

Lincoln City - Lancaster County

PLANNING COMMISSION

AGENDA

PLANNING COMMISSION

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April 15, 2026

NOTICE: The Lincoln/Lancaster County Planning Commission will hold a public hearing on Wednesday, April 15, 2026, 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.

The Lincoln-Lancaster County Planning Department will meet with Planning Commission members on Wednesday, April 15, 2026, at 12:00 p.m. in the Council Chambers, for a pre-briefing of the Comprehensive Plan and Long-Range Transportation Plan. Public testimony will not be accepted at this briefing.

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, April 15, 2026

Approval of minutes of the regular meeting held [April 1, 2026](#).

1. CONSENT AGENDA
(Public Hearing and Administrative Action)

TEXT AMENDMENT

- Page 4 1.1 TEXT AMENDMENT TX26006, amending Lincoln Municipal Code 27.72.020 Exceptions to the Minimum Lot Requirements Residential to revise the provisions for existing R-1 & R-2 Residential lots in relation to a two-family dwelling.
Staff Recommendation: Approval
Staff Planner: Benjamin Callahan, (402) 441-6360, bcallahan@lincoln.ne.gov

ANNEXATION AND ASSOCIATED ITEM

- Page 8 1.2a ANNEXATION AN26004, to annex land with an associated Change of Zone to R-3 for the Wandering Creek Planned Unit Development and to annex two adjoining lots not part of the PUD, generally located at S 98th Street and a ½ mile north of Van Dorn Street.
Staff Recommendation: Conditional Approval
Staff Planner: George Wesselhoft, (402) 441-6366, gwesselhoft@lincoln.ne.gov
- Page 8 1.2b CHANGE OF ZONE 17030G, from AG (Agriculture District) to R-3 (Residential) PUD (Planned Unit Development) for the expansion of the Wandering Creek PUD, generally located at S 98th Street and a ½ mile north of Van Dorn Street.
Staff Recommendation: Conditional Approval
Staff Planner: George Wesselhoft, (402) 441-6366, gwesselhoft@lincoln.ne.gov

CHANGE OF ZONE

- 1.3 CHANGE OF ZONE 26005, from AG (Agricultural) to AGR (Agricultural Residential) on property located at 9950 Stagecoach Rd.

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Staff Recommendation: Approval

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

SPECIAL PERMIT

- 1.4 SPECIAL PERMIT 1653A, to combine previously approved Special Permit 1653 for a social hall with Special Permit 12002 farm winery permit, on property located at 6305 W Adams Street, Lincoln, Lancaster, Nebraska. **FINAL ACTION**

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Staff Recommendation: Conditional Approval

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

2. REQUESTS FOR DEFERRAL

3. ITEMS REMOVED FROM CONSENT AGENDA

(Public Hearing and Administrative Action)

4. PUBLIC HEARING AND ADMINISTRATIVE ACTION

COMPREHENSIVE PLAN CONFORMANCE

- 4.1 COMPREHENSIVE PLAN CONFORMANCE 26002, to review as to conformance with the 2050 Lincoln Lancaster County Comprehensive Plan, the City of Lincoln's Capital Improvement Program (CIP) for FY 2026/2027 to FY 2031/2032.

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Staff Recommendation: In Conformance with the Comprehensive Plan

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

MISCELLANEOUS

- 4.2 MISCELLANEOUS 26004, for review of the FY2027 to FY2030 Transportation Improvement Program (TIP) for conformance with the current Lincoln Metropolitan Planning Organization (MPO) Long Range Transportation Plan.

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Staff Recommendation: In Conformance with the Long Range Transportation Plan

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

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

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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>

The Planning Commission agenda may be accessed on the Internet at

<https://www.lincoln.ne.gov/City/Departments/Planning-Department/Boards-and-Commissions/Planning-Commission>



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?
Text Amendment #26006	No
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS
April 15, 2025	None

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

The application is to amend the Lincoln Municipal Code (LMC) Chapter 27.72.020 provisions, specifically for the Exceptions to the Minimum Lot Requirements Residential section. The minor change will provide clarity to an existing exception relating to the reuse of existing R-1 & R-2 lots or existing dwellings for a two-family dwelling.

JUSTIFICATION FOR RECOMMENDATION

The amendment is justified as LMC 27.72.020(a)5 currently allows a property zoned R-1 & R-2 with 40% or more of the frontage on that block being two-family or multifamily, to erect a new two-family dwelling on site. This provision will replace “erected” with “used” to allow an existing structure to remain and follow the same allowance for a two-family dwelling use.

APPLICATION CONTACT

Hvong Dao, (402) 304-7187

STAFF CONTACT

Ben Callahan,
bcallahan@lincoln.ne.gov or
(402) 441-6360

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The proposed text amendment is in conformance with the Comprehensive Plan by allowing additional flexibility for the reuse of existing residential dwellings and provides additional flexibility for residential infill where appropriate.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Policies Section

P2: Existing Neighborhoods - Continue our commitment to strong, diverse, and complete neighborhoods.

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.

CLIMATE ACTION PLAN SPECIFICATIONS:

- p. 11 Key Initiative – Transition to Low-Carbon Energy.
- Continue incentive-based (residential, commercial, or industrial) programs promoting the installation of renewable energy systems. Incentives may include offering rebates on purchasing equipment, attractive net metering pricing, tax incentives, height allowances, setback, and area-based incentives, expedited permitting, and others.

ANALYSIS

1. This is a request to amend the Lincoln Municipal Code (LMC) 27.72.020(a)5 for the Exceptions to the Minimum Lot Requirements Residential. Currently this provision allows for an existing lot zoned R-1 or R-2 which is on a block face with 40% or more of buildings consisting of two-family dwellings or multiple-family dwellings, a two-family dwelling may be erected following the R-4 zoning district standards.
2. The minor change with this amendment would replace the word “erected” with “used” to clarify if a lot or existing dwelling meets the provisions above, the home does not need to be demolished and rebuilt meeting the R-4 standards for a two-family home. This change will allow an existing dwelling meeting the provisions to be modified into a two-family dwelling meeting the R-4 lot and height requirements.
3. The replacement of this language is consistent with existing exceptions to this section as many of the provisions clarify the lot can be used for a two-family use if the provisions are met, but reflects it must be a newly built structure. The original intent of this language was likely not intending for older homes in existing neighborhoods to be demolished before they could be used for a two-family dwelling.
4. This amendment will provide more flexibility for existing single family homes in the R-1 & R-2 districts with two family and multifamily homes on the same block face, as the addition of one dwelling unit will still be compatible with the two-family and multifamily residential uses. This modification will also encourage the continued use of the existing single family dwelling to add the additional dwelling unit rather than demolish existing single family homes in established neighborhoods.
5. The amendment to LMC 27.72.020 is consistent with the Comprehensive Plan as it allows properties meeting this provision to add an additional unit, supporting additional residential infill within older neighborhoods and on blocks that have a mix of residential densities. This minor change will also support efforts in keeping and reusing older homes which are often visually compatible with the surrounding neighborhood and architectural style.

Prepared by Ben Callahan, Planner
(402) 441-6360 or bcallahan@lincoln.ne.gov

Date: April 2, 2026

Applicant/
Contact Hvong Dao
(402) 304-7187

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/TX/26000/TX26006 LMC 27.72.020 R-4 Lot Exceptions.bmc.docx>

27.72.020 Height and Lot Regulations R-1 through R-8 Zoning Districts.

The maximum height and minimum lot requirements within the R-1 through R-8 Districts shall be as follows:

a. Exceptions to the Minimum Lot Requirements Residential.

1. In the R-1 through R-4 zoning districts, if a vacant lot or tract of land has less area or width or both less area and width than herein required but is at least 40 feet wide and was legally created prior to November 2, 1953, such lot or tract of land may be used for a single-family dwelling. For those lots or tracts of land described by the foregoing sentence and located within the R-1 Residential district, a side yard of at least five feet shall be provided.
2. In addition to the provisions of subsection (c)(1) above, if a vacant lot or tract of land has less width than herein required but is at least 40 feet wide, is located in a R-4 zoning district, and was legally created prior to November 2, 1953, such lot or tract of land may be used for a two-family dwelling in the R-4 district.
3. In the R-5 through R-8 zoning districts, where a vacant lot or tract of land has less area or width or both less area and width than herein required but is at least 40 feet wide and was legally created prior to November 2, 1953, the lot or tract of land may be used for a single-family dwelling, two-family dwelling, or for any nondwelling use permitted in this chapter.
4. If an existing lot or tract of land in a residential zoning district lawfully occupied by a single-family or two-family dwelling on the effective date of this title or on the effective date of a change in district boundaries from another zoning district to the existing residential district has less area or width or both less area and width than herein required, such lot or tract of land shall not be considered nonstandard due to this condition.
5. In those locations in the R-1 and R-2 zoning districts where, on November 2, 1953, and continuing thereafter, forty percent or more of the frontage on the same side of a street between two street intersections is lawfully occupied by two or more buildings consisting of two-family dwellings or two-family and multiple-family dwellings, two-family dwellings may be ~~erected~~ used in conformance with the height, minimum lot requirements, and parking regulations of the R-4 zoning district.
6. In those locations in R-4 zoning district where, on November 2, 1953, and continuing thereafter, forty percent or more of the frontage on the same side of a street between two street intersections is lawfully occupied by two or more buildings consisting of multiple-family dwellings, three- and four-family dwellings may be erected in conformance with the height, minimum lot requirements, and parking regulations of the R-5 zoning district.
7. If an existing lot or tract of land in the R-1 or R-2 zoning district is lawfully occupied by a two-family dwelling which has a side yard setback of less than twenty feet in the R-1 zoning district or ten feet in the R-2 zoning district and said use becomes nonstandard through a change in district boundaries from another zoning district to this district, the two-family dwelling may be enlarged, extended, or reconstructed as long as the greater of the existing side yard or a ten-foot side yard for the R-1 and five foot side yard for the R-2, is provided.
8. If two or more abutting lots in the R-2 zoning district existing on or before November 2, 1953, have an aggregate width of at least 75 feet, such lots may be used for a two-family dwelling, notwithstanding the R-2 district average lot width requirements per family in Table 27.72.020(a).
9. In the R-5 through R-8 zoning districts, if two single-family dwellings are located on one lot, said dwellings are subject to the applicable height and area restrictions for a two-family dwelling.

This letter is submitted in support of a request for a text amendment to Lincoln Municipal Code §27.72.020, specifically subsection (a)(5).

The current language allows two-family dwellings to be “**erected**” in certain locations within the R-1 and R-2 zoning districts where a sufficient percentage of frontage is already occupied by two-family or multi-family dwellings. The proposed amendment would modify the wording to allow such dwellings to be “**used**”.

This modification would clarify that existing structures may be **converted or used as two-family dwellings**, rather than requiring that the structure be newly constructed.

The property associated with this request is located at:

1745 D St. Lincoln, NE 68502

The property is currently zoned **R-2** and contains an existing house. The intended goal is to allow the structure to be used as a two-family dwelling.

