently, and project scores were averaged. The committee met to discuss the scoring results and presented their recommended scores to the POPC.

Roadway Project Scoring

The Lincoln and Lancaster County Roadway Capital Projects were evaluated and prioritized separately in recognition of the unique transportation needs and priorities in the urban versus rural context. The eight LRTP goals (plus community support) were used as the basis for the data-driven project evaluation for both urban and rural projects. The evaluation criteria are listed in **Table 7.2**, and details about the data and specific metrics used for each criterion are provided in **Appendix F**. Scores for each goal area/criterion are on a 0–1 scale, with 0 being the least favorable and 1 being the most favorable.



During the second phase of community outreach, the public was asked which Urban Roadway Projects (in the City of Lincoln) and which Rural Roadway Projects (in Lancaster County) are of most importance. The results from 203 individual responses were used as the “Community Input” score. NDOT projects within the Lincoln MPO Planning Area boundary were included with the urban roadway projects to simplify the online survey. **Appendix B** includes a summary of the public input on high-priority Roadway Projects, and **Appendix C** includes the scoring results for the Roadway Projects.

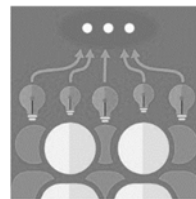
Table 7.2 Roadway Project Evaluation Criteria

Goal Area		Evaluation Criteria
	Maintenance	Is the project located on a road that is in poor condition and would therefore serve dual functions of rehabilitating and improving the road?
	Mobility and System Reliability	Is the project located on a road that is currently congested or expected to experience congestion in the future?
	Livability and Travel Choice	Does the project include multimodal elements?
	Safety and Security	Will the project alleviate a known safety problem?
	Economic Vitality	Will the project improve access to and/or add value to surrounding land uses? Will the project improve travel on a designated truck route and/or the National Highway System (NHS)?
	Environmental Sustainability	Will the project impact the natural, cultural, or built environment?
	Transportation Equity	Is the project located in an area with underserved and overburdened communities?
	Funding and Cost Effectiveness	How does the cost of the project compare to the benefits?
	Community Support	Does the project have strong community support?

Trail Project Scoring

Each Trail Project was given a score ranging from 0 to 1 for each goal. A score of 0 is the least favorable, and a score of 1 is the most favorable rating.

Table 7.3 summarizes the evaluation criteria. Trail Evaluation Subcommittee members were provided with a packet of information to assist with the scoring process, including detailed scoring guidelines for consistency (**Appendix F**).



During the second phase of community outreach, the public was asked which Trail Projects are of most importance. The results from 203 individual responses were used as the “Community Input” score.

Appendix B includes a summary of the public input on high-priority Trail Projects, and **Appendix G** includes the scoring results for the Trail Projects.

Table 7.3 Trail Projects Evaluation Criteria

Goal Area		Evaluation Criteria
	Maintenance	Will the project improve the condition of the existing facility?
	Mobility and System Reliability	Will the project complete a gap in the trail system?
	Livability and Travel Choice	Will the project encourage the use of alternative modes of transportation?
	Safety and Security	Will the project alleviate a known safety problem?
	Economic Vitality	Will the project improve access to and/or add value to surrounding land uses?
	Environmental Sustainability	Will the project protect the natural, cultural, and built environment?
	Transportation Equity	Is the project located in an area with underserved and overburdened communities?
	Funding and Cost Effectiveness	How does the cost of the project compare to the benefits?
	Community Support	Does the project have strong community support?

Evaluation Criteria Weights

The relative importance of the eight goals (plus community input) varies; therefore, weights are assigned to each goal category and corresponding evaluation criteria. Because the relative importance of the goals differs for Urban Roadway Projects, Rural Roadway Projects, and Trail Projects, separate

weights are established for the three project categories.

The weights shown in **Table 7.4** were developed using the combined input from the POPC and the Community Committee. The project score (0–1) for each goal was multiplied by the corresponding weight, resulting in a total project score ranging from 0 to 100.

Table 7.4 Weights by Goal Area and Project Category

Goal Area	Rural Area Roadway Projects (Lancaster County)	Urban Area Roadway Projects (Lincoln)	Trail Projects
Maintenance	22.1	17.8	13.0
Mobility and System Reliability	12.1	12.4	12.2
Livability and Travel Choice	5.8	11.0	13.7
Safety and Security	13.8	13.5	13.1
Economic Vitality	8.9	7.5	5.8
Environmental Sustainability	12.2	12.8	12.4
Transportation Equity	6.7	10.0	12.1
Funding and Cost Effectiveness	13.4	10.0	7.7
Community Support	5.0	5.0	10.0
Total	100.0	100.0	100.0

Fiscally Constrained Plan Elements

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

NDOT Highways Program

NDOT has identified 10 capital projects within the Lincoln MPO, totaling over \$616 million in needs (2021 dollars). The \$548.16 million in state and federal revenues dedicated to the NDOT Highways Program will primarily address asset preservation needs and the I-80-Pleasant Dale to NW 56th Street and West Beltway projects. There is not adequate

funding to complete all 10 projects, particularly since the construction cost of the projects will increase over time and the revenue growth is not anticipated to keep pace with the construction cost increases.

The Fiscally Constrained Plan includes three NDOT projects with committed funding:

- South Beltway (under construction) – Project ID 78 (\$255 million)
- West Beltway (US 77) from I-80 to Saltillo Road – Project ID 76 (\$38.2 million)
- I-80 -from Pleasant Dale to NW 56th Street – Project ID 71 (\$129 million)

Year of Expenditure Costs

The Fiscally Constrained Plan must consider the year of expenditure (YOE) cost of projects. Construction costs are expected to increase annually. Based on historic and recent construction cost inflation rates, the LRTP accounts for a temporary rapid increase of 10 percent annual inflation in the first 5 years and 7 percent annual inflation in the next 5 years. Then the inflation rate is assumed to normalize at 5 percent annual inflation in the remaining years through 2050.

Lancaster County Rural Roads Program

The Rural Roads Program includes three program areas:

- Operations & Maintenance
- Pavement Maintenance & Pipes
- Road & Bridge Capital Projects

A gap analysis conducted for Lancaster County in 2018 identified a significant annual funding gap, which would continue based on the LRTP revenue forecasts and recommended resource allocation.

Road and Bridge Capital Projects

The LRTP identifies 95 capital projects in the County, with project costs totaling over \$171 million in 2021 dollars. With approximately \$188 million allocated to rural road capital projects, 26 of these projects could be constructed when accounting for construction cost inflation over time. The fiscally constrained rural projects are listed in priority order in **Table 7.5** and shown on **Figure 7.1**. Detailed project evaluation scores are provided in **Appendix G**.

Lancaster County updates its One and Six-Year (1 & 6) Road and Bridge Construction Program annually. While many of the 1 & 6 projects are included in the LRTP Rural Road and Bridge Capital Projects, additional bridge projects may be needed. The 1 & 6 project needs typically fall in the following program areas:

Operations & Maintenance:

- Bridge scour repair
- Bridge pile repair
- Bridge channel repair

Pavement Maintenance & Pipes

- Pipe culvert replacements
- Under 20 concrete box culverts
- Pavement preservation (fog seal, crack seal, chip seal, etc.)
- Pavement overlays
- Pavement overlays and widening

Road & Bridge Capital Projects

- Bridge sized structures
- Grading in preparation for pavement
- New pavement
- Intersection improvements
- Federal aid projects

Table 7.5 Fiscally Constrained Rural Road & Bridge Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	165	N 148th Street	Holdrege Street	Intersection improvements	~~\$703,000~~ 1,463,000				1
Committed	98	S 98th Street	Old Cheney Road to US-34	Programmed Paving	~~\$12,592,700~~ 17,195,600				1
Committed	92	Saltillo Road	S 27th Street to S 68th Street	Two Lane Widening	~~\$12,479,400~~ 14,804,000				1
	234	S. 68 th Street	Firth Road to Stagecoach Road	Two Lane Widening With Shoulders	\$10,780,700	2025	\$10,780,700	\$10,780,700	3
	235	N. 14 th Street	Alvo Road to Ashland Road	Pavement and Two Lane Widening with Shoulders	\$12,076,200	2025	\$12,076,200	\$22,856,900	4
1	104	S 120th Street	Bennet Road North 0.5 Miles	Potential Paving	\$650,000	2026	\$1,046,832	\$23,903,732	
2	156	NW 56th Street	W O to W Holdrege Street	Potential Paving	~~\$1,200,000~~ 2,292,000	2026	~~\$1,932,612~~ 2,292,000	~~\$26,195,732~~ \$25,836,344	
3	100	SW 14th Street	NE-33 to W Bennet Road	Programmed Paving	\$1,300,000	2026	\$2,093,663	~~\$28,289,395~~ \$27,930,007	
4	103	W Van Dorn Street	SW 112th Street to SW 84th Street	Programmed Paving	\$1,300,000	2027	\$2,240,219	~~\$30,529,614~~ \$30,170,226	
5	105	Arbor Road	N 27th Street to US-77	Paving and Bridge Replacement of Bridge F-201 near N 27 th Street	\$5,930,000	2029	\$11,699,558	~~\$42,229,172~~ \$41,869,784	
6	101	Fletcher Avenue	N 84th Street to N 148th Street	Programmed Paving	\$5,000,000	2032	\$11,858,824	~~\$54,087,996~~ \$53,728,608	
7	95	NW 27th Street	Hwy-34 to W Waverly Road	Potential Paving	\$4,550,000	2034	\$11,897,661	~~\$65,985,657~~ \$65,626,269	
8	93	W A Street	SW 84th Street to SW 52nd Street	Programmed Paving	\$2,600,000	2035	\$7,138,597	~~\$73,124,254~~ \$72,764,866	
9	206	SW 16th Street	Bridge O-1 near W Calvert Street	Replace CB	\$168,000	2035	\$461,263	~~\$73,585,517~~ \$73,226,129	

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
10	94	Havelock Avenue	Stevens Creek to N 112th Street	Potential Paving	\$1,820,000	2036	\$5,246,869	~~\$78,832,386~~ ~~\$78,472,998~~	
11	207	SW 15th Street	Bridge O-140 near W Stockwell Street	Replace CB	\$168,000	2036	\$484,326	~~\$79,316,712~~ ~~\$78,957,324~~	
12	201	S 120th Street	Bridge J-138 near A Street	Replace with CBC	\$612,000	2037	\$1,852,548	~~\$81,169,261~~ ~~\$80,809,873~~	
13	111	N 1st Street	Alvo Road to McKelvie Road	Potential Paving	\$1,300,000	2037	\$3,935,152	~~\$85,104,412~~ ~~\$84,745,024~~	
14	181	Saltillo Road	S 68th Street to S 120th Street	Two Lane Widening	\$2,450,000	2038	\$7,787,059	~~\$92,891,472~~ ~~\$92,532,084~~	
15	171	N 162nd Street	US-6 to Ashland Road	Potential Paving	\$5,530,000	2041	\$20,347,002	~~\$113,238,474~~ ~~\$112,879,086~~	
16	200	S 112th Street	Bridge J-135 near A Street	Replace with CBC	\$612,000	2042	\$2,364,373	~~\$115,602,847~~ ~~\$115,243,459~~	
17	114	W Adams Street	NW 84th Street to NW 56th Street	Potential Paving	\$2,600,000	2043	\$10,546,959	~~\$126,149,806~~ ~~\$125,790,418~~	
18	91	S 68th Street	Hickman to Roca Road	Two Lane Widening with Shoulders	\$2,000,000	2044	\$8,518,698	~~\$134,668,504~~ ~~\$134,309,116~~	
19	115	Van Dorn Street	S 120th Street to S 148th Street	Potential Paving	\$2,600,000	2046	\$12,209,423	~~\$146,877,927~~ ~~\$146,518,539~~	
20	215	Pine Lake Road	S 112th Street to S 134th Street	Grading and Pavement; bridge Q-110 near S 134th St	\$3,188,000	2048	\$16,505,121	~~\$163,383,048~~ ~~\$163,023,660~~	
21	102	N 98th Street	Holdrege Street to US-6	Potential Paving	~~\$4,516,647~~ ~~\$4,453,684~~	2050	~~\$25,780,728~~ ~~\$25,421,340~~	\$188,804,388	2

¹ Committed projects are included in the 2022–2025 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other Rural Road & Bridge Capital Projects.

² Project ID 102 is partially funded (approximately 278%) within the Fiscally Constrained Plan.

³ Project ID 234 added to the Fiscally Constrained Plan via MISC22002.

⁴ Project ID 235 added to the Fiscally Constrained Plan via MISC22012.

Amended December 2022

City of Lincoln Urban Roads Program

System Operations & Maintenance, Minor Intersections

The cost to maintain and operate the transportation system is increasing. LTU employs 125 people to maintain and operate the transportation system, which includes street sweeping, snow removal, stormwater, ditch and drainage maintenance, culvert maintenance, minor intersection improvements, mowing, crack sealing, pothole repair, signing, and pavement markings, among other tasks. As the cost of materials, wages and healthcare for employees increases, the cost to complete the essential functions of O&M increases. The City of Lincoln has pursued innovation and the use of technology advances to make efficient use of available resources. An estimated \$1.08 billion is needed for Lincoln's O&M program through 2050. The LRTP recommends fully funding Lincoln's O&M program.

Road & Bridge Rehabilitation

The Rehabilitation program includes the repair of arterial and residential streets when the pavement conditions deteriorate to an unacceptable level, as well as bridge rehabilitation and signal replacements. A pavement condition rating system is used to help determine which road surfaces are in most need of repair. It is important to note that money invested today in the ongoing maintenance and repair of the street system saves a significant amount of money in the future by avoiding the expanded costs associated with full reconstruction of roadways.

Routine and preventative maintenance activities will be performed, such as localized repairs, crack and joint sealing, and various surface treatments (slurries, sealing, and

micro-surfacing). As pavement ages, thin to thick overlays, panel replacements, base stabilization, and repairs will be used to avoid more costly reconstruction if possible.

The LRTP recommends funding the rehabilitation program at a level commensurate with the 2040 LRTP. This recommendation

includes \$515 million of committed and flexible funds, which equates to approximately 350 lane miles over the 29-year planning horizon when accounting for construction cost inflation. This amount will not fully address Lincoln's road and bridge rehabilitation needs.

LTU is committed to using the available rehabilitation funds efficiently and using the pavement management system as a tool to identify the most effective maintenance treatments. Several additional action steps included in **Chapter 8** are recommended to help offset the shortfall in funding for the rehabilitation program:

- Continue experimentation and innovation to maximize return from available resources.
- Encourage the use of alternative travel modes (biking, walking, and transit) to lessen the demand on the streets.
- Continue to implement the traffic signal coordination (i.e. Green Light Lincoln) and adaptive communication program to maximize the operational efficiency of the existing system, thereby reducing the pace of lane-miles being added to the street network.
- Because streets that are neglected over time require costlier reconstruction, continue to advance preventative maintenance strategies (e.g., pothole

Without additional revenue sources, several important transportation urban area project and program categories will not have adequate funding. Additional revenue sources, such as continuation of the Lincoln on the Move sales tax, would significantly help to meet the community's transportation needs.

repairs and crack sealing) to extend the life of Lincoln's streets and minimize the lifecycle costs.

- Investigate opportunities for increased rehabilitation funding.

Studies, Preliminary Engineering, ROW & Statutorily Required Records

This program category covers pre-project level engineering studies, responses to non-project specific public inquiries, engineering standards and guidelines, staff coordination with private sector growth proposals, and legal requirements for record keeping. The L RTP recommends fully funding (\$91.5 million) continuation of these essential staff functions.

Roadway Capital Projects

The L RTP identifies 105 capital roadway projects with project costs totaling over \$1.1 billion in 2021 dollars. The \$500 million allocation to roadway capital projects consists solely of committed funds; that is, no flexible funds are included due to the funding shortfall. The \$500 million would fund 40

The Lincoln on the Move ¼ cent sales tax and the Highway Allocation Bond will allow the city to construct more projects in the first four years of the plan, with an average funding level of nearly \$22 million per year for capital projects. After the ¼ cent sales tax sunsets in 2025, the average funding level for capital projects would be reduced to \$16 million per year, reducing the number of projects that can be completed annually in the last 25 years of the plan.

projects when accounting for construction cost inflation. This includes eight projects with committed funding that are anticipated to be constructed within the next four years, and 13 public-private partnership (PPP) projects, which are expected to be constructed during the L RTP planning

horizon. **Table 7.6** lists the ranked projects that can be funded within the Fiscally Constrained Plan, including the committed projects and those that will be funded through PPPs. **Figure 7.2** shows the fiscally constrained urban roadway projects.

The Fiscally Constrained Plan must consider the YOE cost of projects. Construction costs are expected to increase annually. Based on historic and recent construction cost inflation rates, the L RTP accounts for a temporary rapid increase of

10 percent annual inflation in the first 5 years, 7 percent annual inflation in the next 5 years. Then the inflation rate is assumed to normalize at 5 percent annual inflation in the remaining years through 2050.

Two Plus Center Turn Lane Projects: The L RTP recommends allocating approximately \$17 million to Two Plus Center Turn Lane projects. These projects are typically done opportunistically in conjunction with roadway rehabilitation projects, and the incremental cost to add the center turn lane is funded through this program. With a typical incremental cost of \$2.25 million per mile (2021 dollars), this allocation could fund an estimated 2.4 miles of Two Plus Center Turn Lane Projects when accounting for construction cost inflation. Another 1.8 miles of Two Plus One construction will be constructed as a part of federal aid projects in the next four years. Ten miles out of the 14 miles of identified Two Plus One projects would remain unfunded.

Rather than defaulting to roadway widening to address current and future congestion, the L RTP focuses on intersection improvements and traffic signal coordination. By encouraging flexible and performance-based geometric design processes and best practices, the limited funding available for Roadway Capital Projects can be stretched to address the congestion needs on more corridors. This alternative approach is reflected in the Roadway Capital Projects included in the L RTP.

Table 7.6 Fiscally Constrained Urban Roadway Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	121	A Street	S 40th Street to S 56th Street	Intersection improvements 40th, 48th and 50th/Cotner and widening of A Street from 40th to 48th for a center turn lane	\$10,500,000				1
Committed	79	S 14th Street/ Warlick/Old Cheney	14th/Warlick/Old Cheney	Intersection improvements	\$26,400,000				1
Committed	145	Cotner Boulevard	O Street to Starr Street	Intersection improvements at Starr and Holdrege, pavement repair, and mill and overlay	\$6,671,000				1
Committed	141	A Street	S 6th Street to S 17th Street	Intersections improvements at 13th and 17th and widening from 6th to 17th for a center turn lane	\$6,586,000				1
Committed	77	W A Street	SW 36th Street to SW 24th Street	2 lanes + intersection improvements	\$14,000,000				1
Committed	67	S 40th Street	Yankee Hill Road to Rokeby Road	3 lane section with raised median and turn lanes as appropriate	\$14,000,000				1
Committed	143	N 84th Street	Cornhusker Hwy (US-6)	Intersection improvements	\$5,500,000				1
Committed	216	Adams Street	N 36th Street to N 49th Street	Widening for a center turn lane and pavement rehabilitation	\$3,010,000				1
PPP	10	W Holdrege Street	NW 56th Street to NW 48th Street	2 lanes + intersection improvements	\$5,445,000				2
PPP	29	Rokeby Road	S 77th Street to S 84th Street	2 lanes + intersection improvements	\$3,500,000				2
PPP	120	A Street	S 89th Street to S 93rd Street	2 lanes with raised median, roundabouts at 89th St and 93rd St	\$3,000,000				2
PPP	20	Rokeby Road	S 31st Street to S 40th Street	2 lanes + intersection improvements	\$3,000,000				2
PPP	27	Yankee Hill Road	S 40th Street to S 48th Street	2 lanes + intersection improvements	\$5,700,000				2
PPP	60	Rokeby Road	S 40th Street to Snapdragon Road	2 lanes + intersection improvements	\$2,152,000				2

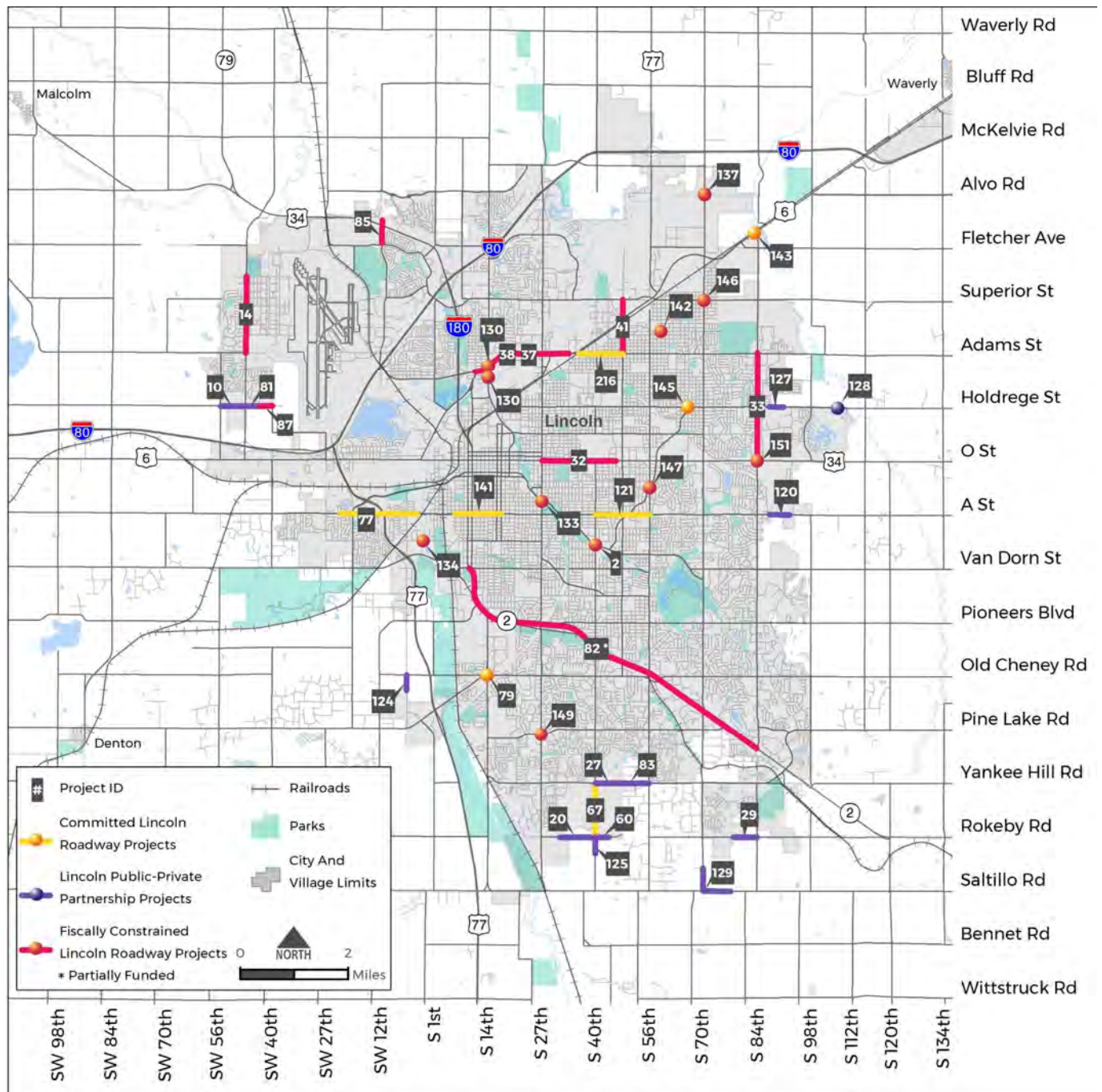
Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
PPP	81	W Holdrege Street	NW 48th Street to Chitwood Lane (east ¼ mile)	2 lanes + intersection improvements	\$2,000,000				2
PPP	120	Yankee Hill Road	S 48th Street to S 56th Street	2 lanes + intersection improvements	\$2,200,000				2
PPP	124	S Folsom Street	W Old Cheney Road to ¼ mile south	Paving one lane in each direction with raised center medians; roundabout at the future Palm Canyon Road intersection and intersection improvements at W Old Cheney and S Folsom	\$2,400,000				2
PPP	125	S 40th Street	Rokeby Road to 1/4 south	2 lanes with raised median and roundabout 1/4 mile south of Rokeby Rd	\$3,400,000				2
PPP	127	Holdrege Street	87th Street to Cedar Cove	2 lanes with raised median	\$2,300,000				2
PPP	128	Holdrege Street	N 104th Street	Roundabout	\$1,600,000				2
PPP	129	Saltillo Road	S 70th Street to 1/2 mile east	Roadway and intersection improvements including on S 7th St from Saltillo Rd to Carger Ln	\$7,095,000				2
1	130	N 14th Street	Cornhusker Hwy (and N Antelope Valley Pkwy and Oak Creek)	Bridge Replacements	\$10,000,000	2027	\$17,232,457	\$17,232,457	
2	37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	Intersection Improvements per Corridor Enhancement Plan	\$1,200,000	2027	\$2,067,895	\$19,300,352	
3	41	N 48th Street	Adams Street to Superior Street	4 lanes + intersection improvements	\$14,100,000	2029	\$27,818,510	\$47,118,862	
4	38	Cornhusker Hwy (US-6)	N 11th Street to N 20th Street	Intersection Improvements per Corridor Enhancement Plan	\$975,000	2029	\$1,923,620	\$49,042,483	
5	87	W Holdrege Street	Chitwood Lane to NW 40th Street	2 lanes + intersection improvements	\$1,950,000	2029	\$3,847,241	\$52,889,723	
6	32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	Intersection Improvements	\$6,840,000	2030	\$14,439,583	\$67,329,306	
7	146	N 70th Street	Havelock Avenue	Remove existing traffic signal and construct roundabout	\$2,000,000	2030	\$4,222,100	\$71,551,406	

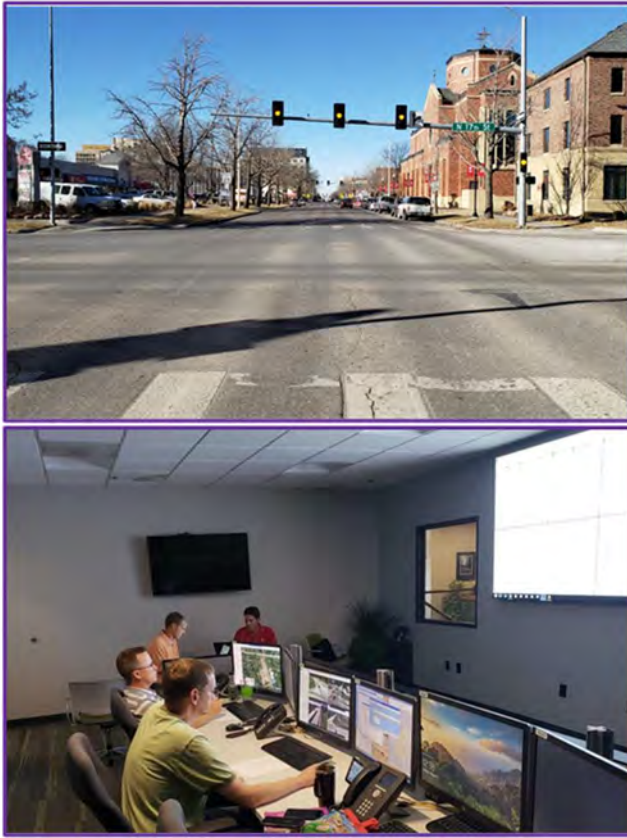
Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
8	151	O Street (US-34)	84th Street	Intersection Improvement: dual eastbound left-turn lanes and eastbound right-turn lane and widening to east; maybe northbound right-turn lane	\$2,280,000	2031	\$5,150,118	\$76,701,524	
9	134	W South Street	Salt Creek	Bridge Replacement	\$3,200,000	2031	\$7,228,235	\$83,929,759	
10	142	Fremont Street	Touzalin Avenue	Remove existing traffic signal and construct roundabout	\$2,700,000	2032	\$6,403,765	\$90,333,524	
11	2	S 40th Street	Normal Blvd and South Street	Major intersection area work	\$10,000,000	2033	\$24,903,530	\$115,237,054	
12	33	N 84th Street	O Street to Adams Street	Intersection Improvements	\$15,200,000	2036	\$43,820,002	\$159,057,056	
13	149	S 27th Street	Pine Lake Road	Intersection Improvement: eastbound right-turn lane	\$760,000	2036	\$2,191,000	\$161,248,056	
14	133	S 27th Street	SE Upper Salt Creek	Bridge Replacement	\$4,500,000	2037	\$13,621,678	\$174,869,734	
15	14	NW 48th Street	Adams Street to Cuming Street	2 lanes + intersection improvements	\$10,000,000	2039	\$33,373,112	\$208,242,846	
16	137	N 70th Street	Salt Creek	Bridge Replacement	\$3,000,000	2039	\$10,011,934	\$218,254,780	
17	85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	2 lanes + Overpass	\$9,370,000	2041	\$34,475,843	\$252,730,623	
18	147	S 56th Street	Cotner Boulevard/ Randolph Street	Remove signal and evaluate roundabout or new signal	\$2,750,000	2042	\$10,624,226	\$263,354,849	
19	82	Nebraska Hwy 2	S 84th Street to Van Dorn Street	Corridor Improvements (TBD by Corridor Study)	\$50,000,000	2050	\$285,396,735	\$548,751,584	3

¹ Committed projects are included in the 2022-2025 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other Rural Road & Bridge Capital Projects.

² Public-private partnership (PPP) projects are assumed to be fully funded and constructed during the time horizon of the 2050 LRTP. The public funding sources and specific timing of these projects are uncertain. These projects are listed at the top of the Fiscally Constrained Plan in recognition of the City's commitment to leveraging private investments in these projects to support community growth.

³ Project ID 82 is partially funded (approximately 50%) within the Fiscally Constrained Plan.

Figure 7.2 Fiscally Constrained Urban Roadway Capital Projects



ITS and Technology

The \$59 million allocation to ITS and Technology would allow the continuation of existing programs, including Green Light Lincoln, annual signal equipment upgrades, and some planned technology improvements such as automated traffic signal performance measures. The revenue would not, however, support the large capital costs required to invest in new technologies such as transit and emergency signal priority deployment and advanced traffic management system implementation, nor would this level of funding enable LTU to have a pool of funds to opportunistically invest in emerging technologies in transportation.

East Beltway Preservation

The allocation of \$23 million to East Beltway preservation includes contributions from both Lancaster County and the City of Lincoln. This funding could be used to preserve a portion of the 960 acres of land needed for the future



corridor. The public identified the East Beltway as one of the highest priority Roadway Capital Projects. Proceeding with construction of a project this size depends on additional funding from the state and/or federal government.

Rail Crossing Program

The RTSD, State Train Mile Tax, and Rail Hazard Elimination fund provide dedicated funding to improve the safety of railroad crossings through the addition of crossing gates and flashers at at-grade crossings, railroad crossing surface upgrades, pedestrian and bicycle crossings, as well as grade separation projects. With approximately \$236 million of committed funding, the railroad crossing program is anticipated to address high priority crossing improvements but will not address the full needs of the program. The Fiscally Constrained Plan includes construction of the N. 33rd Street and Cornhusker grade separated railroad crossings

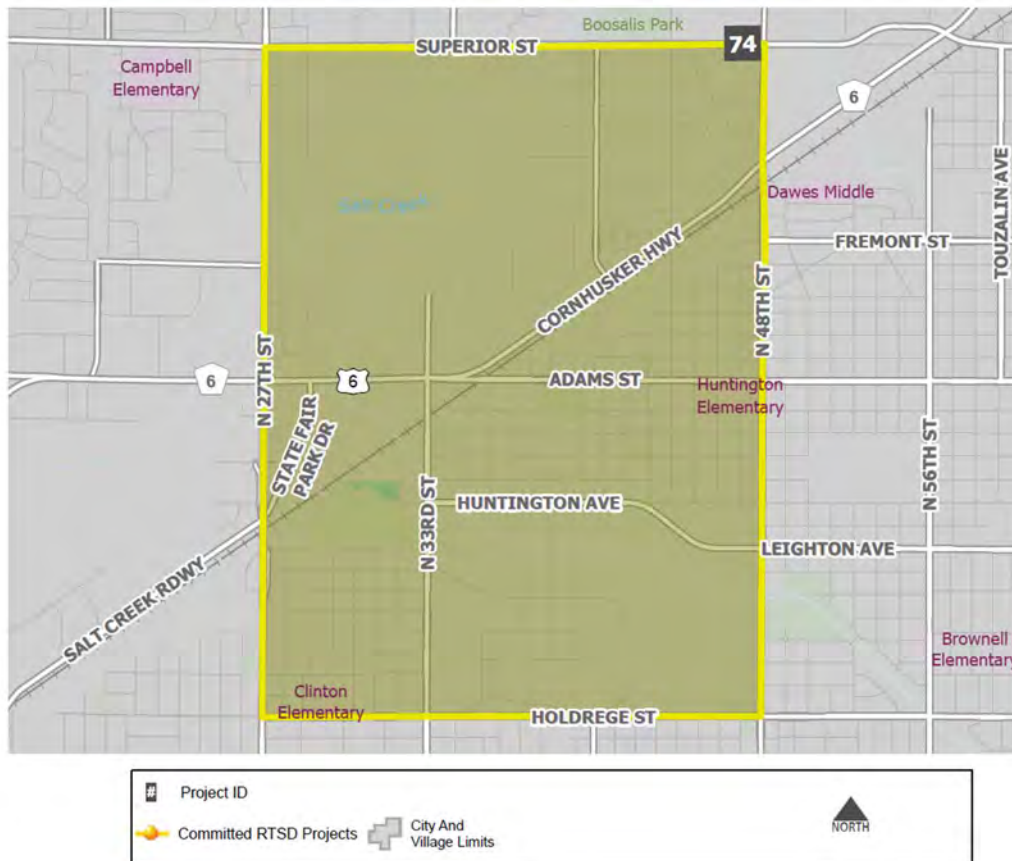
project (Project ID 74, cost estimate of \$115.6 million), which is in the current TIP and scheduled for completion by 2029. This project includes intersection improvements (dual westbound left turn lanes) at Cornhusker Highway (US-6) and State Fair Park Drive. The intersection improvements were originally assigned a separate project ID but are now shown under Project ID 74 as they are included in the overall scope of the 33rd/Cornhusker Project. Table 7.7 lists this project, which can be funded within the Fiscally Constrained Plan. Figure 7.3 shows the fiscally constrained RTSD project.