The requested amendment would allow existing homes in qualifying locations to be utilized more efficiently while maintaining the height, lot, and parking requirements already established in the zoning code.

No waivers are requested as part of this application.

Thank you for your consideration



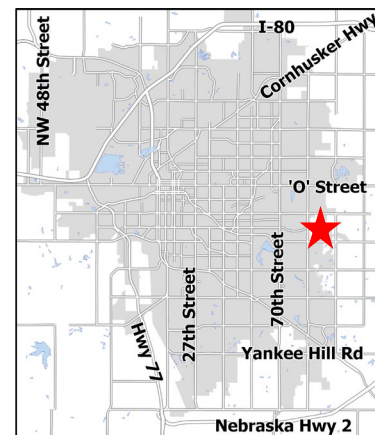
LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Annexation #26004	No	Matodol, LLC
Change of Zone #17030G		
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
April 15, 2026	None	S 98 th Street and Van Dorn Street

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for annexation and a change of zone from AG Agriculture to R-3 PUD for the Wandering Creek Planned Unit Development (PUD). The PUD is generally located at the northwest of S 98th Street and Van Dorn Street with the new annexation and change of zone area on the north side of the development. The expansion area includes approximately 30.24 acres. The applicant is not proposing any new waivers beyond those already approved for the PUD. In addition to the Wandering Creek PUD properties, two lots that are surrounded on three sides by the PUD are included in the annexation.



JUSTIFICATION FOR RECOMMENDATION

The proposed annexation and PUD expansion are consistent with the Comprehensive Plan and the overall Wandering Creek PUD. Utilities are readily available, and the design is consistent with the conceptual planning envisioned for the site. The inclusion of the two additional lots not part of the PUD is consistent with the annexation policies of the Comprehensive Plan.

APPLICATION CONTACT

Brandon Bartek at (402) 458-5002 or bbartek@olsson.com

STAFF CONTACT

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The site is designated for urban residential on the Future Land Use Map, and these requests comply with the requirements of the Zoning Ordinance and Comprehensive Plan. The proposed change of zone fits with the character of the existing uses and the proposed future uses of the surrounding land.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as urban residential on 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.

Benefits of Well-Planned Growth

Continued investment within the city ensures that our existing neighborhoods and commercial areas remain vibrant and desirable locations. More "rooftops" near existing commercial areas help to support continued commercial investment.

Annexation

The City of Lincoln requires that properties receiving municipal services be located within city limits. City annexation should occur before any property is provided with water, sanitary sewer, or other potential City services. In most cases this also means that annexation must occur prior to a property receiving an urban zoning designation.

Information regarding annexation procedures can be found in the Annexation policy.

Annexation is a necessary and vitally important part of the future growth and health of Lincoln. The City of Lincoln has been successful with urban development occurring within its city limits. The City routinely annexes land at the request of a developer or landowner as part of the regular development process. This allows properties to be supplied with City services when they are needed, and the City benefits from the property taxes, utilities, and other fees that City residents pay.

Some properties along the City's edge may not be interested in further development and thus will not request annexation. It makes sense for the City to initiate annexation of adjacent properties that are already developed and require a minimal public investment to serve.

Reasons for City-initiated annexation include:

-Equity for taxpayers. Properties on the urban edge already benefit from many City services, such as streets, parks, trails, libraries, and snow removal on adjacent streets, without paying City taxes and fees.

-Annexation balances the provision of appropriate and reliable services with the “fair share” payment for those services.

-Clarity of service areas for maintenance and emergency response.

-Allow for continued growth of Lincoln in an efficient and orderly fashion.

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

The character of existing residential areas should be respected as much as possible during the annexation process. When low density “acreage” areas are proposed for annexation due to the City’s annexation policy, additional steps should be taken to ease the transition as much as possible, such as public meetings, advance notice and written explanation of changes as a result of annexation. In general, many aspects of acreage life may remain unchanged, such as zoning or covenants. However, any annexation of existing residential areas will include some costs that must be the responsibility of property owners.

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.

CLIMATE ACTION PLAN SPECIFICATIONS:

- p. 11 Key Initiative – Transition to Low-Carbon Energy.
- Continue incentive-based (residential, commercial, or industrial) programs promoting the installation of renewable energy systems. Incentives may include offering rebates on purchasing equipment, attractive net metering pricing, tax incentives, height allowances, setback, and area-based incentives, expedited permitting, and others.
- p. 14 Key Initiative - Build a Decarbonized and Efficient Transportation System.
- Continue to encourage mixed-use development in the Comprehensive Plan.
 - Consider Transit Oriented Development policies in the update of the Comp Plan 2050.

UTILITIES & SERVICES:

- A. Sanitary Sewer: Sanitary Sewer is available by way of connection to infrastructure in the existing PUD and by way of The Preserve at Hillcrest 3rd Addition to the north for the larger eastern expansion area.
- B. Water: Water is available by way of connection to infrastructure in the existing PUD and by way of The Preserve at Hillcrest 3rd Addition to the north for the larger eastern expansion area.
- C. Roads: The development expansion area includes the east to west streets of South Street for the smaller west expansion area and Brush Creek Road for the larger east expansion area. Both east- west streets will have connections to north-south streets into the existing PUD to the south.
- D. Parks and Trails: There is a trail in the southern part of the PUD that will extend along the north side of the creek from near Resort Drive to South 98th Street. This creek is part of a minimum flood corridor with an associated conservation easement.
- E. Fire Protection: After annexation, fire protection will be provided by Lincoln Fire & Rescue (LFR). LFR Station 12 located at Pioneers Boulevard and S. 84th Street will serve this area. LFR will have a response time of 3 minutes and 47 seconds from Station 12. Once 98th and A to O street opens, Station 16 located at 98th and O Street will be the closest fire station.

ANALYSIS

1. This is a combined request for annexation and for a change of zone from AG Agriculture to PUD for the Wandering Creek Planned Unit Development (PUD) generally located at the northwest corner of S 98th Street and Van Dorn Street. The PUD expansion area is approximately 30.24 acres with the overall PUD consisting of 266.27 acres.
2. The annexation also includes two lots on the west side of 98th Street (1911 and 2021 S 98th Street) legally described as Lot 1, FBT Addition and Lot 1 FBT 1st Addition. These two lots are surrounded on 3 sides by the Wandering Creek. These lots are being added consistent with the annexation policy of the Comprehensive Plan due to otherwise being surrounded or engulfed by the City limits with the PUD. If they are not annexed, it creates a pattern where 98th Street is in and then out of the city limits before returning into the city limits. This creates confusion for determining jurisdiction for maintenance and emergency services. There are additional lots that also need to be annexed to the north of the PUD to avoid this pattern. Those lots are included in a larger annexation that is in process. Ultimately the entire stretch of 98th Street from Van Dorn Street to A Street will be in the city limits.
3. The County Engineer recommended approval of the annexation and inclusion of these two lots.
4. The PUD expansion area includes Outlots B and D, Wandering Creek 4th Addition and Outlot E, 15th Addition. These properties are at the northern extent of the PUD and represent the last residential component of the development for annexation and change of zone. The Wandering Creek PUD has generally expanded from south to north with the initial phases closer to Van Dorn Street (See Application History below). While most of the PUD is residential, there is a commercial B-2 area at the northwest corner of S 98th and Van Dorn Street.
5. The PUD does not have any area within the floodplain. The submitted plans include grading and drainage sheet information for review. LTU Watershed did not have any concerns at this time.
6. The subject property is located within the Southeast Rural Fire District. Under State law, the District can petition for compensation from the annexing municipality for lost revenue based upon the amount of service area annexed. For voluntary annexations such as this one, any costs due to the district are to be borne by the developer. In this case, staff has conducted the financial analysis and there should be no funds due to the

District.

- 7. The proposed annexation is consistent with the 2050 Comprehensive Plan as the site is shown as Tier 1, Priority A for the smaller outlot area being annexed and Tier 1, Priority B for the larger outlot area being annexed. Priority A Areas includes undeveloped land within the City limits, as well as areas that are not yet annexed but have approved preliminary plans such as preliminary plats, use permits, community unit plans, or planned unit developments, or areas outside city limits that will have immediate infrastructure access upon annexation. Priority B Areas are designated for development in the first half of the planning period (to 2036) are generally contiguous to existing development and should be provided with basic infrastructure as they develop. Some of the infrastructure required for development may already be in place. Some infrastructure improvements may be made in the near term while others, such as road improvements that are generally more costly, may take longer to complete. In certain cases, areas in Priority B have special agreements that include some level of commitment to build future infrastructure. These areas move into Priority A upon approval of development plans.
- 8. The annexation of this property is compatible with the developing area as the site borders the existing Wandering Creek PUD as well as The Preserve at Hillcrest development to the north, both areas consisting of urban residential development.
- 9. The request for the change of zone from AG to R-3 PUD is justified as it conforms to the Zoning Regulations and Comprehensive Plan and matches the preliminary Wandering Creek PUD Plan. The additional request to include the two lots not part of the PUD is justified as it conforms to the City’s annexation policy and will avoid an island of unincorporated land from being surrounded by the City on three sides and right of way.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Open Space & AG Agriculture

SURROUNDING LAND USE & ZONING

North: Agricultural, Undeveloped Land	AG, R-3
South: Single Family Detached, Open Space	R-3, P, AG
East: Single Family Detached, Open Space, Acreages	R-3, AG
West: Agricultural, Open Space	AG, R-3

APPROXIMATE LAND AREA: 30.24 acres, more or less (Wandering Creek PUD Properties)
 14.11 acres, more or less (Non-PUD Properties)

PROPOSED CITY COUNCIL DISTRICT ASSIGNMENT: District #2

LEGAL DESCRIPTION: Annexation and Change of Zone:
 Wandering Creek PUD Properties -See Attached

Annexation :
 Non-PUD Properties – Lot 1, FBT Addition, Lot 1, FBT 1st Addition

Prepared by George Wesselhoft, Planner
 (402) 441-6366 or gwesselhoft@lincoln.ne.gov
 Date: April 2, 2026

Applicant/

Owner: Matodol, LLC

Contact:

Brandon Bartek
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(402) 458-5002

bbartek@olsson.com

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/AN/26000/AN26004 & CZ17030G Wandering Creek PUD.gjw.docx>