Table 7.7 Fiscally Constrained Railroad Transportation Safety District Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)	Year of Expenditure (YOE)			Refer to Notes Below Table
						YOE	YOE Cost	Cumulative Cost (YOE)	
Committed	74	N. 33 rd Street	N. 33 rd /Cornhusker/ Adams/Fremont; Cornhusker/State Fair Park Drive	Grade separated RR crossings; intersection improvements at Cornhusker Hwy and State Fair Park Drive	\$115,600,000				1

¹ Committed projects are included in the 2023-2026 Transportation Improvement Program and are assumed to be fully funded and constructed prior to allocation of resources to other RTSD Capital Projects.

Figure 7.3 Fiscally Constrained Railroad Transportation Safety District Projects



Multimodal Program

Transit

Operation of StarTran's bus service is funded through a combination of FTA funds, state transit funds, bus fares, advertising, a UNL agreement, and transfers from the general fund. The transit revenue forecast of \$754 million consists of these committed and restricted funds, the vast majority (\$742 million) of which directly funds StarTran's capital expenses and operations. The remaining \$12 million (in FTA 5310 and 5311 funds) provides grant funding for rural transit, hospitals, and non-profit organizations. Due to funding shortfalls, no flexible funds are allocated to transit.

A federal RAISE grant was awarded in 2022 for the new Multimodal Transportation Center and the project will incorporate active transportation design elements funded through the Carbon Reduction Program and included in the project cost. The local match will use in-kind contributions and other local funds.

This funding level will allow continuation of StarTran's current service levels; however, it will not enable service extensions (longer hours and Sunday bus service) and may limit local match contributions to major projects seeking federal funds.

Table 7.8 identifies the funded and priority transit projects. These projects are expected to be funded within the Fiscally Constrained Plan. StarTran is currently in the process of updating the TDP, which may result in adjustments to the transit priorities in the region. Additional transit enhancements (such as next bus information and transit signal priority) will be coordinated through the ITS and Technology program, as funds allow.

Table 7.8 Priority Transit Projects

Project Description	Project Cost (2021\$)
Funded/Committed Transit Projects	
Multimodal Transportation Center	~~\$33,876,253~~ 34,952,900
Maintenance Facility Construction/Relocation	\$22,309,500
Purchase Replacement Paratransit Vehicles	\$264,000
Transit Enhancements (bus shelters, passenger stops)	\$342,000
Security Enhancements (upgrade buildings/shelters)	\$40,000
Purchase Replacement Supervisor Vehicles	\$50,000
Computer Replacements and Upgrades	\$100,000
Shop Equipment Replacements and Upgrades	\$125,000
Building Renovations and Improvements	\$150,000
Priority Transit Projects	
Purchase Replacement Buses	\$34,100,000
Purchase Replacement Paratransit Vehicles	\$3,388,000
Transit Enhancements (bus shelters, passenger stops)	\$1,080,000
Security Enhancements (upgrade buildings/shelters)	\$1,080,000
Purchase Replacement Supervisor Vehicles	\$150,000
Computer Replacements and Upgrades	\$2,700,000
Shop Equipment Replacements and Upgrades	\$540,000
Purchase Replacement Service Vehicles	\$270,000
Building Renovations and Improvements	\$2,700,000

Trail Projects

Approximately \$28 million in revenue is anticipated for Trail Projects through committed or restricted funding sources. Due to funding shortfalls, no flexible funds are allocated to Trail Projects. The LRTP identifies 64 Trail Projects with costs totaling \$59 million. The \$28 million allocation would fund 31 projects (including 10 Trail Projects with committed funding in the TIP or Capital Improvement Program or other agreements) when accounting for construction cost inflation. Thirty-three projects would remain unfunded.

Table 7.9 lists the priority Trail Projects that are expected to be funded within the time horizon of the LRTP. The priority Trail Projects are depicted on **Figure 7.4**. Some Trail Projects are anticipated to be bundled with fiscally constrained roadway projects, optimizing construction efficiencies. Trail Projects that improve trail crossings of a railroad may be funded with RTSD funds, as described in the Rail Crossing Projects section of this chapter.

The order of projects may change depending on opportunities for funding. Although the YOE costs are not shown in **Table 7.9** to preserve this flexibility, construction cost inflation was accounted for in determining the number of projects within the priority project list. **Appendix G** includes the Trails Project scoring results.

Trail Rehabilitation

The LRTP recommended resource allocation includes \$14 million for trail rehabilitation, which could reconstruct approximately 16 miles of trails when accounting for construction cost inflation. With nearly 100 miles of concrete trails that will reach their 50-year life expectancy by 2050, the trail rehabilitation program would be considerably underfunded. In addition to concrete trail reconstruction, trail maintenance program needs include bridge and sign replacements, trail widening to accommodate increasing use, mowing, snow removal, and tree control, among other ongoing maintenance requirements. A trail widening project (Rock Island Trail Widening) would be constructed using federal Carbon Reduction Program funds and appears as a separate project listing in **Table 7.10** and **Figure 7.5**.

Table 7.9 Priority Trail Projects

Project ID	Trail Name	Limits	Description	Project Cost (2021\$)	Refer to Notes Below Table
Funded/Committed Trail Projects					
T-45	Landmark Fletcher	Fletcher Ave from N 27th St to N 14th St	Sidepath	~~\$990,000~~ 1,815,100	
T-61	Beal Slough Trail	S 56th St and London Rd to S 70th St and Yankee Hill	New Trail	~~\$1,480,000~~ 1,976,600	
T-54	Chris Buetler Trail - Jamaica North Connector	J Street to N Street	New Trail	\$250,000	
T-04	Woodlands	Rokeby Rd to S 70th St to Yankee Hill Rd	New Trail	\$950,000	
T-09	Wilderness Hills	Yankee Hill Rd to Rokeby Rd and S 40th St	New Trail	\$1,200,000	
T-11	Waterford	N 84th St to Stevens Creek	New Trail	~~\$900,000~~ 2,742,300	
T-30	W. O Street	SW 40th St to SW 48th St	Sidepath	\$260,000	
T-27	Greenway Corridor Trail/Haines Branch	Pioneers Park Nature Center to Spring Creek Prairie Audubon Center	New Trail	\$4,500,000	
T-37	Rock Island	Old Cheney grade separated crossing	Grade Separation	\$2,286,000	
T-67	Old Cheney Rd	Warlick Blvd to Jamaica North	Sidepath	\$250,000	
Trail Projects to be Completed with Fiscally Constrained Roadway Projects					
T-16	N 48th Street Trail	Murdock Trail to Superior St	Sidepath	\$200,000	1
T-55	Yankee Hill Road	S 40th St to S 56th St	Sidepath	\$350,000	2
T-15	W Holdrege Street Trail	NW 48th St to NW 56th St	Sidepath	\$250,000	3
T-39	10th Street Trail	Hwy 2 intersection improvements	Crossing Improvements	\$2,200,000	4
Priority Trail Projects					
T-19	Boosalis - Bison Connector	Van Dorn St to S 17th St/Burnam St	Sidepath	\$300,000	
T-44	S 14th Street & Yankee Hill Connector (w/RTSD project)	South LPS Property Line to Yankee Hill	Sidepath	\$400,000	
T-21	East Campus Trail	Leighton St to Holdrege St	New Trail	\$150,000	
T-31	W A Street Connector	A Street from SW 36th to SW 40th; SW 40th from A St to F St	Sidepath	\$120,000	
T-48	Air Park Connector - Phase I	NW 13th St to NW 27th St	Sidepath	\$600,000	
T-29	South Street	Folsom St to Jamaica Trail	Sidepath	\$750,000	
T-20	Deadmans Run Trail	N 48th St to Mo Pac Trail	New Trail	\$550,000	
T-66	Yankee Hill Road	S 14th St to S 27th St	Sidepath	\$350,000	
T-43	Yankee Hill Rd	S 56th St to S 70th St	Sidepath	\$350,000	
T-64	S 70th Street Connector	Old Post Rd to MoPac Trail	Sidepath	\$700,000	
T-53	NW 56th Street Trail	W Holdrege to W Partridge	Sidepath	\$100,000	
T-18	Deadmans Run Trail	Murdock Trail to Cornhusker Hwy and Railroad grade separation	New Trail and Grade Separation	\$300,000	
T-80	NW 12th Street	NW 10th St to W Fletcher Ave	Sidepath	\$200,000	
T-35	N 1st Street	N 1st St crossing of Hwy 34	Sidepath	\$400,000	
T-49	Air Park Connector - Phase II	NW 27th St to NW 48th St	Sidepath	\$900,000	
T-36	NW 12th Street	W Fletcher Ave to Aster St with US 34 grade separated crossing	Sidepath; Grade Separation	\$400,000	
T-34	N 48th Street/Bike Park Trail	Superior St to N 56th St	New Trail; Sidepath	\$900,000	

¹ Project T-16 to be completed with Roadway Capital Project 41 (N 48th Street from Adams Street to Superior Street)

² Project T-55 to be completed with Roadway Capital Project 27 (Yankee Hill Road from S 40th Street to S 48th Street) and Project 83 (Yankee Hill Road from S 48th Street to S 56th Street)

³ Project T-15 to be completed with Roadway Capital Project 10 (W Holdrege Street from NW 56th Street to NW 48th Street)

⁴ Project T-39 to be completed with Roadway Capital Project 82 (Nebraska Hwy 2 Corridor Improvements), which is partially funded within the Fiscally Constrained Plan. Inclusion of this crossing improvement project should be considered in the context of the overall corridor improvement needs and available funding.

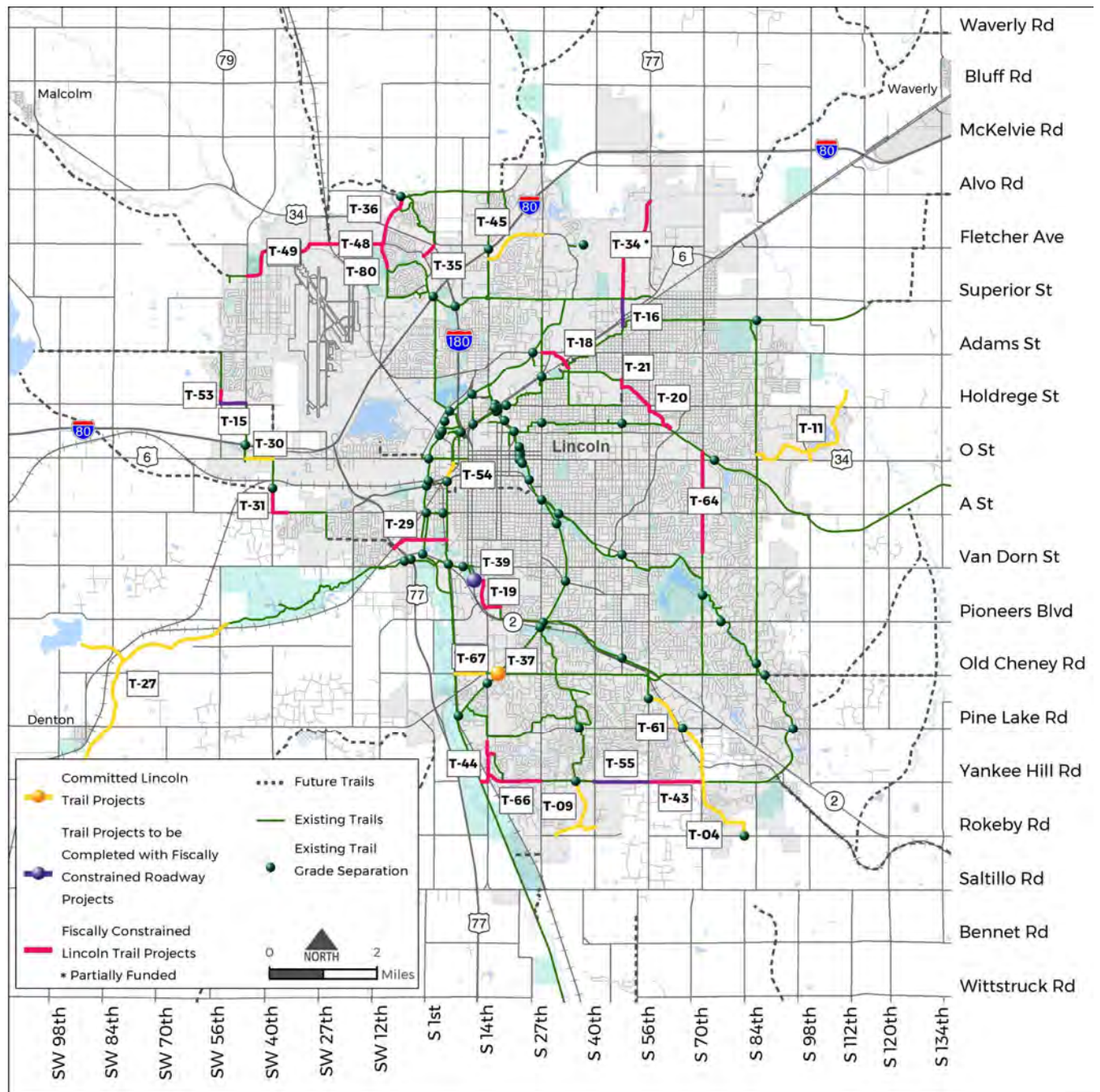
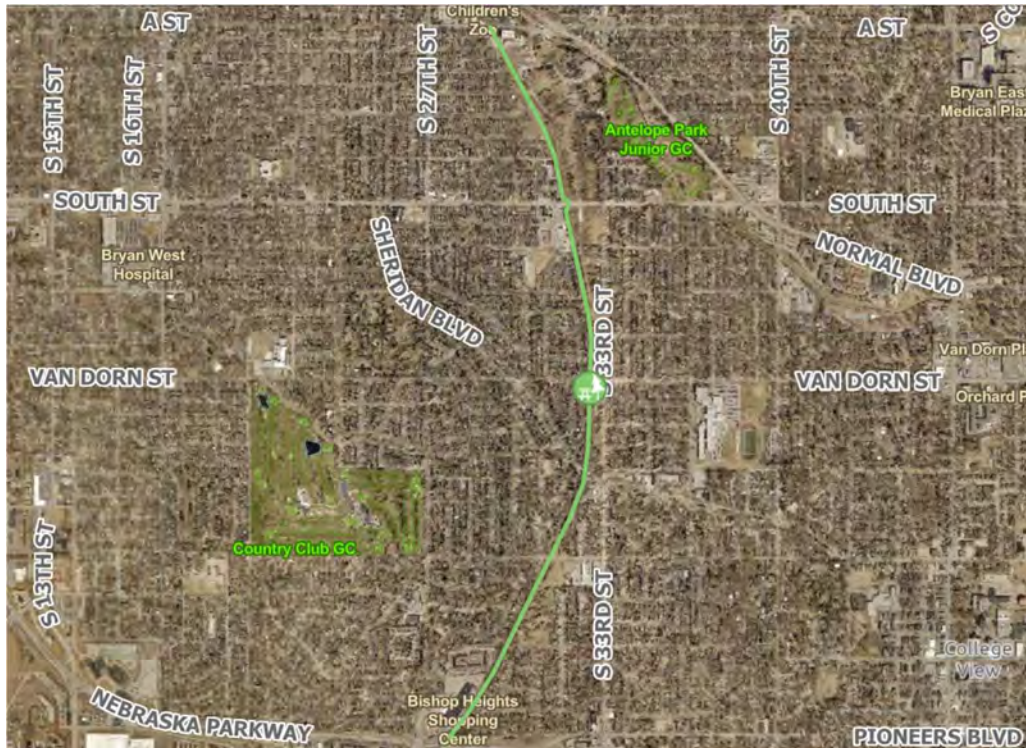
Figure 7.4 Priority Trail Projects

Table 7.10 Trail Widening Projects

Trail Name	Limits	Description	Project Cost (2021\$)
Funded/Committed Trail Widening Projects			
Rock Island	A Street to Boosalis Trail	Widen 8' trail to 12'	\$2,546,700

Figure 7.5 Trail Widening Projects

On-Street Bike Projects

The Lincoln Bike Plan was adopted in February 2019. Since no committed funding source has historically been provided for implementation of the on-street bike network, the LRTP resource allocation includes a nominal allocation of \$6.5 million of flexible funds to the on-street bike program, which could be used to stripe approximately 35 miles of bike lanes, accounting for construction cost inflation. However, this amount falls well short of the funding needed to implement the more than 100 miles of proposed bikeways (some of which are more capital-cost intensive than bike lane striping) and the intersection crossing improvements identified in the Lincoln Bike Plan.