APPLICATION HISTORY – AN26004, CZ17030G

March, 2017	AN16008 was approved by City Council to annex approximately 5.12 acres of land located at approximately South 91 st and Van Dorn Streets.
February, 2018	AN17019 was approved by City Council annexing approximately 73.53 acres, more or less, for the Wandering Creek PUD generally located at South 91 st and Van Dorn Streets.
February, 2018	CZ17030 was approved by City Council establishing the Wandering Creek R-3 PUD on approximately 78.66 acres on the north side of Van Dorn Street at approximately 91 st Street. The approval permitted up to 104 residential dwelling units as part of R-3 PUD Residential Area, up to 595 multifamily dwelling units or up to 480 persons for healthcare residential or some combination of the two in the R-5 Multi-family area and up to 10,000 square feet or 12 dwellings as part of the R-3 PUD Residential Transition Area.
December, 2018	AN18005 was approved by City Council to annex approximately 9.97 acres of property associated with the Wandering Creek PUD.
December, 2018	City Council approved CZ17030A expanding the R-3 PUD by approximately 55.76 acres and adding 119 dwelling units.
December, 2018	AN18007 was approved by City Council to annex approximately 46.37 acres in associated with Change of Zone 17030A for the expansion of the Wandering Creek PUD.
May, 2019	AA19010 was approved to add grading and drainage information on the property at S. 90 th Circle and S. 90 th Bay.
March, 2020	AA20011 was approved to shift “Birdwood Rd.” approximately 120 feet north of the currently approved location to avoid existing wetlands and for better alignment with existing site features.
August, 2020	City Council approved CZ17030B amending the Wandering Creek PUD for the Multi-Family area to reduce the required parking from 1.75 spaces per dwelling to 1.5 spaces per dwelling unit.
January, 2021	AN20012 was approved by City Council annexing approximately 21.45 acres of land associated with the Wandering Creek PUD near the intersection of S. 94 th and Van Dorn Street.
January, 2021	CZ17030C was approved by City Council to change the zoning from AG Agricultural to R-3 PUD for an expansion on approximately 20.3 acres which included additional residential along with a neighborhood commercial area with 40,000 square feet of new commercial and/or 40 dwellings, 50 new multi-family dwellings and adding 12 additional residential dwellings to the PUD.
June, 2021	AA21020 was approved to remove the Long Pine Road crossing which was previously shown as Crossing “E” and revise the lot layout to the property previously identified as the “Lokahi” property along with other street connection adjustments.

- July, 2021 AN20014 was approved by City Council which as part of the overall annexation for Fire Ridge to included approximately 6.3 acres of property on the west side of 98th Street in the Wandering Creek PUD.
- April, 2022 AN22002 was approved by City Council which annexed 50.53 acres in the northern part of the Wandering Creek PUD previously shown as conceptual.
- April, 2022 CZ17030D was approved by City Council to change the zoning from AG to R3-PUD to allow for 114 residential dwellings in the north part of the PUD. This amendment also added waivers and adjustments for the RT Residential Transition area on the south side of the PUD near S. 94th Street and Van Dorn Street.
- September, 2022 AN22009 and CZ17030E was approved by City Council to annex approximately 0.61 acres and a change of zone on approximately 6 acres and included the extension of Rattlesnake Road to 98th Street.
- February, 2025 AN24010 and CZ17030F was approved by City Council to annex approximately 45 acres and rezone approximately 42 acres in the northeastern portion of the overall PUD. Waivers were approved to allow an additional freestanding sign in lieu of wall signage for one lot in the commercial part of the PUD and reduce internal setback for one lot in the residential area.

CONDITIONS OF APPROVAL – ANNEXATION #26004

Before scheduling with the City Council:

1. Revise the legal descriptions to the satisfaction of County Assessor and County Engineer.

CONDITIONS OF APPROVAL – CHANGE OF ZONE #17030G

This approval permits the annexation and change of zone from AG to R-3 PUD for the Wandering Creek Planned Unit Development for the remaining residential component of the development and the annexation of two adjoining lots which are not part of the PUD.

Site Specific Conditions:

1. The City Council approves associated request:
 - 1.1 Annexation #26004
2. Before receiving building permits or before a final plat is approved the developer shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including **2** copies with all required revisions and documents as listed below upon approval of the planned unit development by the City Council.
 - 2.1 Change the street name for Brush Creek Road to another name that is not already in existence in Lincoln or Lancaster County.
 - 2.2 Provide street name for the north-south street south of Brush Creek Road, just west of S 98th Street.
3. Before issuance of building permits, final plat(s) shall be approved by the City.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

to maintain the outlots on a permanent and continuous basis.

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

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

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

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

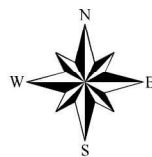
to relinquish the right of direct vehicular access to S 98th Street except as shown.

Standard Conditions:

4. The following conditions are applicable to all requests:
 - 4.1 Before occupying the buildings all development and construction shall substantially comply with the approved plans.
 - 4.2 All privately-owned improvements shall be permanently maintained by the owner or an appropriately established property or homeowners association approved by the City Attorney.
 - 4.3 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters must be in substantial compliance with the location of said items as shown on the approved site plan.
 - 4.4 The terms, conditions, and requirements of the ordinance shall run with the land and be binding upon the developer, its successors and assigns.



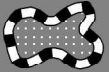


Annexation #: AN26004
S 98th St & Van Dorn St

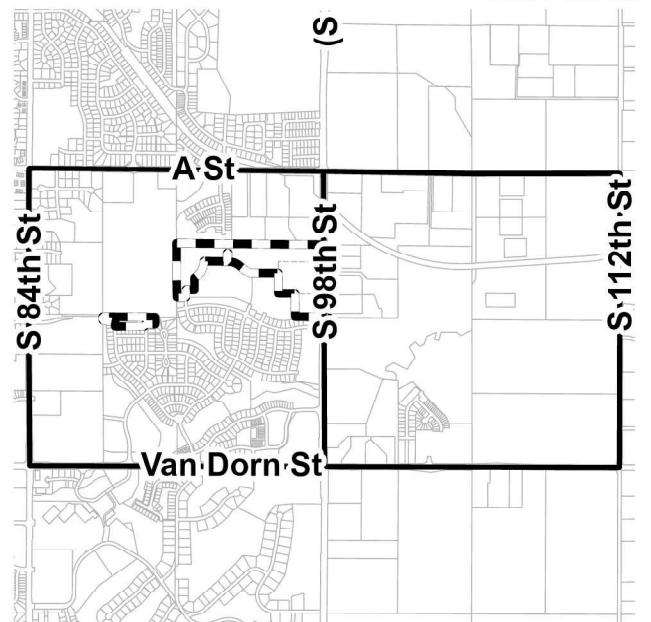


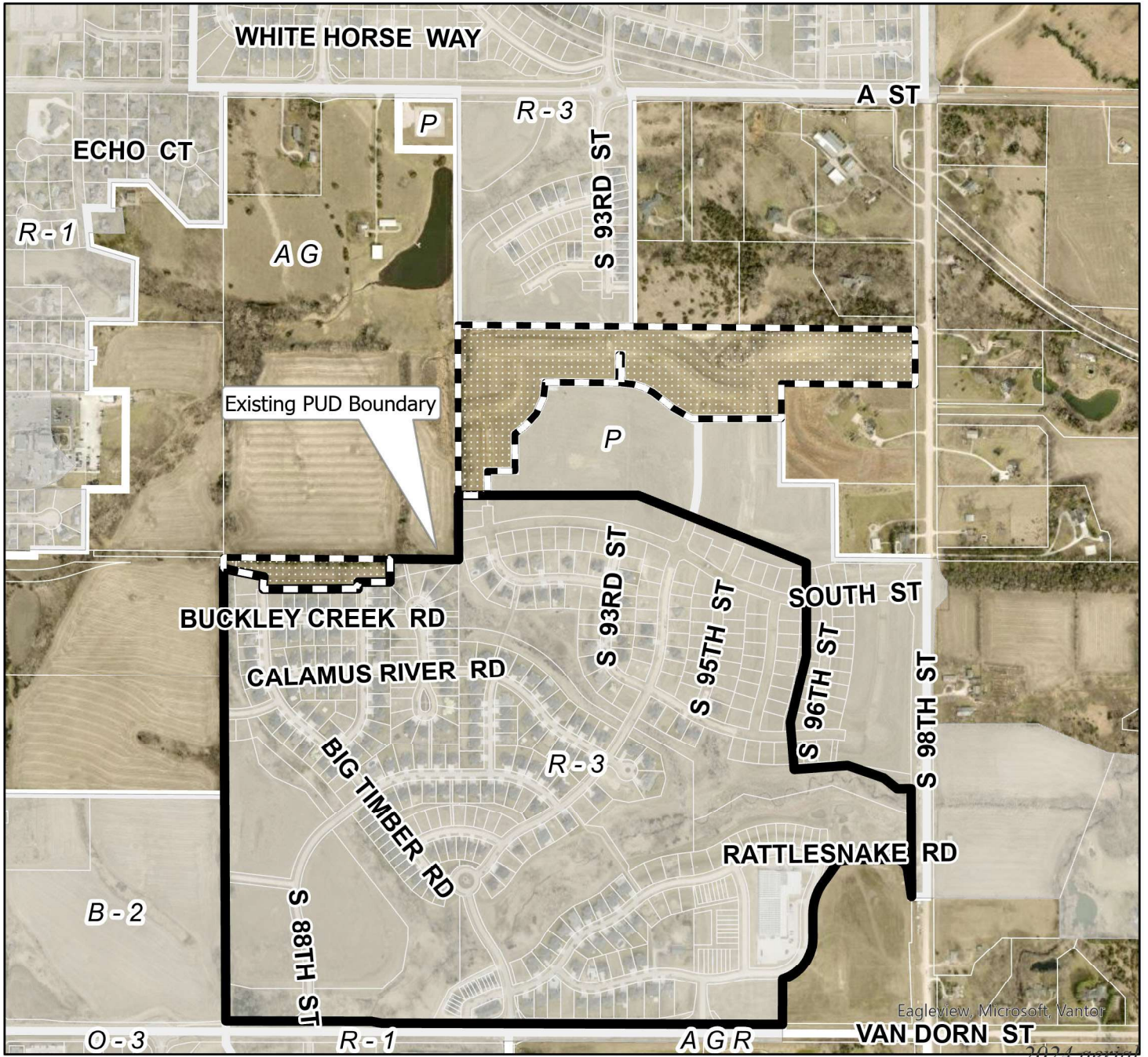
Zoning:

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

One Square Mile:
 Sec.36 T10N R07E
 Sec.35 T10N R07E

	Area of Application
	Zoning Jurisdiction Lines
	Existing Lincoln City Limits

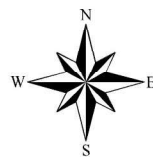




Eagleview, Microsoft, Vantor

2024 aerial

Change of Zone #: CZ17030G
Wandering Creek PUD
S 98th St & Van Dorn St



One Square Mile:
 Sec.35 T10N R07E

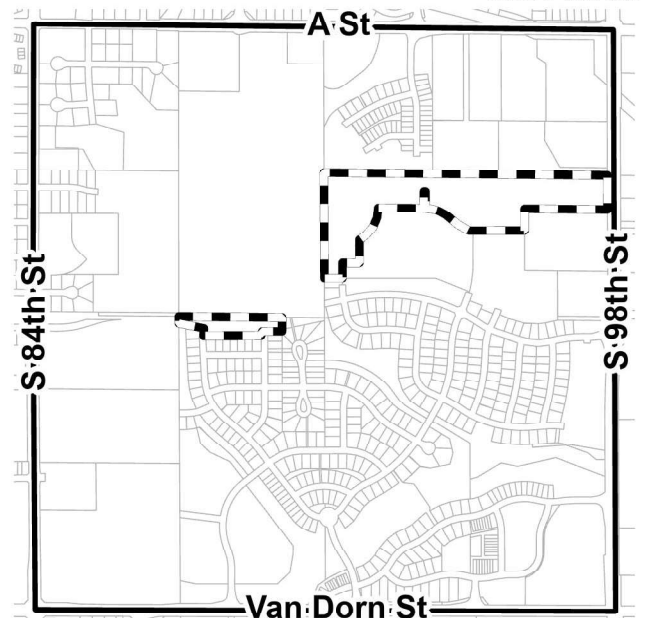
Zoning:

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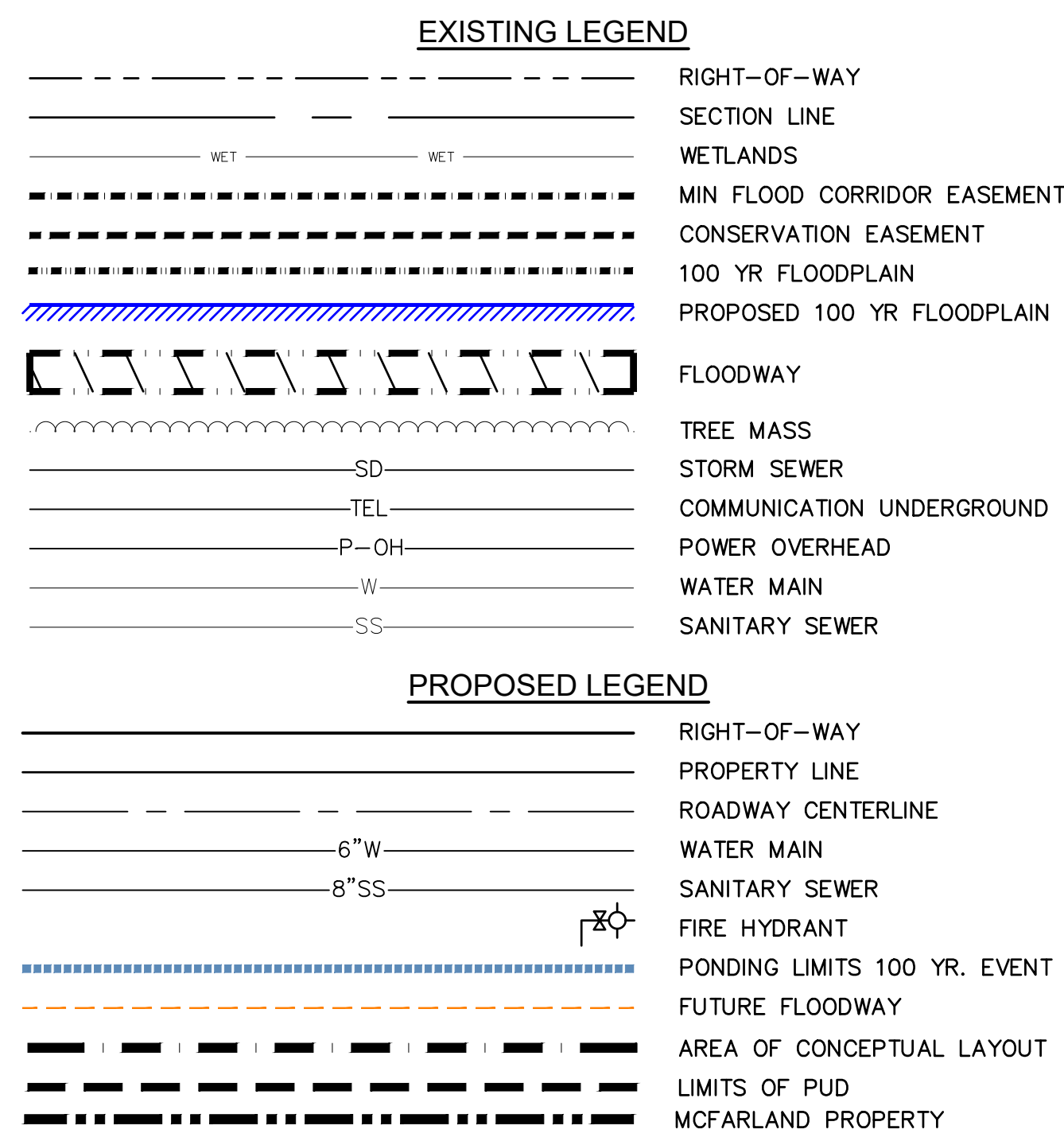
Area of Application

Zoning Jurisdiction Lines

Existing Lincoln City Limits



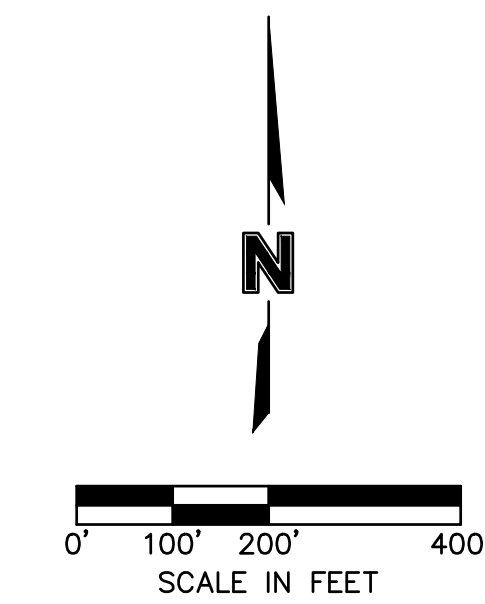
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C48	770.04'	019°06'44"	256.87'	129.64'	255.68'
C50	450.00'	024°43'13"	194.15'	98.61'	192.65'
C55	500.00'	031°28'03"	274.61'	140.86'	271.17'
C56	650.00'	016°16'52"	184.70'	92.98'	184.08'
C58	1500.00'	036°42'44"	961.12'	497.71'	944.77'
C59	800.00'	009°27'02"	131.96'	66.13'	131.81'
C60	1180.00'	016°46'36"	345.52'	174.00'	344.28'
C61	180.05'	086°31'31"	271.91'	169.45'	246.79'
C62	450.00'	011°51'12"	93.10'	46.71'	92.93'
C67	500.00'	042°08'35"	367.77'	192.65'	359.53'
C68	500.00'	024°41'47"	215.52'	109.46'	213.85'
C69	500.00'	042°49'40"	373.74'	196.09'	365.10'
C70	880.00'	025°04'50"	385.21'	195.74'	382.14'
C71	1180.00'	027°43'23"	570.95'	291.18'	565.40'
C72	1000.00'	013°28'34"	235.20'	118.15'	234.66'
C76	150.00'	090°00'00"	235.62'	150.00'	212.13'



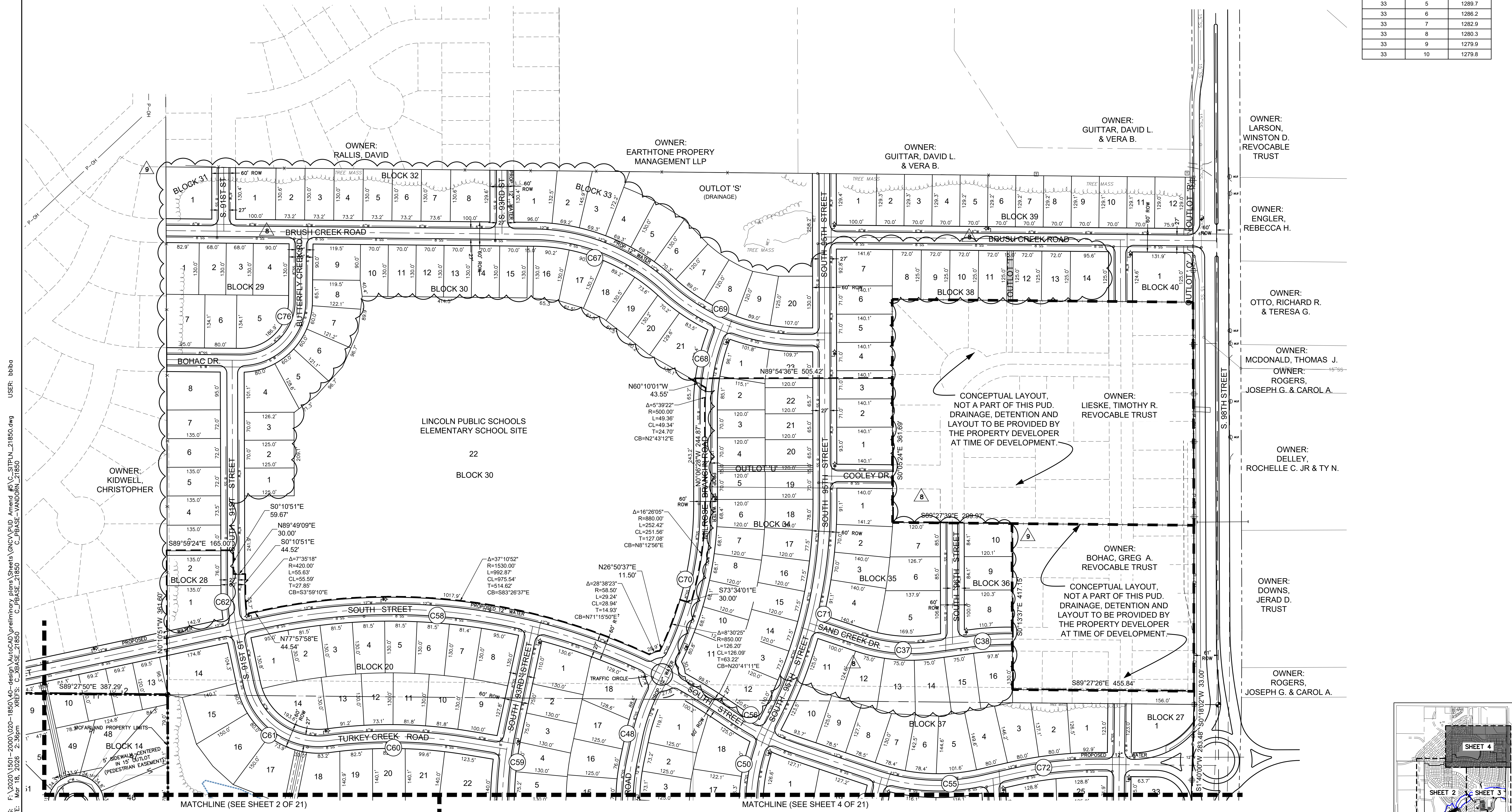
WANDERING CREEK

R-3 PLANNED UNIT DEVELOPMENT

SITE PLAN



ELEVATION TABLE		
BLOCK	LOT	MIN. OPENING
14	15	1285.7
14	16	1284.2
14	17	1284.0
33	1	1300.2
33	2	1299.2
33	3	1296.7
33	4	1293.2
33	5	1289.7
33	6	1286.2
33	7	1282.9
33	8	1280.3
33	9	1279.9
33	10	1279.8



USER: bbiba
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601 P Street, Suite 200
Lincoln, NE 68508
TEL 402.474.6311
www.olsson.com

olsson

SITE PLAN
WANDERING CREEK
R-3 PLANNED UNIT DEVELOPMENT
LINCOLN, NEBRASKA

REVISIONS

REV. NO.	DATE	REVISION DESCRIPTION
1	6.24.22	AMENDMENT TO C217050P
2	8.11.22	AMENDMENT TO C217050P
3	3.17.23	AMENDMENT TO C217050P
4		
5		
6		
7		
8		
9		

2024

SHEET 4
4 of 21

drawn by: BFB
checked by: BFB
approved by: BFB
QA/QC by: BFB
project no.: 020-1850
date: 10/23/24

LEGAL DESCRIPTION
ANNEXATION AND CHANGE OF ZONE AG TO R3

A TRACT OF LAND COMPOSED OF A PORTION OF OUTLOTS 'B' AND 'D', WANDERING CREEK 4TH ADDITION, LOCATED IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE NORTHWEST CORNER OF SAID OUTLOT 'B'; THENCE, EAST, ON THE NORTH LINE OF SAID OUTLOT 'B' AND THE NORTH LINE OF SAID OUTLOT 'D', SAID LINE BEING THE NORTH LINE OF SAID SOUTHWEST QUARTER, ON AN ASSUMED BEARING OF S89°27'50"E, A DISTANCE OF 939.73' TO A POINT; THENCE S00°11'26"E, ON AN EAST LINE OF SAID OUTLOT 'D', A DISTANCE OF 128.20' TO A POINT; THENCE S89°48'34"W, A DISTANCE OF 180.00' TO A POINT; THENCE S00°11'26"E, A DISTANCE OF 37.50' TO A POINT; THENCE S89°48'34"W, A DISTANCE OF 535.74' TO A POINT OF CURVATURE FOR A NON-TANGENT CURVE IN A CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 14°32'34", A RADIUS OF 270.00', AN ARC LENGTH OF 68.53' A CHORD LENGTH OF 68.35', A TANGENT LENGTH OF 34.45', AND A CHORD BEARING OF N03°59'58"E TO A POINT; THENCE N78°43'45"W, A DISTANCE OF 233.44' TO A POINT; THENCE N00°17'52"W, ON A WEST LINE OF SAID OUTLOT 'B', A DISTANCE OF 63.06' TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 133,895.24 SQUARE FEET OR 3.07 ACRES, MORE OR LESS.

LEGAL DESCRIPTION

ANNEXATION AND CHANGE OF ZONE AG TO R3

A TRACT OF LAND COMPOSED OF A PORTION OUTLOT 'E', WANDERING CREEK 15TH ADDITION, LOCATED IN THE NORTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT THE SOUTHWEST CORNER OF SAID OUTLOT 'E', SAID POINT BEING THE NORTHWEST CORNER OF LOT 1, BLOCK 3 WANDERING CREEK 14TH ADDITION; THENCE, NORTH, ON A WEST LINE OF SAID OUTLOT 'E', SAID LINE BEING THE WEST LINE OF SAID OUTLOT 'E', ON AN ASSUMED BEARING OF N00°10'51"W, A DISTANCE OF 1,052.40' TO A POINT; THENCE S89°25'32"E, ON A NORTH LINE OF SAID OUTLOT 'E', SAID LINE BEING THE NORTH LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 2,580.94' TO A POINT; THENCE S00°13'04"E, ON AN EAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 314.12' TO A POINT; THENCE N89°26'51"W, ON A SOUTH LINE OF SAID OUTLOT 'E', A DISTANCE OF 756.02' TO A POINT; THENCE S00°05'24"E, ON AN EAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 199.06' TO A POINT; THENCE S89°54'36"W, A DISTANCE OF 505.42' TO A POINT; THENCE N60°10'01"W, ON A SOUTHWEST LINE OF SAID OUTLOT 'E', A DISTANCE OF 125.28' TO A POINT; THENCE N50°45'52"W, ON A SOUTHWEST LINE OF SAID OUTLOT 'E', A DISTANCE OF 80.22' TO A POINT; THENCE N52°28'06"W, ON A SOUTHWEST LINE OF SAID OUTLOT 'E', A DISTANCE OF 61.49' TO A POINT; THENCE N62°50'41"W, ON A SOUTHWEST LINE OF SAID OUTLOT 'E', A DISTANCE OF 61.49' TO A POINT; THENCE N73°13'15"W, ON A SOUTHWEST LINE OF SAID OUTLOT 'E', A DISTANCE OF 61.49' TO A POINT; THENCE N83°54'58"W, ON A SOUTH LINE OF SAID OUTLOT 'E', A DISTANCE OF 65.26' TO A POINT; THENCE N00°34'36"E, ON A WEST LINE OF SAID OUTLOT 'E', A DISTANCE OF 160.00' TO A POINT; THENCE N89°25'24"W, ON A SOUTH LINE OF SAID OUTLOT 'E', A DISTANCE OF 15.00' TO A POINT; THENCE S00°34'36"W, ON AN EAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 160.00' TO A POINT; THENCE N89°25'24"W, ON A SOUTH LINE OF SAID OUTLOT 'E', A DISTANCE OF 414.50' TO A POINT; THENCE S06°36'22"W, ON AN EAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 89.87' TO A POINT; THENCE S23°59'29"W, ON A SOUTHEAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 96.71' TO A POINT; THENCE S42°14'07"W, ON A SOUTHEAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 96.71' TO A POINT; THENCE S52°46'04"W, ON A SOUTHEAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 71.30' TO A POINT; THENCE S00°11'45"E, ON AN EAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 209.12' TO A POINT; THENCE S89°49'09"W, ON A SOUTH LINE OF SAID OUTLOT 'E', A DISTANCE OF 155.06' TO A POINT; THENCE S00°10'51"E, ON AN EAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 197.44' TO A POINT; THENCE S89°49'09"W, ON A SOUTH LINE OF SAID OUTLOT 'E', A DISTANCE OF 30.00' TO A POINT; THENCE S00°10'51"E, ON AN EAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 27.47' TO A POINT; THENCE S89°49'09"W, ON A SOUTH LINE OF SAID OUTLOT 'E', A DISTANCE OF 135.00' TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 1,183,506.73 SQUARE FEET OR 27.17 ACRES, MORE OR LESS.

**LEGAL DESCRIPTION
WANDERING CREEK PUD**

A TRACT OF LAND COMPOSED OF LOT 1, BLOCK 1, LOT 1, BLOCK 2, LOT 1, BLOCK 3, OUTLOTS 'A' AND 'C', WANDERING CREEK ADDITION, LOT 1, BLOCK 1, LOTS 1 THROUGH 6, BLOCK 2, LOTS 1 THROUGH 5, BLOCK 5, LOTS 1 AND 2, BLOCK 6, AND OUTLOTS 'C', AND 'E', THAT PORTION OF LOT 6, BLOCK 5, WANDERING CREEK 2ND ADDITION, LOTS 1 THROUGH 12, BLOCK 1, AND THAT PORTION OF OUTLOT 'B', WANDERING CREEK 3RD ADDITION, LOTS 1 THROUGH 8, BLOCK 1, LOTS 1 THROUGH 10, BLOCK 2, LOTS 1 THROUGH 7, BLOCK 3, LOTS 1 THROUGH 12, BLOCK 4, LOTS 1 THROUGH 10, BLOCK 5, LOTS 1 THROUGH 6, BLOCK 6, LOTS 1 THROUGH 6, BLOCK 7, OUTLOTS 'A,' B', 'C' AND 'D', WANDERING CREEK 4TH ADDITION, LOTS 1 THROUGH 4, AND THAT PORTION OF LOT 5, BLOCK 1, LOTS 1 THROUGH 3 AND THAT PORTION OF LOT 4, BLOCK 3 AND THAT PORTION OF OUTLOTS 'A' AND 'B', WANDERING CREEK 7TH ADDITION, THAT PORTION OF LOTS 8 THROUGH 12 AND THAT PORTION OF OUTLOT 'B', WANDERING CREEK 9TH ADDITION, OUTLOTS 'B', 'D', 'F', 'G' AND 'H', LOKAHI AT WANDERING CREEK ADDITION, LOTS 1 THROUGH 11, BLOCK 1, LOTS 1 THROUGH 16, BLOCK 2, OUTLOTS 'A', 'B', AND 'C', LOKAHI AT WANDERING CREEK 1ST ADDITION, ALL LOCATED IN THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA; LOTS 1 THROUGH 10, BLOCK 1, LOTS 1 THROUGH 11, BLOCK 2, LOTS 1 THROUGH 9, BLOCK 3, AND OUTLOTS 'A', WANDERING CREEK 1ST ADDITION, LOTS 7 THROUGH 12, BLOCK 2, LOTS 1 THROUGH 8, BLOCK 3, LOTS 1 THROUGH 11 BLOCK 4, LOTS 7 THROUGH 11, BLOCK 5, AND THAT PORTION OF LOT 6, BLOCK 5, AND OUTLOT 'D', WANDERING CREEK 2ND ADDITION, OUTLOT 'E', AND THAT PORTION OF OUTLOT 'B', WANDERING CREEK 3RD ADDITION, LOTS 1 THROUGH 3, BLOCK 1, LOTS 1 AND 2, BLOCK 2, LOTS 1 THROUGH 3, BLOCK 3, WANDERING CREEK 5TH ADDITION, LOTS 1 THROUGH 3, BLOCK 1, LOT 1 BLOCK 2, LOTS 1 THROUGH 15, BLOCK 3, OUTLOTS 'A', 'C', 'D' 'F' AND 'G', AND THAT PORTION OF OUTLOT 'E', WANDERING CREEK 6TH ADDITION, LOTS 6 THROUGH 10, AND THAT PORTION OF LOT 5, BLOCK 1, LOT 1, BLOCK 2, LOTS 5 AND 6 AND THAT PORTION OF LOT 4, BLOCK 3, LOTS 1 THROUGH 10, BLOCK 4, AND THAT PORTION OF OUTLOTS 'A' AND 'B', WANDERING CREEK 7TH ADDITION, AND LOTS 2 THROUGH 16, BLOCK 2, LOTS 1 THROUGH 9, BLOCK 3, LOT 1, BLOCK 4, LOTS 1 THROUGH 4, BLOCK 5, LOTS 1 THROUGH 14, BLOCK 6, OUTLOTS 'B', AND 'G', THAT PORTION OF OUTLOT 'D', THAT PORTION OF LOTS 1 THROUGH 6, BLOCK 1, THAT PORTION OF LOT 1, BLOCK 2, AND THAT PORTION OF LOT 16, BLOCK 6, WANDERING CREEK 8TH ADDITION, LOTS 1 THROUGH 7, LOT 13, OUTLOT 'A' AND THAT PORTION OF LOTS 8 THROUGH 12, AND THAT PORTION OF OUTLOT 'B', WANDERING CREEK 9TH ADDITION, OUTLOT 'A' AND THAT PORTION OF OUTLOT 'D', WANDERING CREEK 10TH ADDITION, LOT 1 AND OUTLOT 'A' WANDERING CREEK 11TH ADDITION, LOTS 1 THROUGH 12, BLOCK 1, LOTS 1 THROUGH 4 AND LOTS 9 THROUGH 20, BLOCK 2, WANDERING CREEK 12TH ADDITION, LOT 1 WANDERING CREEK 13TH ADDITION, THAT PORTION OF LOT 2, BLOCK 3, THAT PORTION OF LOT 1, BLOCK 4, LOTS 1 THROUGH 8, BLOCK 5, LOT 1 THROUGH 8, AND THAT PORTION OF LOT 9, BLOCK 6, THAT PORTION OF LOT 2, BLOCK 7, THAT PORTION OF OUTLOT 'B', WANDERING CREEK 14TH ADDITION, THAT PORTION OF LOT 1 BLOCK 1, AND THAT PORTION OF OUTLOT 'E', LOTS 2 THROUGH 8, BLOCK 1, LOTS 1 THROUGH 9, BLOCK 2, LOTS 1 THROUGH 7 BLOCK 3, LOTS 1