The specific On-Street Bike Projects to be completed with available funds will be selected based on the analysis and prioritization documented in the Lincoln Bike Plan. Where possible, On-Street Bike Projects should be bundled with roadway improvement projects. **Table 7.11** identifies projects that are candidate On-Street Bike Projects that could be constructed with roadway projects in the Fiscally Constrained Plan. As these roadway projects progress through preliminary and final design, consideration should be given for inclusion of the corresponding Bike Plan project(s). **Table 7.12** and **Figure 7.6** identify additional candidate on-street bike projects not associated with roadway projects.

Pedestrian, Bike Share, and TDM

The recommended resource allocation assumes a minimum \$1 million annual general fund transfer to the sidewalk rehabilitation program. With the \$37 million allocation to this program, an estimated 46 miles of sidewalk could be replaced, accounting for construction cost inflation.

The TDM portion of this program may include partnerships with employers to support

biking, walking, and transit commuting; flexible work hours; and remote work options. Continued operation and maintenance of the existing BikeLNK bike share program is also recommended to continue. The TDM program could also consider partnerships with Transportation Network Companies (TNC) such as Uber or Lyft, as well as car share options and expansion of the bike share and scooter programs, to support shared mobility options in Lincoln.

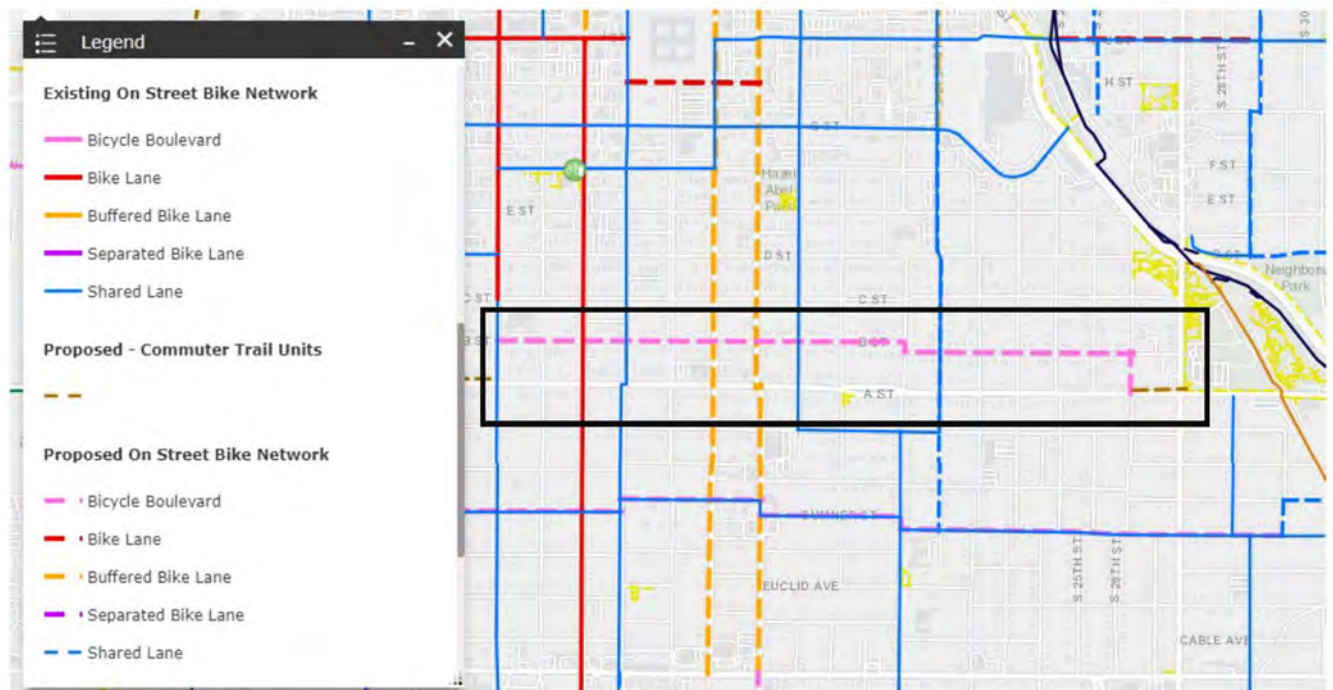
Table 7.11 On-Street Bike Projects to be Constructed with Fiscally Constrained Roadway Projects

Roadway Project ID	Street	Project Limits	Bike Plan Project ID	Street	From	To	Description
10	W Holdrege Street	NW 56th Street to NW 48th Street	153	W Holdrege St	W Patridge Ln	NW 40th St	Sidepath
77	W A Street	SW 36th Street to SW 5th Street	47	W A St	SW 40th St	S Folsom St	
				W A St	S Folsom St	Multi-use Path	
124	S Folsom Street	W Old Cheney Road to 1/4 mile south	159	S Folsom St	W Denton Rd	Pioneers Blvd	Sidepath
141	A Street	S 6th Street to S 17th Street	24	S 8th St	A St		Intersection Enhancements
			132	S 11th St	A St		Intersection Enhancements
			142	A St	S 4th St	S 11th St	Sidepath
81	W Holdrege Street	NW 48th Street to Chitwood Lane (east 1/4 mile)	153	W Holdrege St	W Patridge Ln	NW 40th St	Sidepath
14	NW 48th Street	Adams Street to Cuming Street	99	NW 48th St	W Seward St	W Knight Dr	Sidepath
				NW 48th St	W Holdrege St	W Seward St	Sidepath
32	O Street (US-34)	Antelope Valley N/S Rdwy. (19th St.) to 46th Street	133	35th St	O St		Intersection Enhancements
			73	N 44th St	O St	R St	Separated Bike Lane
				N 44th St	O St		Intersection Enhancements
			50	S 29th St	Randolph St	R St	Shared Lane
				29th St	O St		Intersection Enhancements
37	Cornhusker Hwy (US-6)	N 20th Street to N 33rd Street	151	Cornhusker Hwy	N 27th St	Trail	Sidepath
41	N 48th Street		105	N 48th St	Fremont St	End	Sidepath

Roadway Project ID	Street	Project Limits	Bike Plan Project ID	Street	From	To	Description
82	Nebraska Hwy 2	S 84th Street to Van Dorn Street	23	N 48th St	Cornhusker Hwy/RR		Intersection Enhancements
				N 48th St	Judson St	Hartley St	Sidepath
				High St	Nebraska Hwy 2	S 12th St	Shared Lane
85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	121	High St	Nebraska Hwy 2		Intersection Enhancements
				Southwod Dr	Nebraska Hwy 2		Intersection Enhancements
85	NW 12th Street	Fletcher Avenue to Aster Road with overpass of US-34	112	NW 13th St	W Fletcher Ave		Intersection Enhancements

Table 7.12 Other On-Street Bike Projects

Street	Bike Plan Project ID	From	To	Description	Project Cost (2021\$)
B Street, S 26 th Street, and A Street	42	S 11 th Street	S 27 th Street	Pavement markings, signage, sidepath, and intersection bumpouts	\$521,900

Figure 7.6 Other On-Street Bike Projects

Future Congestion Levels

The 2035 and 2050 Lincoln MPO regional travel demand models were run with the Urban and Rural Roadway Capital Projects included in the Fiscally Constrained Plan, as well as the South Beltway and West Beltway. NDOT added one additional State project (ID 71) to the fiscally constrained project list after modeling for congestion had been completed and is therefore not included. The resulting congestion levels are summarized on **Figure 7.7** and mapped on **Figure 7.8** and **Figure 7.9** for 2035 and 2050, respectively.

With the Fiscally Constrained Roadway Capital Projects in place, 95 percent of the system (within the model area) is expected to be uncongested in 2035 (volume to capacity ratio less than 0.8), and 88 percent uncongested in 2050. All roads outside the model area will remain uncongested.

Figure 7.7 Congestion Levels

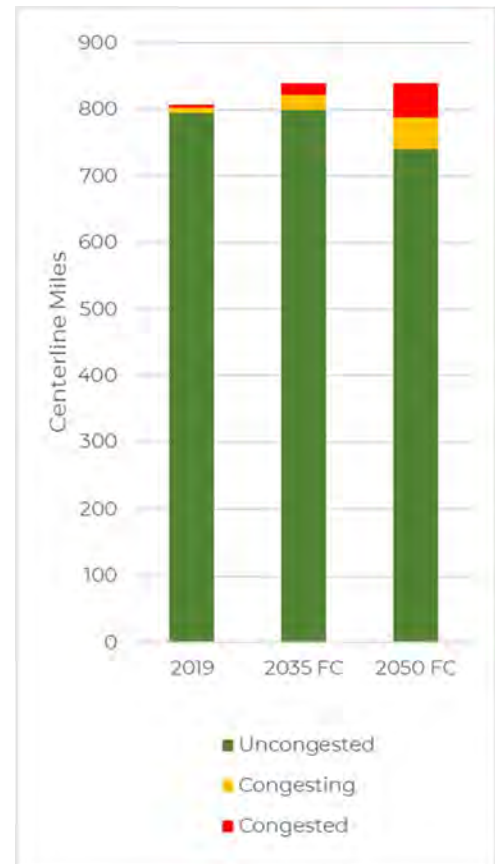


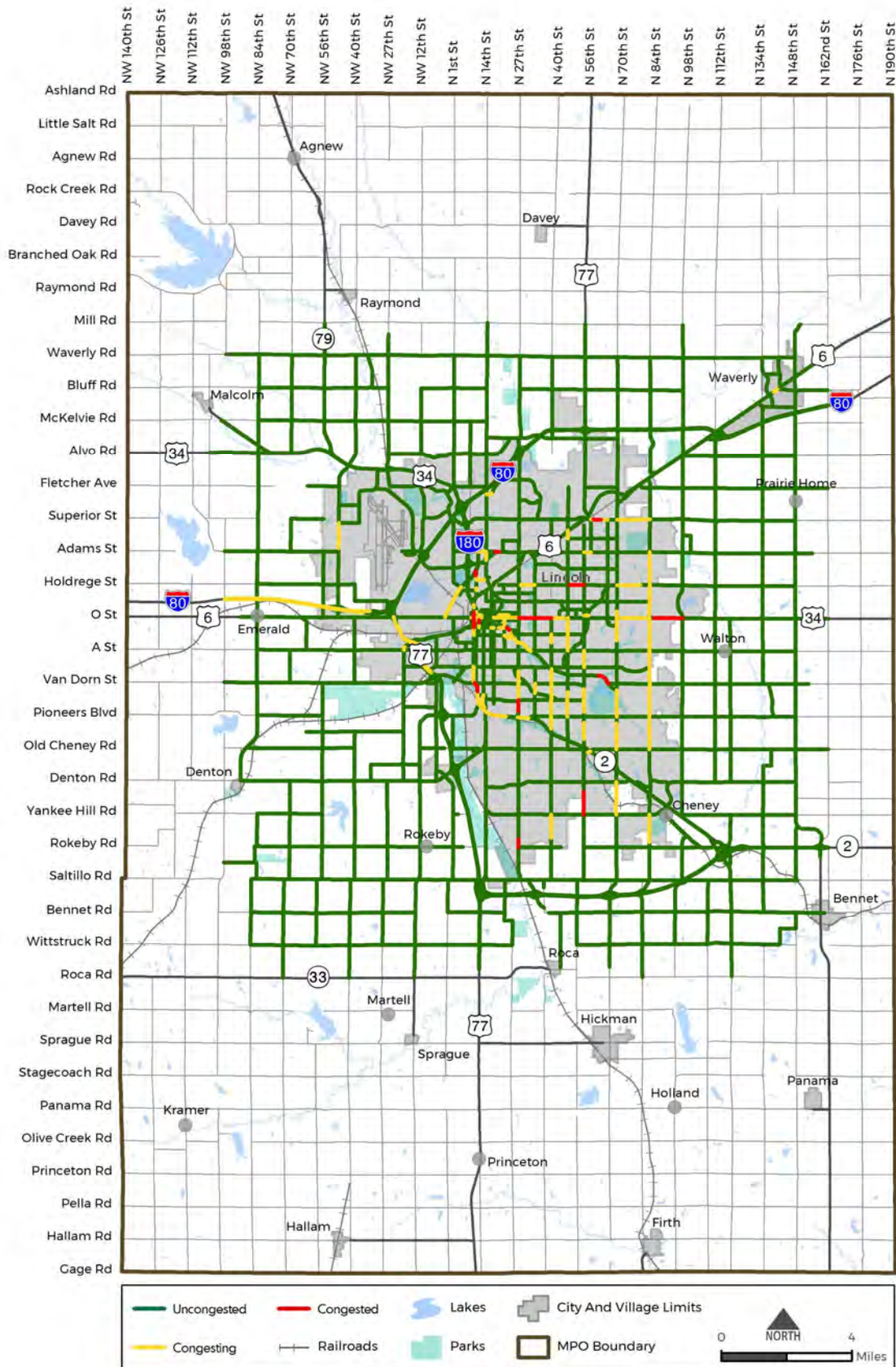
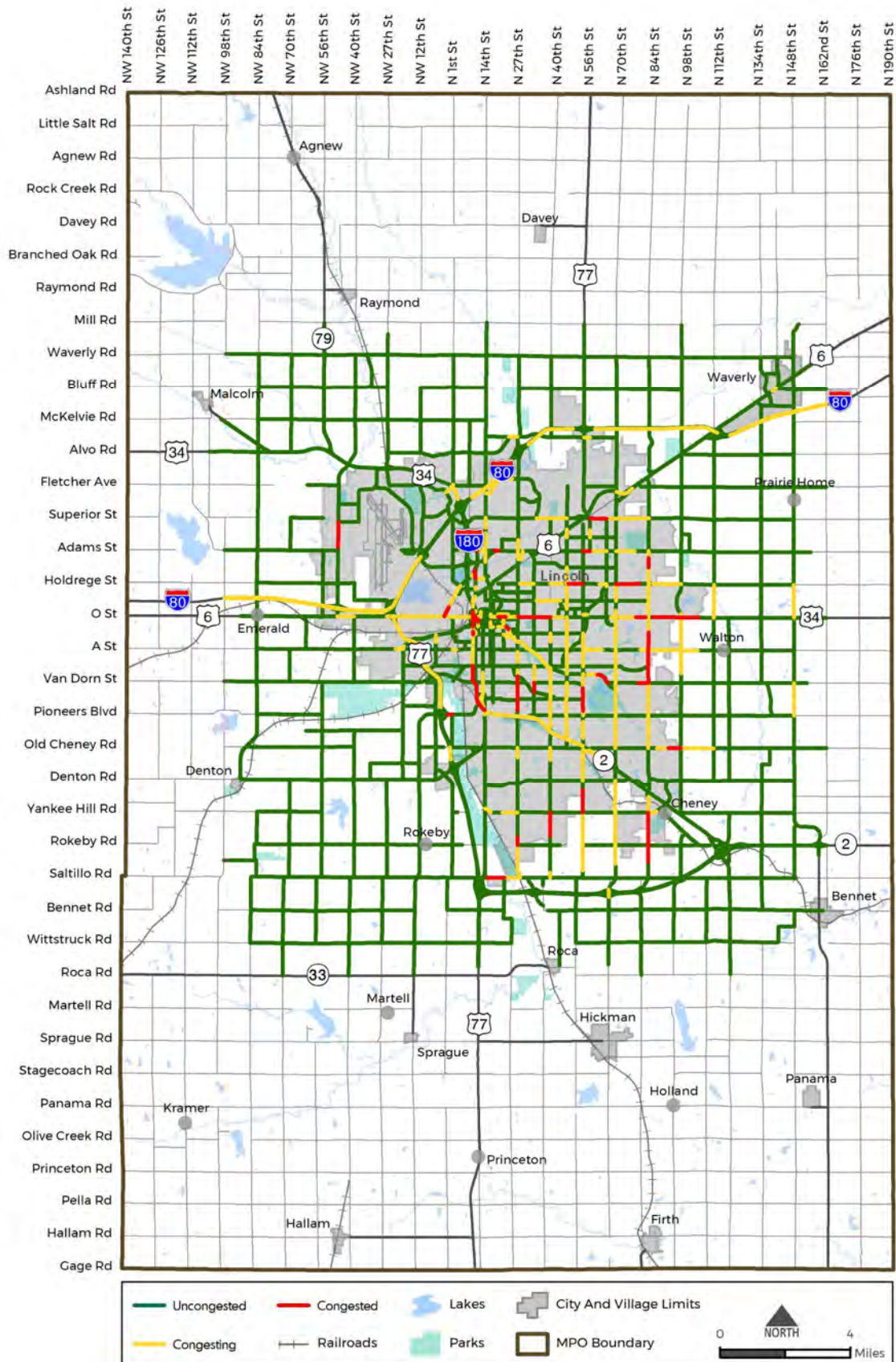
Figure 7.8 2035 Congestion Levels (Fiscally Constrained Plan)

Figure 7.9 2050 Congestion Levels (Fiscally Constrained Plan)

The travel model is not, however, an effective tool to measure the benefits of the traffic signal coordination and intersection improvements identified in the Fiscally Constrained Plan (e.g., Highway 2, 84th Street, O Street) show “congested” conditions on **Figure 7.8** and **Figure 7.9**. However, the traffic signal coordination and intersection improvements along these corridors are not accounted for in the travel demand model. Congestion levels are expected to be reduced with these cost-effective improvements.

Table 7.13 provides a comparison of daily travel time – vehicle hours of travel (VHT) – for the Existing + Committed network and the Fiscally Constrained Plan network in 2035 and 2050. VHT describes all of the hours of travel experienced daily by all vehicles throughout the road system, and reduction in VHT indicates travel time savings experienced by users with implementation of the Fiscally Constrained Plan. These results highlight the benefits of the different project types in the Fiscally Constrained Plan, which attributes 327 hours of travel time savings in 2035 and 1,475 hours of travel time savings in 2050.

Table 7.13 Daily Travel Time

Network	Daily VHT
2035 Existing + Committed	180,208
2035 Fiscally Constrained	179,881
2050 Existing + Committed	220,201
2050 Fiscally Constrained	218,726

Air Quality

The projects and decisions contained within the Lincoln MPO 2050 LRTP can influence local air quality. Estimated vehicle emissions of select air pollutants that are typically related to mobile transportation sources were assessed for the LRTP.

Because Lancaster County is currently in attainment or unclassifiable for the National

Ambient Air Quality Standards (NAAQS) under the Clean Air Act, the air quality evaluation was primarily for informational, planning and stewardship purposes, not for regulatory compliance. For example, the City of Lincoln Climate Action Plan has an “80 by 50” goal to reduce net GHG emissions 80 percent by year 2050—the LRTP can inform on the progress being made toward the goal in the transportation sector.

The air quality evaluation was based on traffic data developed through the MPO’s regional travel models. NDOT added one additional State project (ID 71) to the fiscally constrained project list after modeling for congestion had been completed and is therefore not included in air quality analysis. The current US Environmental Protection Agency Motor Vehicle Emission Simulator software (MOVES3) was used to develop pollutant emission data.

Evaluation Overview

The evaluation for air pollution emissions included five traffic situations covering the entire MPO area: 2020 current conditions, “existing plus committed” (without any new planned projects) conditions (E+C) for 2035 and 2050, and the future fiscally constrained road networks (FC) planned by the MPO for 2035 and 2050. Air pollutant emissions data for each of these situations for the entire traffic model network were calculated using MOVES3. Because of the potential atypical traffic volumes and patterns experienced in calendar year 2020 due to COVID, the 2020 emissions analysis used 2019 traffic data from the regional model (believed to be more typical) but calculated for calendar year 2020.

The evaluation examined four air pollutants of concern commonly associated with motor vehicles: particulate matter less than 2.5 microns in diameter (PM_{2.5}), two precursor pollutants for ozone (volatile organic compounds [VOC] and oxides of nitrogen [NOx]), and overall GHGs expressed as carbon

dioxide (CO₂) equivalents. These pollutants are of concern for several reasons:

- **Particulate Matter:** PM_{2.5}, a complex mix of very small solid particles and liquid droplets, is a concern because it can be inhaled deeply into the lungs and can interfere with lung function or lead to other health effects. PM_{2.5} can aggravate asthma, diminish lung capacity, and cause lung or heart problems. Particulate matter can also cause haze. Sources of particulate matter include smoke, diesel engine exhaust and road dust. Particulate matter can be a localized concern near the sources or can cause regional concerns through dispersion. This evaluation included PM_{2.5} emissions from tailpipes, brake wear and tire wear.
- **Ozone and Precursors:** A strong oxidizing agent, ozone can damage cells in lungs and vegetation and can cause eye irritation and coughing. Ozone is not emitted directly; rather, it is formed by chemical reactions between other precursor pollutants in the atmosphere. VOC and NO_x in the presence of sunlight and certain weather conditions can form ground-level ozone. So, ozone concentrations can be affected through the concentrations of the precursor pollutants. Automotive sources of ozone precursors include vehicle exhaust, fuel evaporation, and vehicle refueling. Ozone is a regional concern because it takes time for ozone to form and the pollutants can drift some distance in that time. Ozone generally is most problematic in summer. Combined with GHG emissions and climate change, warmer temperatures in the future may lead to higher ozone concentrations.
- **Greenhouse gases:** CO₂ is the largest component of vehicle GHG emissions. Other prominent transportation-related GHGs include methane and nitrous

oxide. Water vapor is the most abundant GHG and makes up approximately two-thirds of the natural greenhouse effect. GHGs are a concern in terms of global climate change. Human-generated GHG emissions can contribute to climate change through the burning of fossil fuels and other activities. For this evaluation, overall GHG emissions from vehicles have been quantified in terms of an equivalent amount of CO₂ emissions (CO₂ equivalents, or CO₂e).

MOVES3 Modeling

MOVES3 was the software used to develop two groups of vehicle air pollutant emission results for the four air pollutants described previously. The first group of results was a representative set of average pollutant emission rates in grams per mile traveled for various vehicle speeds for years 2020, 2035 and 2050. A weekday in May was selected as an intermediate condition as a basis for comparison. The second group of results was a set of cumulative daily totals of emissions for a weekday in May for the five traffic situations described previously.

MOVES3 requires a considerable amount of technical data for input to generate these results. Some of the needed data can be difficult and costly to develop specifically for a region/locality, so it is often not readily available. The MPO has developed data for vehicle miles of travel (VMT) and average vehicle speeds for the road networks through the traffic models, which were used in MOVES3 modeling. However, other input data were not available locally so the necessary inputs were derived from the MOVES3 national dataset. "National scale" MOVES3 runs for Lancaster County provided input data for the vehicle mix and some VMT distribution. MOVES3 national data were also used for inputs such as fuel types and weather conditions.

The air quality evaluation is intended to illustrate general trends for the MPO region. Changes to any of the inputs would affect the emission results to some extent.

Pollutant Emissions Results

For the first group of emission results, graphs of pollutant emission rates versus vehicle speeds were developed for the three years of interest (**Figure 7.10**) to illustrate how emissions can vary with changes in traffic congestion levels. Note that this figure represents averaged results for the entire vehicle fleet for a single set of weather conditions. Other conditions may provide different rates but would be expected to show similar patterns. The graphs illustrate that traffic flow improvements (higher speeds) generally reduce emissions.

Future years are expected to see lower emission rates due to federal emission regulations and improvements in vehicle technologies (**Figure 7.10**). As older vehicles are replaced with newer ones, lower emissions are expected. Because of this, total vehicle emission levels in future years may be lower even with more vehicles and VMT. The change in emission rates from 2020 to 2050 will be greatest for VOC and smallest for GHGs. The emission rates for 2035 and 2050 are very similar so the differences in total emissions between these years will be due mainly to differences in VMT.

For a simpler comparison of emission rates, a set of overall composite average rates were calculated. **Table 7.14** lists average emission rates of the entire region and all of the various traffic conditions during the course of the example day. **Table 7.14** results are condensed from a full day and include more weather conditions than the single hour shown on **Figure 7.11**.

Table 7.14 Composite Vehicle Pollutant Emission Rates

Pollutant	2020 (g/mile)	2035 (g/mile)	2050 (g/mile)
PM _{2.5}	0.018	0.0081	0.0075
NOx	0.63	0.24	0.21
VOC	0.076	0.018	0.015
GHGs as CO ₂	473	362	342

For the second group of emission results, total daily emissions from the MPO road network for an average May weekday was calculated (**Figure 7.11**). Note that the emission amounts at other times would differ due to several factors—time of year, temperature, day of week, VMT, level of congestion, etc. The evaluation was intended to illustrate general trends (**Table 7.15**).

For PM_{2.5}, NOx and VOC, total emissions in 2050 are calculated to be substantively lower than 2020 even with more VMT (**Figure 7.11**). Cleaner vehicles with lower emission factors will be important improvements in the near term (to 2035). Beyond 2035, the gains from cleaner traditional vehicles will lessen.

GHG emissions are expected to be higher in 2035 and 2050 than in 2020 because the expected growth in VMT will more than overtake the expected reduction in GHG emission rates. Note that these results do not include widespread use of electric vehicles or other emerging technologies that currently are not well defined.

Table 7.15 Composite Daily Pollutant Total Emissions (tons per day)

Pollutant	2020	2035 E+C	2035 FC	2050 E+C	2050 FC
PM _{2.5}	0.12	0.07	0.07	0.08	0.08
NO _x	4.3	2.1	2.1	2.3	2.3
VOC	0.52	0.16	0.16	0.16	0.16
GHGs as CO ₂	3,241	3,264	3,263	3,718	3,700
L RTP Daily VMT (miles)	6,220,000	8,179,000	8,183,000	9,869,000	9,835,000

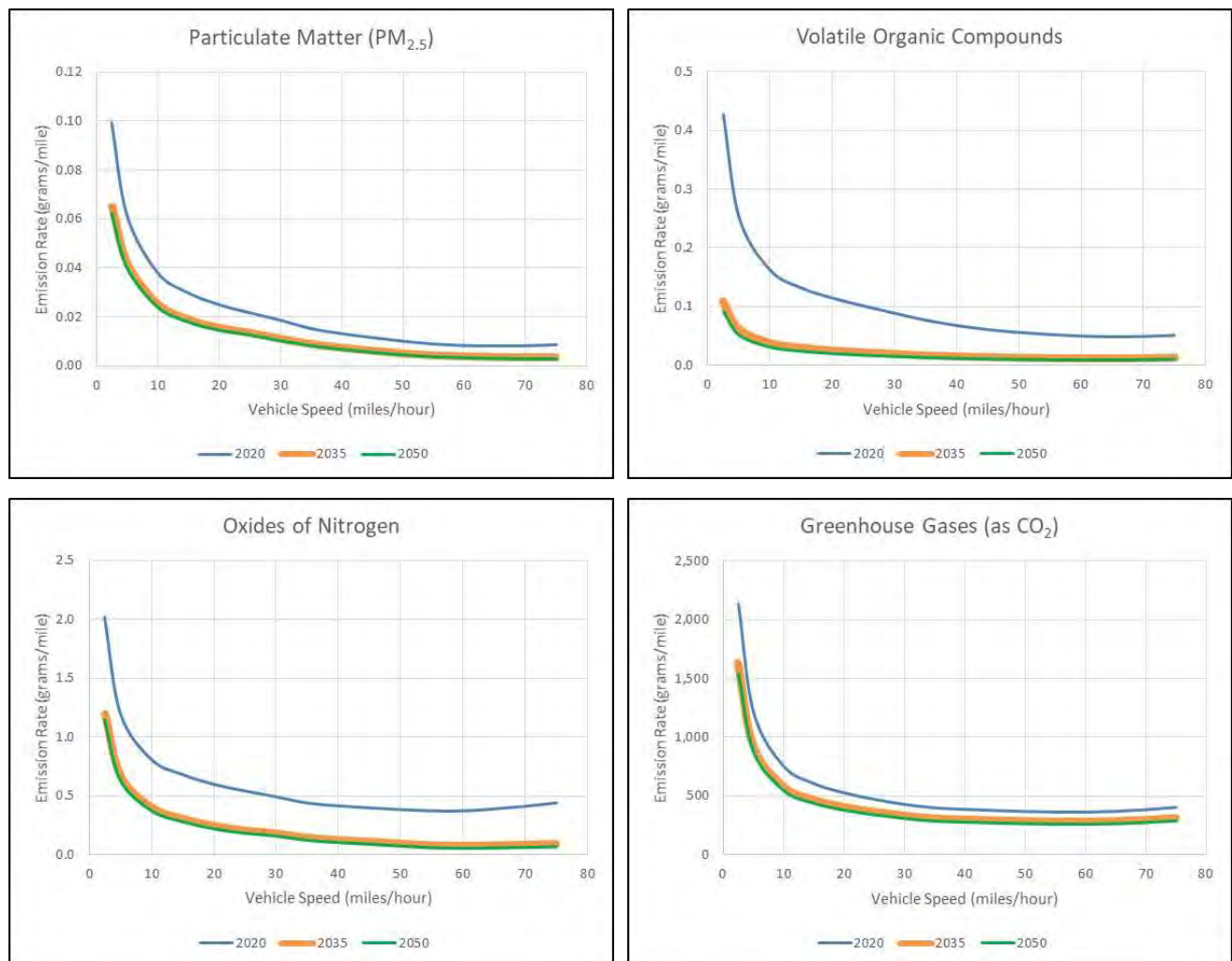
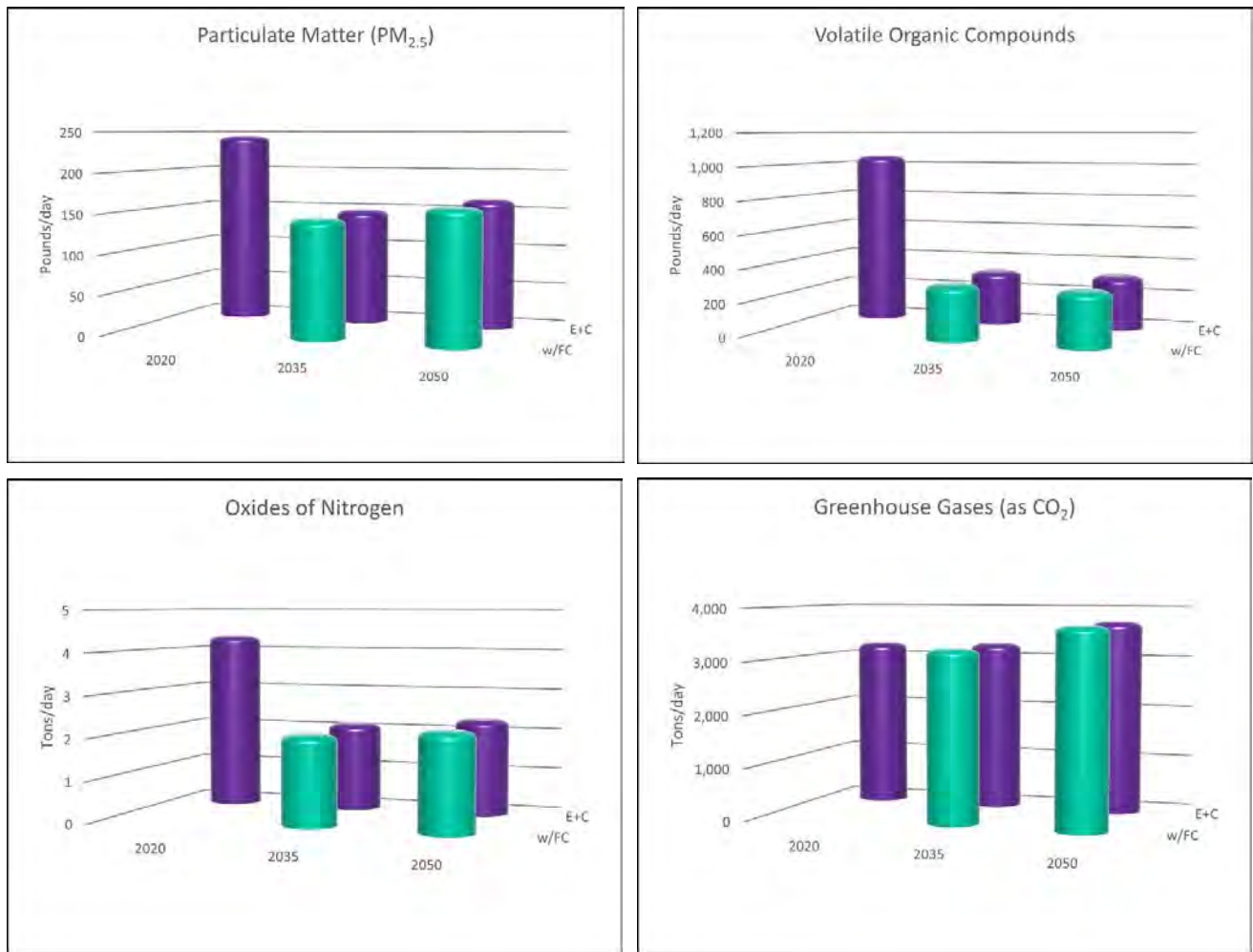
Figure 7.10 Example Pollutant Emission Rates for Lincoln Arterial Streets (May weekday during 11AM hour)