THROUGH 9, BLOCK 4, LOTS 1 THROUGH 18, BLOCK 5 WANDERING CREEK 15TH ADDITION, LOTS 1 AND 2, WANDERING CREEK 16TH ADDITION, ALL LOCATED IN THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, THAT PORTION OF LOTS 1 THROUGH 6, BLOCK 1, THAT PORTION OF LOT 1, BLOCK 2 AND THAT PORTION OF LOT 15, BLOCK 6, WANDERING CREEK 8TH ADDITION, LOT 1, BLOCK 1, LOT 1 BLOCK 2, LOT 1, AND THAT PORTION OF LOT 2, BLOCK 3, THAT PORTION OF LOT 1 BLOCK 4, THAT PORTION OF LOT 9, BLOCK 6, LOT 1, AND THAT PORTION OF LOT 2, BLOCK 7, LOTS 1 THROUGH 8, BLOCK 8, OUTLOT 'C', THAT PORTION OF OUTLOT 'A', WANDERING CREEK 14TH ADDITION, THAT PORTION OF LOT 1, BLOCK 1, AND THAT PORTION OF OUTLOT 'E', WANDERING CREEK 15TH ADDITION, VACATED SOUTH STREET, ALL LOCATED IN THE NORTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 7 EAST OF THE 6TH P.M.; THENCE NORTHERLY ON THE EAST LINE OF SAID SOUTHWEST QUARTER ON AN ASSUMED BEARING OF N00°11'14"W, A DISTANCE OF 50.00' TO **THE TRUE POINT OF BEGINNING**; THENCE N89°49'27"W, ON A LINE LOCATED 50.00' NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 444.33' TO A POINT; THENCE N79°29'38"W, ON AN EASTERLY EXTENSION OF A NORTH RIGHT-OF-WAY LINE OF VAN DORN STREET, AND ON A NORTH LINE OF SAID RIGHT-OF-WAY, A DISTANCE OF 55.77' TO A POINT ON THE NORTH LINE OF SAID RIGHT-OF-WAY, SAID POINT ALSO BEING 60.00' NORTH OF THE SOUTH LINE OF SAID SOUTHWEST QUARTER; THENCE N89°49'27"W, ON A NORTH LINE OF SAID RIGHT-OF-WAY, SAID LINE BEING 60.00' NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 822.76' TO THE SOUTHWEST CORNER OF OUTLOT 'A', WANDERING CREEK ADDITION; THENCE N00°17'52"W, ON THE WEST LINE OF SAID OUTLOT 'A', THE WEST LINE OF LOT 1, BLOCK 3, WANDERING CREEK ADDITION, THE WEST RIGHT OF WAY LINE OF BOBTAIL ROAD, THE WEST LINE OF LOT 1, BLOCK 1, WANDERING CREEK ADDITION, THE WEST LINE OF LOT 1, BLOCK 2, WANDERING CREEK 4TH ADDITION, THE WEST RIGHT OF WAY LINE OF BIRDWOOD ROAD AND THE WEST LINE OF OUTLOT 'B', WANDERING CREEK 4TH ADDITION, A DISTANCE OF 2616.11' TO A POINT, SAID POINT BEING ON THE NORTH LINE OF SAID SOUTHWEST QUARTER; THENCE S89°27'50"E, ON THE NORTH LINE OF SAID OUTLOT 'B', AND 'D', WANDERING CREEK 4TH ADDITION, AND ON THE NORTH LINE OF OUTLOTS 'F', 'G' AND 'H', LOKAHI AT WANDERING CREEK ADDITION, SAID LINE ALSO BEING THE NORTH LINE OF SAID SOUTHWEST QUARTER, A DISTANCE OF 1327.01' TO THE NORTHEAST CORNER OF SAID OUTLOT 'H', SAID POINT ALSO BEING THE NORTHEAST CORNER OF SAID SOUTHWEST QUARTER; THENCE N00°10'51"W, ON THE WEST LINE OF SAID NORTHEAST QUARTER, A DISTANCE OF 1326.31' TO A POINT; THENCE S89°25'32"E, ON THE NORTH LINE OF SAID OUTLOT 'E', WANDERING CREEK 15TH ADDITION, A DISTANCE OF 2580.94' TO A POINT; THENCE S00°13'04"E, ON AN EAST LINE OF SAID OUTLOT 'E', A DISTANCE OF 314.12' TO A POINT; THENCE N89°26'51"W, ON A SOUTH LINE OF SAID OUTLOT 'E', WANDERING CREEK 15TH ADDITION, SAID LINE BEING A NORTH LINE OF LOT 1, FBT 1ST ADDITION, A DISTANCE OF 756.02' TO A POINT; THENCE S00°05'24"E, ON THE WEST LINE OF

SAID LOT 1 FBT 1ST ADDITION, A DISTANCE OF 560.75' TO THE SOUTHWEST CORNER OF SAID LOT 1, FBT 1ST ADDITION; THENCE S89°27'39"E, ON THE SOUTH LINE OF SAID LOT 1, FBT 1ST ADDITION, A DISTANCE OF 299.97' TO THE NORTHEAST CORNER OF LOT 1, FBT ADDITION; THENCE S00°13'37"E, ON THE WEST LINE OF SAID LOT 1, FBT ADDITION, A DISTANCE OF 417.15' TO THE SOUTHWEST CORNER OF SAID LOT 1, FBT 1 ADDITION; THENCE S89°27'26"E, ON THE SOUTH LINE OF SAID LOT 1, A DISTANCE OF 455.84' TO A POINT ON THE WEST RIGHT OF WAY LINE OF SOUTH 98TH STREET; THENCE S00°18'02"W, ON A WEST LINE OF SAID RIGHT OF WAY, A DISTANCE OF 33.00' TO A POINT; THENCE S01°40'00"W, ON A WEST LINE OF SAID RIGHT OF WAY, A DISTANCE OF 283.48' TO A POINT; THENCE S02°28'51"W, ON A WEST LINE OF SAID RIGHT OF WAY, A DISTANCE OF 324.18' TO A POINT; THENCE S01°07'53"W, ON A WEST LINE OF SAID RIGHT OF WAY, A DISTANCE OF 236.92' TO A POINT; THENCE S00°13'03"E, ON A WEST LINE OF SAID RIGHT OF WAY, A DISTANCE OF 1034.86' TO A POINT; THENCE N08°30'05"W, A DISTANCE OF 151.27' TO A POINT OF CURVATURE FOR A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 81°43'21', A RADIUS OF 73.50', AN ARC LENGTH OF 104.84', A CHORD LENGTH OF 96.17', A TANGENT LENGTH OF 63.58', AND A CHORD BEARING OF N49°21'23"W, TO A POINT; THENCE S89°46'57"W, A DISTANCE OF 179.62' TO A POINT OF CURVATURE FOR A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 08°09'11', A RADIUS OF 970.00', AN ARC LENGTH OF 138.03', A CHORD LENGTH OF 137.91', A TANGENT LENGTH OF 69.13', AND A CHORD BEARING OF S85°42'21"W TO A POINT; THENCE S35°35'50"W, A DISTANCE OF 149.06' TO A POINT OF CURVATURE FOR A CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 35°48'52', A RADIUS OF 310.00', AN ARC LENGTH OF 193.77', A CHORD LENGTH OF 190.64', A TANGENT LENGTH OF 100.17', AND A CHORD BEARING OF S17°41'24"W TO A POINT; THENCE S00°13'02"E, A DISTANCE OF 131.70' TO A POINT OF CURVATURE FOR A CURVE IN A CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 73°32'07', A RADIUS OF 240.00', AN ARC LENGTH OF 308.02', A CHORD LENGTH OF 287.31', A TANGENT LENGTH OF 179.33', AND A CHORD BEARING OF S36°33'01"W TO A POINT; THENCE S00°10'36"W, A DISTANCE OF 255.83' TO A POINT BEING 50.00' NORTH OF THE SOUTH LINE OF THE SOUTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 7 EAST OF THE 6TH P.M.; THENCE N89°49'24"W, ON A LINE 50.00' NORTH OF AND PARALLEL WITH THE SOUTH LINE OF SAID SOUTHEAST QUARTER, A DISTANCE OF 1,819.84' TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 12,384,937.37 SQUARE FEET OR 284.31 ACRES, MORE OR LESS.