Figure 7.11 Typical Weekday Pollutant Emission Totals for Fiscally Constrained Road Network



E+C is existing plus committed projects
w/FC is with Fiscally Constrained projects

Environmental Justice and Equity

Federal requirements that protect low-income and minority populations from adverse impacts of transportation projects have additional value when combined with a wider scope of criteria that define an underserved and overburdened communities. EJ reflects the intent of minimizing or mitigating harm from transportation investments to vulnerable populations. The broader goal of providing Transportation Equity within a community

intends to reduce the existing disparity between population groups by improving conditions for underserved and overburdened communities by directing transportation investments accordingly. NDOT added one additional State project (ID 71) to the fiscally constrained project list after screening for Environmental Justice was completed and is therefore not included.

Environmental Justice

Federal requirements, such as Title VI of the Civil Rights Act and Executive Order 12898, are in place to help protect low-income and

minority populations from adverse effects of federal actions, such as federally-funded transportation projects. Adverse effects to low-income and minority persons associated with a transportation project could occur during construction despite the completed project providing an overall benefit or the completed project could result in disproportionately high adverse socioeconomic effects. **Appendix H** includes the expanded review of the socioeconomic environment and mitigation strategies for EJ.

A project-specific EJ analysis (during the NEPA/design phase of project development) provides the necessary tools to minimize or mitigate harm from transportation investments to vulnerable populations, whereas this review provided the opportunity to evaluate potential effects (beneficial or adverse) to prioritize and fund future projects. Block groups within Lancaster County with the percent of minority and/or low-income persons greater than countywide or citywide total percent were identified as minority or low-income populations. Projects located in these block groups would likely require project-specific EJ analysis to determine disproportionately high adverse effects, beneficial effects, or if outreach would be needed to comply with NEPA.

Of the 44 fiscally constrained Urban Roadway Projects, 31 projects are located in or through potential minority populations and five are located in or through low-income populations. These projects generally consist of safety, resurfacing, and intersection improvements with lower potential of permanent ROW impacts that could contribute to adverse economic impacts and little to no potential to alter the access to transportation options or neighborhood continuity. The projects are not likely to isolate, exclude, or separate minority or low-income individuals within a given community or from the broader community; a factor that can negatively impact equity of

adjacent communities. These types of projects may have temporary adverse effects during construction, which can be appropriately mitigated with public involvement (including translation services, if warranted) and compensatory conservation measures, but would ultimately increase the quality of transportation within the block group for all individuals. Larger-scale projects such as a grade-separated railroad crossing and new four-lane freeway may be more likely to impact minority and low-income populations and would be subject to more in-depth NEPA and EJ analysis because of the potential to physically divide properties, displace people or property improvements, or alter transportation access (during construction or after the completed project).

Of the 26 fiscally constrained Rural Roadway Projects, six projects are located in or through potential minority populations and zero are located in or through low-income populations. These projects generally consist of paving roads and could have low to moderate permanent ROW impacts, but would otherwise be similar to the urban improvement projects relative to EJ concerns. The lack of rural roadway projects in block groups with low-income populations is an artifact of there being no block groups outside the City of Lincoln designated as low-income.

Of the 31 fiscally constrained Trail Projects, 27 projects are located in or through potential minority populations and one is located in or through low-income populations. Other than concerns similar to the urban improvement projects, trails can provide a low-cost transportation alternative and increase connectivity to essential services, which would benefit minority and low-income persons. The presence of existing trails accessible within one-mile of most of the low-income block groups explains why so few new trail projects are proposed in low-income block groups. Increasing connectivity to trails

by expanding the on-street bike network within these block groups is a cost-effective action step.

By completing project-specific EJ analysis and appropriate public involvement outreach consistent with federal funding requirements, the Fiscally Constrained Plan (including ID 71) will not have an adverse impact to EJ communities. Projects prioritized for the Fiscally Constrained Plan have the capability of satisfying the three fundamental EJ principles as set forth by regulations including:

1. Avoid, minimize or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority and low-income populations.
2. Ensure the full and fair participation by all potentially affected communities in the transportation decision making process.
3. Prevent the denial of, reduction of, or significant delay in the receipt of benefits by minority and low-income populations.

Equity

A Community Vision provides the broad framework for considering transportation investments, and “Equity” was included with the Community Vision expressed in PlanForward. It reinforced an equitable process that ensured all community members had equal opportunity to participate in the MPO’s decision-making process. The 2050 LRTP advanced this Vision by adding a new Transportation Equity goal described in **Chapter 2**. This step expressly places equity into the LRTP processes of weighting projects described in this Chapter (**Table 7.4**) and measuring progress made toward the Transportation Equity, which is also described in **Chapter 2**. Unlike the explicit federal requirements established for

measuring EJ, the Lincoln MPO has limited guidance for establishing methods for measuring transportation equity. The Lincoln MPO updates the LRTP every five-years, which will allow the methods of measuring equity to be adjusted over time.

Planning stakeholders distinguished the Transportation Equity goal from EJ requirements as the intentional investment of transportation funding to reduce transportation infrastructure disparities between populations considering a range of socioeconomic criteria. The Lincoln MPO had to establish the criteria and methods for completing this evaluation.

The method of aggregating census blocks by population/households for seven socioeconomic criteria is described in **Appendix H** and led to the development of the Equity Index developed for **Chapter 4 (Figure 4.5)**. The Equity Index will be used to measure progress made over time toward reducing disparities for transit access, on-street bike/trail network access, commute time, and pavement condition between population groups. Defining the baseline for these measures was an important step in accommodating the Community Vision of equitable transportation outcomes for all residents.

The fiscally constrained projects listed in this Chapter were established through the project weighting process considering eight LRTP goals. Projects that are included present the highest scores considering all goals, including Transportation Equity. Projects located within block groups of the highest Equity Index score (i.e., highest portion of underserved and overburdened communities) received the maximum score for the Transportation Equity goal. If the scoring committee determined that the project could have a positive or negative impact on those communities within or adjacent to the block group, the score could be adjusted. An example of a negative impact could be adding new lanes

to an existing roadway that would reduce the connectivity between housing and schools or essential services. An example of a positive impact could be a grade separated crossing in a block group with a lower Equity Index score that will improve network safety, access, and commute reliability for adjacent block groups with a higher Equity Index.

Chapter 6 provides important information about committed and restricted funds (**Figure 6.1**) and the resource allocation scenarios chosen for funding projects. This comprehensive scoring process and the selected investment scenario maximize the potential benefit of funding available for projects that will improve equitable transportation outcomes.

In addition to the fiscally constrained projects, the LRTP directs available flexible funding to meet other program needs established by the Lincoln MPO, including operation and maintenance of existing roads and trails, completion of on-street bike projects, and expanded and transit operations. These investments are not listed in the fiscally constrained project lists, yet they will contribute to achieving the Transportation Equity goal in combination with Transportation Equity policy and action steps included in **Chapter 8**.



A project within the Fiscally Constrained Plan that highlights some challenges of measuring equitable outcomes based on Equity Index scores is the N. 33rd Street and Cornhusker grade separated railroad crossings project (Project ID 74, cost estimate of \$110.4 million). Funding available for this project comes from local and federal sources established specifically for railroad safety improvements that cannot be spent for other purposes. This project location is within a block group that has a low to moderate Equity Index score, which indicates fewer underserved and overburdened residents/ households in the block group will benefit from the project than if the same project was completed in a block group with a high Equity Index score. Block groups located directly south, west, and east presented High Equity Index scores. The magnitude of this regionally significant, multimodal project will generate positive improvements for transportation safety, access, and reliability for block groups adjacent to the immediate project area and beyond. These challenges reinforce the need to continue evaluating the Transportation Equity performance measures listed in **Chapter 2** and assess the ongoing work to make intentional investment of transportation funding to reduce transportation infrastructure disparities between populations considering a range of socioeconomic criteria.

Illustrative Plan

Transportation needs in Lincoln and Lancaster County are significant, and the revenue forecasts for the 29-year planning horizon are not adequate to achieve the goals of LRTP and meet all the region's transportation needs. The LRTP strongly encourages pursuit of additional revenues to fund the transportation improvements that are vital to a thriving community. The following sections detail the NDOT, Rural Road, and Urban Road Capital Projects, as well as the Trail Projects that would remain unfunded through 2050.

Roadways

NDOT Highway Projects

Ten NDOT highway capital projects were scored using the Lincoln urban area roadway criteria and weighting. The rankings of these projects (as listed in **Table 7.16**) reflect where they fall based on the Lincoln MPO's priorities. However, it is recognized that the timing of these projects will depend on the statewide priorities and funding availability. Seven of the 10 projects are shown in the

Illustrative Plan on **Figure 7.12** (the other three – the South Beltway, the West Beltway, and I-80 - Pleasant Dale to NW 56th Street – have committed funding and are included in the Fiscally Constrained Plan).

Lancaster County Rural Road & Bridge Capital Projects

All remaining Rural Road & Bridge Capital Projects (including the additional 69 lower ranked projects that are not included in the Fiscally Constrained Plan) are included as Illustrative (unfunded) projects in the LRTP. These projects are depicted on **Figure 7.13** and detailed in **Table 7.17**.

Lincoln Urban Roadway Capital Projects

All remaining Urban Roadway Capital Projects (including an additional 64 lower ranked projects that are not included in the Fiscally Constrained Plan) are included as Illustrative (unfunded) projects in the LRTP. These projects are depicted on **Figure 7.14** and detailed in **Table 7.18**.

Table 7.16 Illustrative Plan (Unfunded) NDOT Highway Projects

Project ID	Street Name	Limits	Description	Project Cost (2021\$)
44	O Street (US-34)	84th Street to 120th Street	4 lanes + intersection improvements	\$17,900,000
34	US-6 (Sun Valley)	Cornhusker Hwy (US-6) to WO St.(US-6)	4 lanes + turn lanes	\$20,400,000
73	US-34	US-34 and Fletcher Avenue	New interchange	\$31,900,000
72	I-180	I-80 to US-6	Reconstruction + bridges	\$51,200,000
1	I-80	I-80 and I-180	Major interchange work	\$52,300,000
68	O Street (US-34)	120th Street to east county line	4 lanes + intersection improvements	\$37,000,000
70	US-34	NE-79 to Malcolm Spur	4 lanes + intersection improvements	\$15,300,000
Illustrative Plan (Unfunded) Total				\$226,000,000

Figure 7.12 Illustrative Plan (Unfunded) NDOT Highway Projects

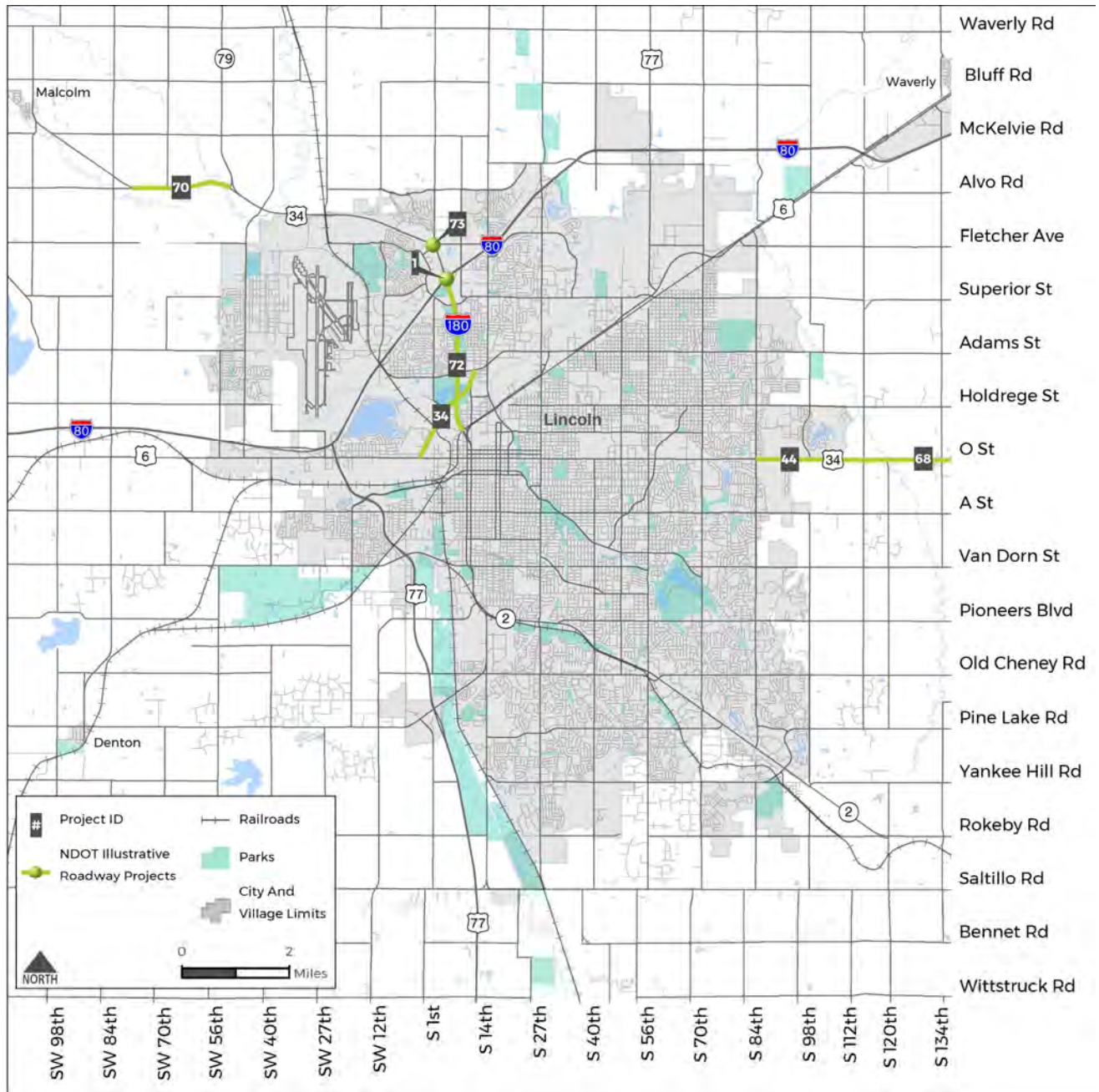


Table 7.17 Illustrative Plan (Unfunded) Rural Road & Bridge Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
	107	W Van Dorn Street	SW 140th Street to SW 112th Street	Potential Paving	\$1,300,000
16ⁱ	108	S 1st Street	Old Cheney Road to Pioneers Boulevard	Programmed Paving	\$1,000,000
25	182	N 14th Street	Arbor Road	Intersection improvements	\$650,000
26	211	S 46th Street	Bridge S-59 near Bennet Road	Replace CB	\$925,000
27	116	Panama Road	US-77 to S 54th Street	Potential Paving	\$3,900,000
28	158	N 148th Street	O Street to McKelvie Road	Two Lane Widening	\$4,018,000
29	110	W Waverly Road	NE-79 to N 14th Street	Potential Paving	\$6,500,000
30	197	Van Dorn Street	Bridge K-37 near S 98th Street	Replace CBC	\$652,000
31	118	Bluff Road	I-80 to N 190th Street	Potential Paving	\$1,430,000
32	109	W Waverly Road	NW 112th Street to NE-79	Potential Paving	\$5,200,000
33	161	S 148th Street	Old Cheney Road	Intersection improvements	\$650,000
34	178	S 68th Street	Martel Road	Intersection improvements	\$650,000
35	202	Old Cheney Road	Bridge O-37 near S 1st Street	Bridge Replacement	\$3,465,000
36	163	S 148th Street	Van Dorn Street	Intersection improvements	\$650,000
37	162	S 148th Street	Pioneers Boulevard	Intersection improvements	\$650,000
38	157	S 148th Street	Yankee Hill Road to O Street	Two Lane Widening	\$4,900,000
40	159	S 148th Street	Yankee Hill Road	Intersection improvements	\$650,000
41	167	N 148th Street	Havelock Avenue	Intersection improvements	\$650,000
42	169	N 148th Street	Prairie Home	Intersection improvements	\$1,300,000
43	117	McKelvie Road	NW 27th Street to N 14th Street	Potential Paving	\$3,900,000
44	97	N 14th Street	Waverly Road to Raymond Road	Two Lane Widening	\$1,000,000
45	175	S 68th Street	Olive Creek Road	Intersection improvements	\$650,000
46	99	N 14th Street	Arbor Road to Waverly Road	Two Lane Widening	\$1,250,000
47	160	S 148th Street	Pine Lake Road	Intersection improvements	\$650,000
48	176	S 68th Street	Panama Road	Intersection improvements	\$650,000
49	170	N 148th Street	Alvo Road	Intersection improvements	\$650,000
50	179	S 68th Street	Wittstruck Road	Intersection improvements	\$650,000
51	198	S 56th Street	Bridge P-92 near Rokeby Road	Replace with CBC	\$1,460,000
52	174	S 68th Street	Princeton Road	Intersection improvements	\$650,000
53	166	N 148th Street	Adams Street	Intersection improvements	\$650,000
54	177	S 68th Street	Stagecoach Road	Intersection improvements	\$650,000
55	164	S 148th Street	A Street	Intersection improvements	\$650,000
56	196	N 112th Street	Bridge J-126 near Holdrege Street	Bridge Replacement	\$1,571,000
57	208	Pioneers Blvd	Bridge Q-72 near S 138th Street	Bridge Replacement	\$1,188,000
58	168	N 148th Street	Fletcher Avenue	Intersection improvements	\$650,000
59	203	Van Dorn Street	Bridge J-22 near S 134th Street	Bridge Replacement	\$1,060,000
60	199	A Street	Bridge J-47 near S 120th Street	Replace with CCS	\$739,000
61	173	S 68th Street	Pella Road	Intersection improvements	\$650,000
62	191	N 14th Street	Raymond Road to Agnew Road	Two Lane Widening	\$2,000,000
63	112	N 27th Street	Arbor Road to Waverly Road	Potential Paving	\$3,250,000
64	190	N 14th Street	Agnew Road	Intersection improvements	\$650,000
65	180	S 68th Street	Bennett Road	Intersection improvements	\$650,000

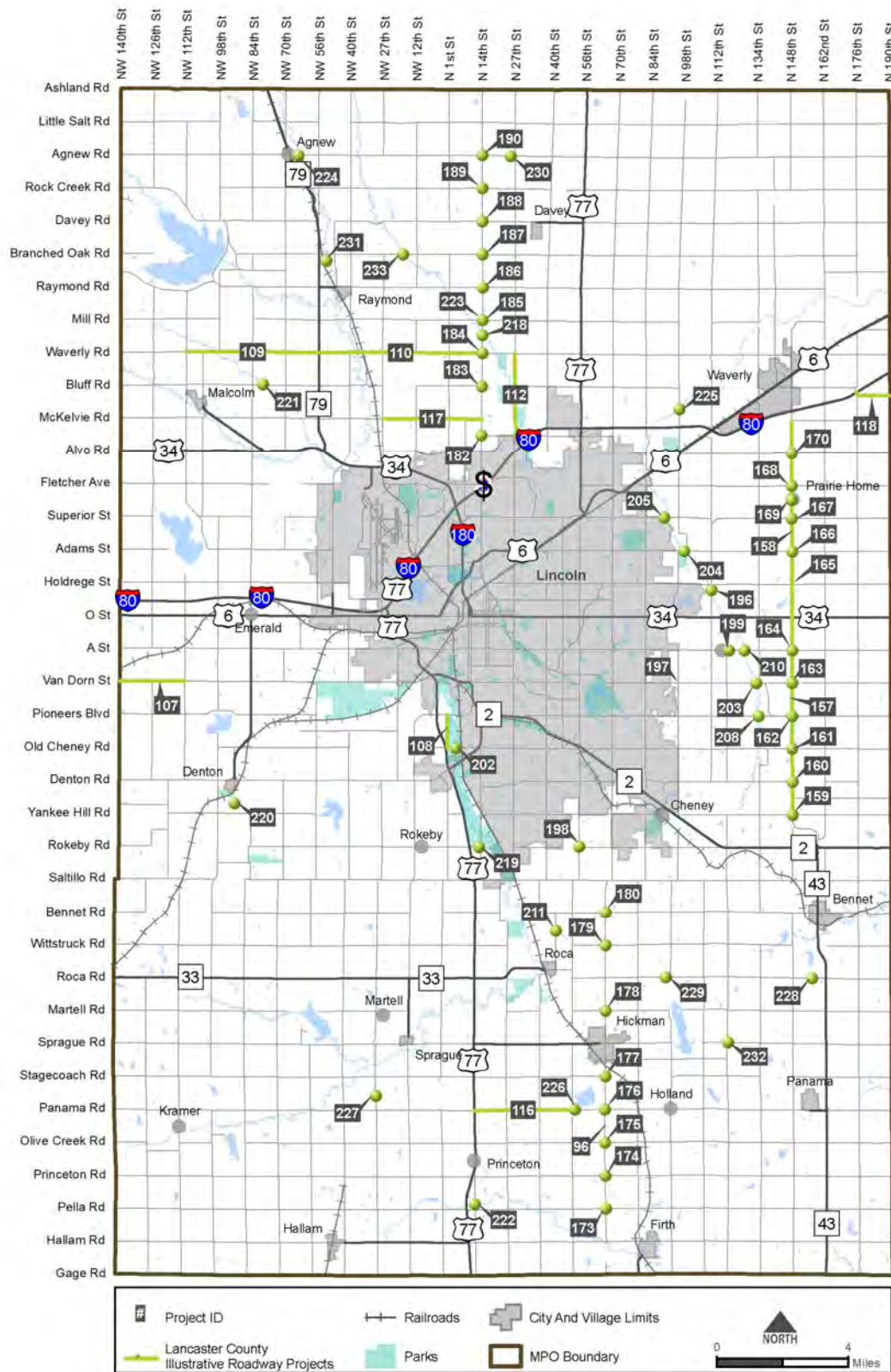
Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
66	205	Havelock Avenue	Bridge K-144 near N 98th Street	Bridge Replacement	\$2,079,000
67	210	A Street	Bridge J-46 near S 134th Street	Bridge Replacement	\$1,237,000
68	189	N 14th Street	Rock Creek Road	Intersection improvements	\$650,000
69	187	N 14th Street	Branched Oak Road	Intersection improvements	\$650,000
70	204	Adams Street	Bridge K-123 near N 102nd Street	Bridge Replacement	\$1,940,000
71	186	N 14th Street	Raymond Road	Intersection improvements	\$650,000
72	188	N 14th Street	Davey Road	Intersection improvements	\$650,000
73	184	N 14th Street	Waverly Road	Intersection improvements	\$650,000
74	185	N 14th Street	Mill Road	Intersection improvements	\$650,000
75	183	N 14th Street	Bluff Road	Intersection improvements	\$650,000
76	192	N 14th Street	Agnew Road to Ashland Rd	Two Lane Widening	\$1,000,000
N/A²	218	N 14th Street	Bridge F-88, Oak W-12, 18-15	Concrete Slab Bridge	\$1,175,000
N/A²	219	Rokeby Road	Bridge O-44, Yankee Hill S-26, 21-44	Drainage Structure Replacement	\$65,000
N/A²	220	SW 91st Street	Bridge N-114, Denton IN-22, 18-02	Bridge Replacement	\$475,000
N/A²	221	W Bluff Road	Bridge E-171, Elk S-14	Concrete Box Culvert	\$550,000
N/A²	222	S 12th Street	Bridge W-104, Buda W-24	Concrete Box Culvert	\$275,000
N/A²	223	N 14th Street	Bridge F-91, Oak W-1	Concrete Box Culvert	\$275,000
N/A²	224	W Agnew Road	Bridge D-88, West Oak S-12 21-40, East of Nebraska Hwy 79	Concrete Slab Bridge	\$2,255,000
N/A²	225	N 98th Street	Bridge G-222, North Bluff W-24 21-41, North of I-80	Bridge Replacement	\$2,560,000
N/A²	226	Panama Road	Bridge X-129, South Pass S-4 21-43, East of S 54th St	Concrete Slab Bridge	\$1,800,000
N/A²	227	SW 29th Street	Bridge W-50 Buda W-4 21045, South of W Stagecoach Rd	Bridge Replacement	\$620,000
N/A²	228	Roca Road	Bridge R-184, Nemaha S 15, East of S 148th Street	Bridge Replacement	\$580,000
N/A²	229	Roca Road	Bridge S-180, Saltillo S 14, East of S 82nd Street	Bridge Replacement	\$870,000
N/A²	230	Agnew Road	Bridge C-284, Little Salt S-12	Concrete Box Culvert	\$430,000
N/A²	231	NW 19th Street	Bridge C-262, Little Salt IN-28	Bridge Replacement	\$650,000
N/A²	232	Hickman Road	Bridge R-213, Nemaha S-20	Concrete Box Culvert	\$430,000
N/A²	233	W Branched Oak Road	Bridge C-253, Little Salt S-28	Bridge Replacement	\$620,000
Illustrative Plan (Unfunded) Total					\$89,444,000

¹ Although it scored high enough to be in the Fiscally Constrained Plan, Project ID 108 is shown in the Illustrative Plan due to uncertainty of the Old Cheney configuration at the West Beltway (closure versus overpass); therefore, the need for this project will be determined at a later date.

² Projects 218 – 229 are included in Lancaster County's 1 and 6 Year Plan. These projects are included in the LRTP Illustrative Plan but have not been scored.

Amended November 2022

Figure 7.13 Illustrative Plan (Unfunded) Rural Road & Bridge Capital Projects



Amended November 2022

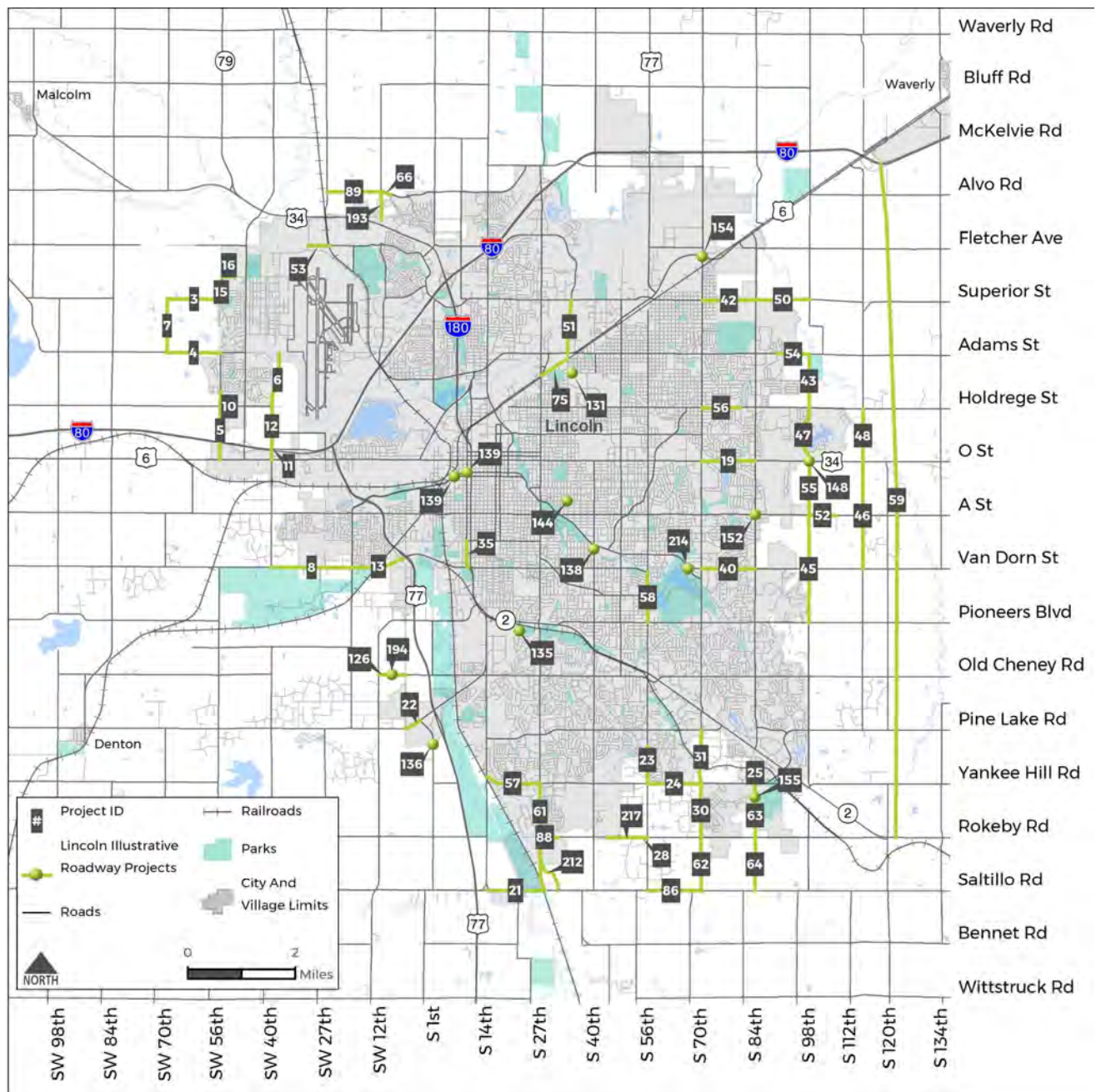
Table 7.18 Illustrative Plan (Unfunded) Urban Roadway Capital Projects