EXCLUDING

A TRACT OF LAND COMPOSED OF OUTLOT 'A', WANDERING CREEK 14TH ADDITION, LOCATED IN THE NORTHEAST QUARTER OF SECTION 35, TOWNSHIP 10 NORTH, RANGE 7 EAST OF THE 6TH P.M., LANCASTER COUNTY, NEBRASKA, AND MORE PARTICULARLY DESCRIBED AS FOLLOWS:

BEGINNING AT A SOUTHWEST CORNER OF SAID OUTLOT 'A', SAID POINT BEING ON THE NORTH RIGHT OF WAY LINE OF SOUTH STREET AND THE EAST RIGHT OF WAY LINE OF SOUTH 91ST STREET, SAID POINT BEING A POINT OF CURVATURE FOR A CURVE IN A CLOCKWISE DIRECTION HAVING A CENTRAL ANGLE OF 07°35'18', A RADIUS OF 420.00', AN ARC LENGTH OF 55.63' ON A WEST

LINE OF SAID OUT LOT 'A', HAVING A CHORD LENGTH OF 55.59', A TANGENT LENGTH OF 27.85', AND AN ASSUMED CHORD BEARING OF N03°59'10"W TO A POINT; THENCE N00°10'51"W, ON A WEST LINE OF SAID OUTLOT 'A', A DISTANCE OF 44.52' TO A POINT; THENCE S89°49'09"W, ON A SOUTH LINE OF SAID OUTLOT 'A', A DISTANCE OF 30.00' TO A POINT; THENCE N00°10'51"W, ON A WEST LINE OF SAID OUTLOT 'A', A DISTANCE OF 197.44' TO A POINT; THENCE N89°49'09"E, ON A NORTH LINE OF SAID OUTLOT 'A', A DISTANCE OF 155.06' TO A POINT; THENCE N00°11'45"W, ON A WEST LINE OF SAID OUTLOT 'A', A DISTANCE OF 209.12' TO A POINT; THENCE N52°46'04"E, ON A NORTHWEST LINE OF SAID OUTLOT 'A', A DISTANCE OF 71.30' TO A POINT; THENCE N42°14'07"E, ON A NORTHWEST LINE OF SAID OUTLOT 'A', A DISTANCE OF 96.71' TO A POINT; THENCE N23°59'29"E, ON A NORTHWEST LINE OF SAID OUTLOT 'A', A DISTANCE OF 96.71' TO A POINT; THENCE N06°36'22"E, ON A WEST LINE OF SAID OUTLOT 'A', A DISTANCE OF 89.87' TO A POINT; THENCE S89°25'24"E, ON A NORTH LINE OF SAID OUTLOT 'A', A DISTANCE OF 414.50' TO A POINT; THENCE N00°34'36"E, ON A WEST LINE OF SAID OUTLOT 'A', A DISTANCE OF 160.00' TO A POINT; THENCE S89°25'24"E, ON A NORTH LINE OF SAID OUTLOT 'A', A DISTANCE OF 15.00' TO A POINT; THENCE S00°34'36"W, ON AN EAST LINE OF SAID OUTLOT 'A', A DISTANCE OF 160.00' TO A POINT; THENCE S83°54'58"E, ON A NORTH LINE OF SAID OUTLOT 'A', A DISTANCE OF 65.26' TO A POINT; THENCE S73°13'15"E, ON A NORTH LINE OF SAID OUTLOT 'A', A DISTANCE OF 61.49' TO A POINT; THENCE S62°50'41"E, ON A NORTHEAST LINE OF SAID OUTLOT 'A', A DISTANCE OF 61.49' TO A POINT; THENCE S52°28'06"E, ON A NORTHEAST LINE OF SAID OUTLOT 'A', A DISTANCE OF 61.49' TO A POINT; THENCE S50°45'52"E, ON A NORTHEAST LINE OF SAID OUTLOT 'A', A DISTANCE OF 80.22' TO A POINT; THENCE S60°10'01"E, ON A NORTHEAST LINE OF SAID OUTLOT 'A', A DISTANCE OF 168.83' TO A POINT OF CURVATURE FOR A NON-TANGENT CURVE IN A COUNTER CLOCKWISE DIRECTION HAVING A CENTRAL ANGLE OF 05°39'22", A RADIUS OF 500.00', AN ARC LENGTH OF 49.36' ON AN EAST LINE OF SAID OUTLOT 'A', A CHORD LENGTH OF 49.34', A TANGENT LENGTH OF 24.70', AND A CHORD BEARING OF S02°43'12"W TO A POINT; THENCE S00°06'28"E, ON AN EAST LINE OF SAID OUTLOT 'A', A DISTANCE OF 244.87' TO A POINT OF CURVATURE FOR A NON-TANGENT CURVE IN A CLOCKWISE DIRECTION HAVING A CENTRAL ANGLE OF 16°26'05", A RADIUS OF 880.00', AN ARC LENGTH OF 252.42' ON AN EAST LINE OF SAID OUTLOT 'A', A CHORD LENGTH OF 251.56', A TANGENT LENGTH OF 127.08', AND A CHORD BEARING OF S8°12'56"W TO A POINT; THENCE N73°34'01"W, ON A SOUTH LINE OF SAID OUTLOT 'A', A DISTANCE OF 30.00' TO A POINT OF CURVATURE FOR A NON-TANGENT CURVE IN A CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 8°30'25", A RADIUS OF 850.00', AN ARC LENGTH OF 126.20' ON AN EAST LINE OF SAID OUTLOT 'A', A CHORD LENGTH OF 126.09', A TANGENT LENGTH OF 63.22', AND A CHORD BEARING OF S20°41'11"W TO A POINT; THENCE S26°50'37"W, ON AN EAST LINE OF SAID OUTLOT 'A', A DISTANCE OF 11.50' TO A POINT OF CURVATURE FOR A NON-TANGENT CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 28°38'23", A RADIUS OF 58.50', AN ARC LENGTH OF 29.24' ON A SOUTHEAST LINE OF SAID OUTLOT 'A', A CHORD LENGTH OF 28.94', A TANGENT LENGTH OF 14.93', AND A CHORD BEARING OF S71°15'50"W TO A POINT OF CURVATURE FOR A NON-TANGENT CURVE IN A COUNTER CLOCKWISE DIRECTION, HAVING A CENTRAL ANGLE OF 37°10'52", A RADIUS OF 1,530.00', AN ARC LENGTH OF 992.87' ON A SOUTH LINE OF SAID OUTLOT 'A', A CHORD LENGTH OF 975.54', A TANGENT LENGTH OF 514.62', AND A CHORD BEARING OF N83°26'37"W TO A

POINT; THENCE S77°57'58"W, ON A SOUTH LINE OF SAID OUTLOT 'A', A DISTANCE OF 44.54' TO THE POINT OF BEGINNING, SAID TRACT CONTAINS A CALCULATED AREA OF 786,190.62 SQUARE FEET OR 18.05 ACRES, MORE OR LESS.

FOR A COMBINED TOTAL CALCULATED AREA OF 11,598,746.75 SQUARE FEET OR 266.27 ACRES, MORE OR LESS.

MARCH 18, 2026

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AN26004 NON-PUD PROPERTIES

LEGAL DESCRIPTIONS

Lot 1, FBT Addition and Lot 1, FBT 1st Addition and adjacent street right-of-way, Lincoln, Lancaster County, Nebraska



SEACREST & KALKOWSKI, PC, LLO
KENT@SK-LAW.COM | DANAY@SK-LAW.COM

March 18, 2026

HAND DELIVERY

David R. Cary, Director
Planning and Development Services
555 South 10th Street
Lincoln, NE 68508

RE: Wandering Creek R-3 PUD

Dear David:

Our office represents Matodol, LLC (“Matodol”), developer of the multi-use and multi-phase Wandering Creek development. Matodol is the owner of Outlot D, Wandering Creek 4th Addition and Outlot E, Wandering Creek 15th Addition, and is ready to request annexation and a change of zone to R-3 PUD to add these parcels to the Wandering Creek R-3 PUD. The annexation request will also include one-half of adjacent street right-of-way that is part of the LPS school site.

The addition of these two parcels to the PUD will complete the residential component of the Wandering Creek R-3 PUD. Both parcels will continue to be shown for single family residential use pursuant to the PUD site plan. No new waivers are being requested beyond those already approved in the Wandering Creek R-3 PUD.

Enclosed please find the following:

- a. City of Lincoln Zoning Applications for Annexation and Change of Zone;
- b. Legal Description and Exhibit for the Annexation;
- c. Legal Description and Exhibit for the Change of Zone;
- d. PUD Site plan; and
- e. Application fees of \$5,411 for the Change of Zone (\$1,176 PUD Base + \$4,235 max per acre fee).

The annexation of Matodol’s remaining residential property will extend the City limits to many of Wandering Creek’s neighboring properties. Consequently, these adjacent property owners are being copied on this letter. If you or an adjacent neighbor have any questions

regarding the enclosed or need any additional information, please feel free to contact me or Brandon Bartek at Olsson bbartek@olsson.com.

Very truly yours,



DANAY KALKOWSKI
For the Firm

Enclosures

Cc with a copy of the PUD Site Plan:

Christopher Kidwell
David, David, John LLC
Earthtone Property Management LLP
David and Vera Guittar
Timothy Lieske



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER	FINAL ACTION?	DEVELOPER/OWNER
Change of Zone #26005	No	Nickalaus Jensen
PLANNING COMMISSION HEARING DATE	RELATED APPLICATIONS	PROPERTY ADDRESS/LOCATION
April 15, 2026	None	9950 Stagecoach Rd

RECOMMENDATION: APPROVAL

BRIEF SUMMARY OF REQUEST

This is a request for a change of zone from AG Agricultural to AGR Agricultural Residential on approximately 5.91 acres located generally ¼ mile east of S 96th Street at 9950 Stagecoach Rd. The owner is proposing an accessory building and is requesting the change of zone to have a reduced side yard setback of 15 feet for AGR zoning instead of 60 feet for AG zoning. The zoning to the south is AGR.



JUSTIFICATION FOR RECOMMENDATION

The change of zone is justified in that it is consistent with the zoning pattern in the area which has AGR zoning and is consistent with the Future Land Use map of the Comprehensive Plan which identifies the property for Low Density Residential. There will be no negative impact to neighboring acreage properties by the change of zone.

APPLICATION CONTACT

Nickalaus Jensen (402) 770-2955 or grizzn80@gmail.com

STAFF CONTACT

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The proposed zoning is compatible with the Comprehensive Plan as it matches the Future Land Use which identifies Low Density Residential for the property which is AGR Zoning. The approximate west half of the property is designated for Green Space, reflective of floodplain for that area.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Land Use Plan

The land use plan displays the generalized location of each land use. It is not intended to be used to determine the exact boundaries of each designation. The area of transition from one land use to another is often gradual.

Figure GF.b: 2050 - This site is shown as future low density residential and green space on the 2050 Future Land Use Plan. The green space designation is related to flood plan which is present on the west part of the property.

Low Density Residential. Residential areas, often referred to as acreages, having densities ranging from 1 to 5 acres per dwelling unit, with a typical density of 3 acres per dwelling unit. Existing Low Density Residential areas within the Future Service Limit with urban utilities available may also be appropriate for future Urban Residential development.

Green Space. Public or privately-owned areas predominantly used for recreation, such as parks, golf courses, soccer or ball fields, and trails. Many green space areas also serve functions such as buffers between incompatible uses and as stormwater management areas. In some cases, privately-owned Green Space such as golf courses may also be appropriate for future urban residential development.

Fundamentals of Growth in Lancaster County

The Rural Environment. Focus on agriculture. Rural areas should be preserved for agriculture, a limited supply of low density residential, and other compatible land uses. Acknowledge the fundamental "right to farm" in agriculture districts.