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
21	58	S 56th Street	Van Dorn Street to Pioneers Boulevard	4 lanes + intersection improvements	\$13,200,000
22	214	Normal Boulevard	Van Dorn Street	Intersection improvements	\$750,000
23	31	S 70th Street	Pine Lake Road to Yankee Hill Road	4 lanes + intersection improvements	\$14,000,000
24	138	S 40th Street	Antelope Creek	Bridge Replacement	\$2,500,000
25	35	S 9th Street	Van Dorn Street to South Street	3 lanes + intersection improvements	\$5,300,000
26	155	S 84th Street	Yankee Woods Drive	Roundabout	\$2,750,000
27	56	Holdrege Street	N 70th Street to N 80th Street	4 lanes + intersection improvements	\$10,000,000
28	136	S 1st Street	Cardwell Branch Salt Creek	Bridge Replacement	\$850,000
29	139	Rosa Parks Way	K Street and L Street	Bridge Rehab and Preventive Maintenance	\$3,400,000
30	57	Yankee Hill Road	S 14th Street to S 27th Street	Additional 2 lanes	\$7,200,000
31	12	NW 40th Street	W Holdrege Street to W Vine Street	2 lanes + intersection improvements	\$3,500,000
32	154	Cornhusker Hwy (US-6)	N 70th Street / Railroad viaduct	Intersection/viaduct reconfiguration	\$10,000,000
33	144	S 33rd Street	D Street	Remove existing traffic signal and construct mini roundabout	\$1,000,000
34	152	S 84th Street	A Street	Intersection Improvements: dual northbound left turn lanes and NB right turn lane	\$1,520,000
35	19	O Street (US-34)	Wedgewood Drive to 98th Street	Intersection Improvements	\$6,080,000
36	42	Havelock Avenue	N 70th Street to N 84th Street	2 lanes + intersection improvements	\$7,000,000
37	5	NW 56th Street	W Partridge Lane to W "O" Street	2 lanes + intersection improvements	\$9,000,000
38	131	Huntington Avenue	Dead Mans Run	Bridge Replacement	\$3,500,000
39	40	Van Dorn Street	S 70th Street to S 84th Street	Intersection Improvements	\$4,560,000
40	11	NW 40th Street	W Vine Street to US-6, including I-80 Overpass	Overpass	\$11,250,000
41	24	Yankee Hill Road	S 56th Street to S 70th Street	2 lanes + intersection improvements	\$6,900,000
42	6	NW 38th Street	W Adams Street to W Holdrege Street	2 lanes + intersection improvements	\$7,200,000
43	51	N 33rd Street	Cornhusker Hwy to Superior Street	4 lanes + int. impr. & bridge	\$20,000,000

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
44	75	Salt Creek Roadway	State Fair Park Dr to Cornhusker Hwy	6 lanes + intersection improvements	\$26,000,000
45	15	NW 56th Street	W Cuming Street to W Superior Street	2 lanes + intersection improvements	\$2,900,000
46	23	S 56th Street	Thompson Creek Boulevard to Yankee Hill Road	4 lanes + intersection improvements	\$9,800,000
47	148	O Street (US-34)	98th Street	Construct roundabout with S 98th Street project OR when signal otherwise warranted	\$2,750,000
48	8	W Van Dorn Street	SW 40th Street to Coddington Avenue	2 lanes + intersection improvements	\$10,500,000
49	135	Southwood Drive	Beal Slough	Bridge Replacement	\$2,200,000
50	193	NW 12th Street	W Alvo Road to Missoula Road	2 lanes + turn lanes	\$2,400,000
51	7	NW 70th Street	W Superior Street to W Adams Street	2 lanes + intersection improvements	\$7,000,000
52	61	S 27th Street	Yankee Hill Road to Saltillo Road	2 lane realignment + int. impr.	\$14,100,000
53	48	N 112th Street	Holdrege Street to US-34	2 lanes + intersection improvements	\$7,000,000
54	63	S 84th Street	Yankee Hill Road to Rokeby Road	4 lanes + intersection improvements	\$14,000,000
55	21	Saltillo Road	S 14th Street to S 27th Street	2 lanes + intersection improvements, reconstruction to address flooding	\$7,600,000
56	55	S 98th Street	US-34 (O Street) to A St	4 lanes + intersection improvements	\$14,000,000
57	28	Rokeby Road	S 48th Street to S 56th Street	2 lanes + intersection improvements	\$3,500,000
58	217	Rokeby Road	Snapdragon Road to S 48th Street	2 lanes + intersection improvements	\$10,330,000
59	25	S 84th Street	Amber Hill Road to Yankee Hill Road	4 lanes + intersection improvements	\$5,700,000
60	212	27th Street Realignment	Saltillo Road to Rokeby Road	New Two Lane Road	\$20,200,000
61	86	Saltillo Road	S 56th Street to S 70th Street	2 lanes + intersection improvements	\$7,000,000
62	3	W Superior Street	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	\$7,000,000
63	22	W Denton Road	Amaranth Lane to S Folsom Street	2 additional lanes	\$2,200,000
64	46	S 112th Street	US-34 to Van Dorn Street	2 lanes + intersection improvements	\$14,000,000
65	52	A Street	S 98th Street to 105th Street	2 lanes + intersection improvements	\$3,500,000
66	59	East Beltway	Nebraska Hwy 2 to I-80	New 4 lane divided highway	\$315,000,000
67	47	N 98th Street	Holdrege Street to O Street	Additional 2 lanes	\$7,500,000

Rank	Project ID	Street Name	Limits	Description	Project Cost (2021\$)
68	54	Adams Street	N 90th Street to N 98th Street	2 lanes + intersection improvements	\$4,300,000
69	45	S 98th Street	A Street to Pioneers Boulevard	4 lanes + intersection improvements	\$28,000,000
70	4	W Adams Street	NW 70th Street to NW 56th Street	2 lanes + intersection improvements	\$7,000,000
71	13	W Van Dorn Street	Coddington Avenue to US-77	2 lanes + intersection improvements	\$6,900,000
72	53	W Fletcher Avenue	NW 31st Street to NW 27th Street	2 lanes + intersection improvements	\$2,800,000
73	30	S 70th Street	Yankee Hill Road to Rokeby Road	2 lanes + intersection improvements	\$14,000,000
74	66	W Alvo Road	NW 12th Street to Tallgrass Parkway	2 lanes + intersection improvements	\$1,300,000
74	126	W Old Cheney Road	S Folsom Street to SW12th Street	2 lanes with raised median	\$3,500,000
76	194	W Old Cheney Road	SW 9th Street	Roundabout	\$900,000
77	88	Rokeby Road	S 27th Street to S 31st Street	2 lanes + intersection improvements	\$2,400,000
78	64	S 84th Street	Rokeby Road to Saltillo Road	4 lanes + intersection improvements	\$14,000,000
79	62	S 70th Street	Rokeby Rd to Saltillo Rd	4 lanes + intersection improvements	\$14,000,000
80	50	Havelock Avenue	N 84th Street to N 98th Street	2 lanes + intersection improvements	\$7,000,000
81	17	NW 12th Street	Aster Road to Missoula Road	2 lanes + turn lanes	\$2,300,000
82	16	W Cuming Street	NW 56th Street to NW 52nd Street	2 lanes + intersection improvements	\$1,600,000
83	43	N 98th Street	Adams Street to Holdrege Street	2 lanes + intersection improvements	\$7,000,000
84	89	W Alvo Road	NW 27th Street to NW 12th Street	2 lanes + intersection improvements	\$7,100,000
Illustrative Plan (Unfunded) Total					\$791,740,000

Figure 7.14 Illustrative Plan (Unfunded) Urban Roadway Capital Projects



Trails

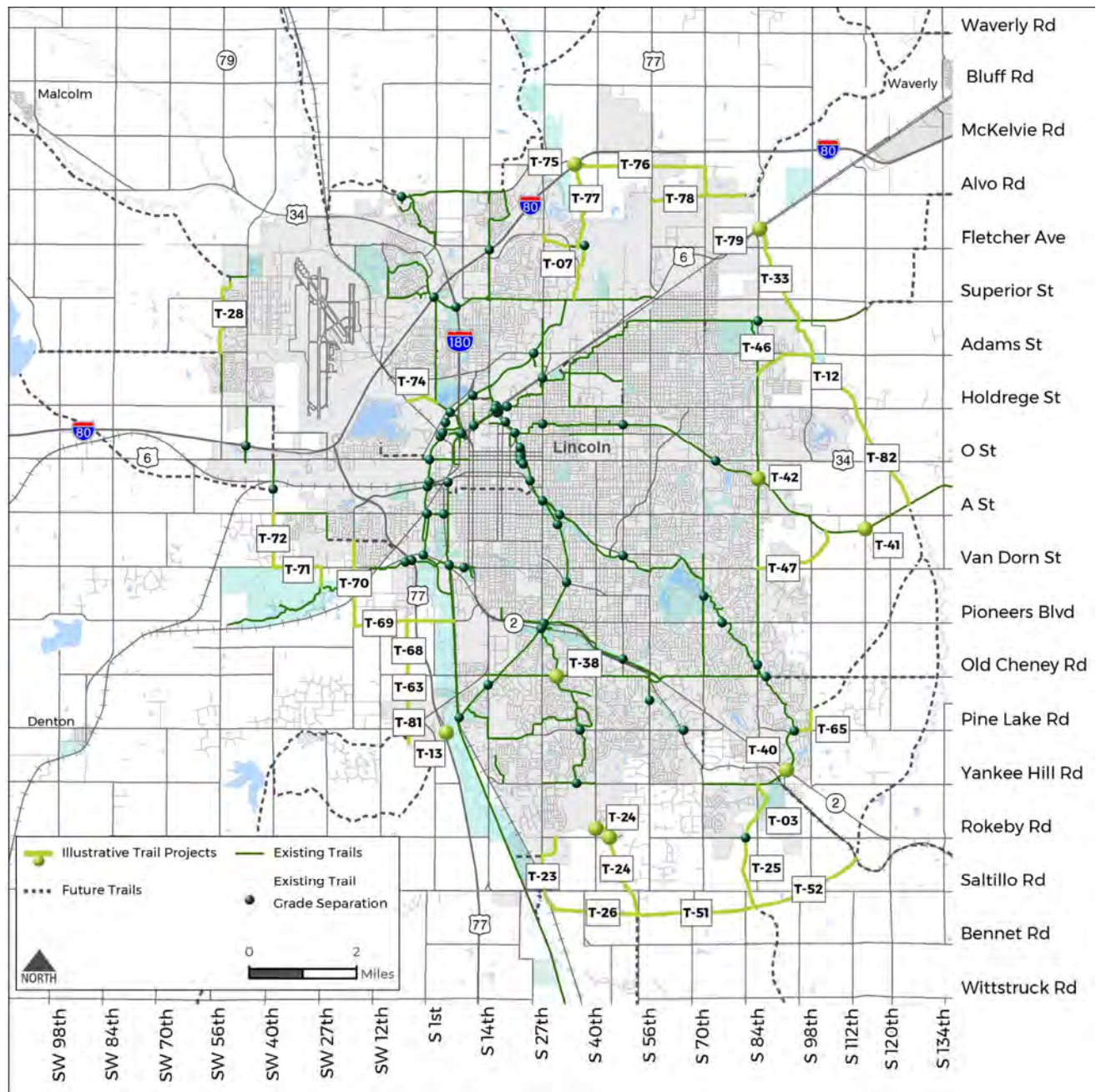
The remaining Trail Projects that are not expected to be funded within the 2050 Fiscally Constrained Plan are included as

Illustrative projects in the LRTP, as depicted on **Figure 7.15** and listed in **Table 7.19**. The timing and priority of these projects may change depending on opportunities for funding.

Table 7.19 Illustrative Plan (Unfunded) Trail Projects

Project ID	Trail Name	Limits	Description	Project Cost (2021\$)
T-07	Landmark Fletcher	33rd St & Superior St to 27th St	New Trail; Sidepath	\$700,000
T-28	NW 56th Street Trail	W Adams St to W Superior St	New Trail	\$600,000
T-75	Arbor Road Trail	N 14th St to I-80 with grade separation at I-80	Sidepath and Grade Separation	\$600,000
T-76	Arbor Road Trail	I-80 to Salt Creek Trail	Sidepath	\$2,400,000
T-38	Tierra Williamsburg	Old Cheney grade separated crossing	Grade Separation	\$1,200,000
T-77	Little Salt Creek Trail	Arbor Rd to Landmark Fletcher	New Trail	\$2,000,000
T-79	Stevens Creek Trail	Salt Creek Trail to Cornhusker Hwy with grade separation of Cornhusker Hwy	New Trail	\$1,000,000
T-47	Van Dorn Trail	S 84th St and Van Dorn to S 106th and MoPac Trail	New Trail	\$1,200,000
T-26	South Beltway Trail - Phase I	S 27th St to S 56th St	New Trail	\$1,500,000
T-74	Oak Creek Trail	Saline Wetlands Nature Center to N 1st St	New Trail	\$300,000
T-78	Salt Creek Trail	N 56th St to Stevens Creek	New Trail	\$900,000
T-13	Cardwell Branch Trail	GPTN Connector to Folsom Trail	New Trail	\$800,000
T-65	Pine Lake Rd/S 98th St	Billy Wolff Trail to Napa Ridge Dr	Sidepath	\$300,000
T-63	Folsom Street	W Old Cheney south 1/2 mile	Sidepath	\$65,000
T-71	Van Dorn St	SW 40th St to Prairie Corridor Trail	Sidepath	\$500,000
T-23	S 27th Street Connector	Rokeby Rd to South Beltway	New Trail	\$800,000
T-40	S 91st Street Trail	Hwy 2 grade separated crossing	Grade Separation	\$2,200,000
T-25	S 84th Street Connector	Rokeby Rd to South Beltway	New Trail	\$700,000
T-72	SW 40th St	Van Dorn St to W A Street	Sidepath	\$350,000
T-46	Prairie Village Trail	N 84th St to Stevens Creek, South of Adams	New Trail; Sidepath	\$500,000
T-24	S 56th Street Connector	Rokeby Rd to South Beltway	New Trail	\$1,200,000
T-33	Stevens Creek	Murdock trail to Hwy 6	New Trail	\$1,000,000
T-82	Stevens Creek	Waterford Trail to MoPac Trail	New Trail	\$1,700,000

Project ID	Trail Name	Limits	Description	Project Cost (2021\$)
T-70	Coddington Ave	Pioneers Blvd to South St	Sidepath	\$650,000
T-41	Mo Pac Trail	S 112th Street grade separated crossing	Grade Separation	\$1,210,000
T-42	Mo Pac Trail	S 84th Street grade separated crossing	Grade Separation	\$1,700,000
T-81	Folsom Street Connector	1/2 mile north of W Denton Rd to Cardwell Branch Trail	Trail	\$800,000
T-12	Stevens Creek	Murdock Trail to Waterford Trail	New Trail	\$1,300,000
T-68	Folsom St	Old Cheney to Pioneers Blvd	Sidepath	\$350,000
T-69	Pioneers Blvd	Jamaica North Trail to Coddington Ave	Sidepath	\$700,000
T-51	South Beltway Trail - Phase II	S 56th St to S 84th St	New Trail	\$3,500,000
T-03	Woodlands	Jensen Park to Rokeby Rd	New Trail	\$500,000
T-52	South Beltway Trail - Phase III	S 84th Street to Hwy 2	New Trail	\$3,500,000
Illustrative Plan (Unfunded) Total				\$36,725,000

Figure 7.15 Illustrative Plan (Unfunded) Trail Projects

Transit

The Illustrative Plan includes full implementation of the future phases of improvements identified in the TDP. The following transit projects and services are included as Illustrative (unfunded) projects. The Illustrative Plan will be updated upon completion of the TDP update in 2022.

Multimodal Transportation Center

A Multimodal Transportation Center (MMTC) will provide a high level amenity for StarTran bus riders, bicyclists who desire to use transit when they travel, pedestrians as an information center and travel hub, and other transportation providers. A MMTC would also provide a strong and permanent statement of intent on the part of Lincoln to become a multimodal friendly community.

The MMTC would function as a bus transfer center, StarTran administrative office, bicycle storage facility, bike share facility, and likely offer space for supportive retail and taxi stands benefitting all of the City of Lincoln. The proposed location for a MMTC would be in downtown Lincoln to improve connections between people and centers of employment, education, and services. Such a center would support more convenient, safe, and easy bus passenger transfers. Having a transfer facility with administrative and operational staffing would also discourage criminal activity and attract more transit riders.

Maintenance Facility and CNG Fueling Station

StarTran will need a new bus maintenance and storage facility. Currently, the bus maintenance and a significant portion of the bus storage facility are well beyond the reasonable building life. The facility, built in the 1930s, is located within the South Haymarket Neighborhood Plan area. The area would be redeveloped into a mixed residential/commercial district.

StarTran has applied for \$19.9 million under FTA Grants for Buses and Bus Facilities Program to fund design and construction of a new bus maintenance and storage facility. The first phase of this project includes construction of a CNG fueling facility.

Other Transit Enhancements

The TDP identifies additional transit enhancements including:

- An expansion plan for increasing service on key routes and adding vehicles
- Bus Rapid Transit in high use corridors such as O Street and 27th Street
- Technology improvements to enhance customer knowledge and trip planning with passenger information systems
- Consideration of private transportation options such as Uber or Lyft to enhance customer travel and to transport customers at the end of the bus line to their final destinations
- Consideration of different fuel types and propulsion systems such as electric buses as a means of reducing GHG emissions and lowering fuel costs
- Study of the potential for using existing rail corridors, such as Highway 2 and Cornhusker Highway, for light rail
- Consideration of intercity transportation between Lincoln and Omaha