Elements Section

E1: Complete Neighborhoods and Housing

Rural Housing

PlanForward supports the preservation of land in the bulk of the County for agricultural and natural resource purposes. Balancing the demand for rural living and the practical challenge of integrating acreages with traditional land uses will continue as Lincoln and Lancaster County continue to grow. New acreage development is not encouraged in any of the Growth Tiers except for areas already platted, zoned, or designated for low density residential development. Zoning currently allows development in these tiers under the "build-through" model and without use of Sanitary Improvement Districts (SIDs). However, careful consideration should be given to these current regulations. Compared to urban development, acreage developments consume large quantities of farmland and generate traffic that exceeds the rural capacities of gravel road. Since the growth tiers establish future urbanized areas for the City of Lincoln, additional acreage developments are a detriment to future urban growth. Eventually, all acreage areas in the growth tiers will be located within the City. Therefore, land within the growth tiers is encouraged to remain in agricultural uses.

ANALYSIS

1. This request is for a change of zone from AG Agricultural to AGR Agricultural Residential on approximately 5.91 acres. The property is generally at 9950 Stagecoach Rd approximately ¼ mile east of S 96th Street. This is in an area of Lancaster County Zoning Jurisdiction south of Wagontrain Lake just east of Hickman’s 1 mile jurisdiction.
2. The site is shown for future Low Density Residential in the 2050 Comprehensive Plan. This equates to AGR for zoning. There is adjacent AGR zoning to the south. This adjacent area was rezoned in 2012 from AG to AGR (CZ12020). This area was also shown as future Low Density Residential in the Future Land Use Map.
3. The change of zone is requested as the applicant is proposing an accessory building that would be set back at least 15 feet from the side (east) lot line, east of the existing home, but not in the rear yard. Therefore, under the current AG zoning a 60-foot setback is required
4. The lot in question was created in June 2003 as part of a County Administrative Subdivision Permit (CASP) 23021. While the lot is buildable, the lot would not be able to be subdivided if the property were rezoned to AGR as it would not have enough area to create two 3 acre lots, the minimum lot size required, or enough road frontage. Therefore, the change of zone will not increase the residential density of the property.
5. If requested in the future, it would also be appropriate for the properties to the east of the adjacent AGR zoning to S 110th Street to also be rezoned from AG to AGR to match the same zoning pattern and the Future Land Use.
6. This change of zone is compatible with the 2050 Comprehensive Plan and the existing land use and zoning pattern in the area.

EXISTING LAND USE & ZONING: Acreage Lot AG Agricultural

SURROUNDING LAND USE & ZONING

North: Agricultural	AG Agricultural
South: Acreage Lots	AGR Agricultural Residential
East: Acreage Lots	AGR Agricultural Residential/AG Agricultural
West: Agricultural	AG Agricultural

APPROXIMATE LAND AREA: 5.91 Acres

LEGAL DESCRIPTION: Lots 44 in the SW ¼ of Section 36-08-07

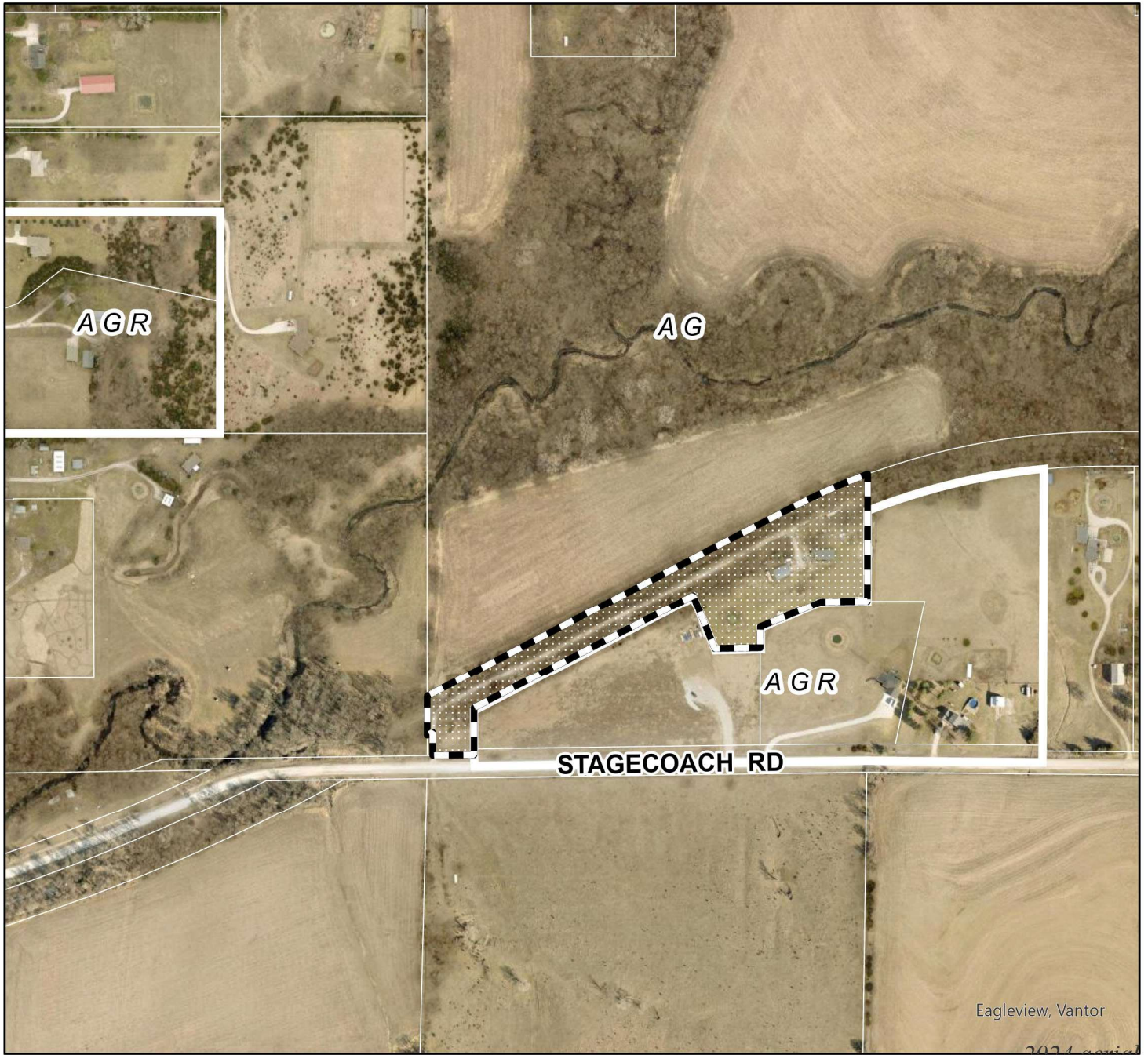
Prepared by George Wesselhoft, Planner
(402) 441-6366 or gwesselhoft@lincoln.ne.gov

Date: April 2, 2026

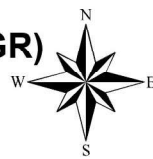
Applicant/
Contact: Nickalaus Jensen

Owner: Nickalaus Jensen

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/CZ/26000/CZ26005 AGR Project Jensen.docx>



**Change of Zone #: CZ26005 (AG to AGR)
S 96th St & Stagecoach Rd**

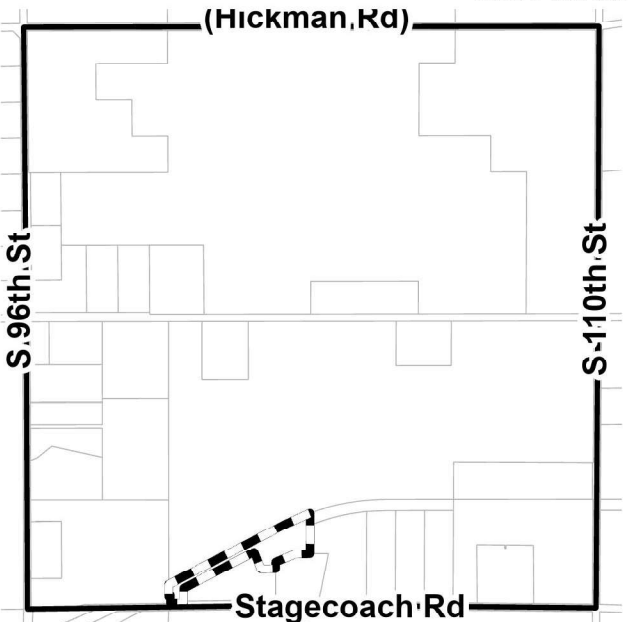


One Square Mile:
Sec.36 T08N R07E

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

	Area of Application
	Zoning Jurisdiction Lines
	City of Lincoln Jurisdiction
37	



I live at 9950 Stagecoach Road Hickman Nebraska 68372, I would like to change my set backs to AGR instead of AG. Everyone around me have the set back of AGR.

I am trying to build a garage in area on my property that AGR setbacks would make that possible.

Thank you
Nickalaus Jensen
402-770-2955



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
 FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
 555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER Special Permit #1653A	FINAL ACTION? Yes	DEVELOPER/OWNER Ben & Nancy Sand
PLANNING COMMISSION HEARING DATE April 15, 2026	RELATED APPLICATIONS None	PROPERTY ADDRESS/LOCATION 6305 W Adams Street

RECOMMENDATION: CONDITIONAL APPROVAL

BRIEF SUMMARY OF REQUEST

This request is for a Special Permit to combine two previously approved Special Permits, SP12002 for a Farm Winery and SP1653 for a Social Hall into one. The property is located at 6305 W Adams Street; this is approximately half a mile east of NW 70th Street on the south side of W Adams Street. This proposal is allowable under the Zoning Regulations with the recent TX26001 Farm Winery Text Amendment which allows the two uses on the same premises. The proposal will allow an accessory building to be constructed on the site of the present farm winery that is incidental to the social hall.



JUSTIFICATION FOR RECOMMENDATION

The proposal meets the requirements for a farm winery special permit and will not negatively affect the neighboring properties, as the social hall and farm winery uses have existed for years.

APPLICATION CONTACT

Jill Schuerman, (402) 484-8494 or
 jschuerman@civildg.com

STAFF CONTACT

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The special permit is in conformance with the 2050 Comprehensive Plan. The proposal provides flexibility for two zoning uses to operate together and are uses which are compatible with the AG Agriculture zoning.

KEY QUOTES FROM THE 2050 COMPREHENSIVE PLAN

Introduction Section: Growth Framework

Figure GF.b: 2050 - This site is shown as future agricultural on the 2050 Future Land Use Plan.

Land Use Plan – Agricultural. Land principally in use for agricultural production and compatible industries like solar and wind energy production. Agricultural land may be in transition to more diversified agribusiness ventures such as growing and marketing of products (e.g., horticulture, silviculture, aquaculture) on site. Some land in the Agricultural category may be enrolled in voluntary preservation programs such as the USDA Conservation Reserve Program (CRP).

Fundamentals of Growth in Lancaster County

The Rural Environment. Focus on agriculture. Rural areas should be preserved for agriculture, a limited supply of low density residential, and other compatible land uses. Acknowledge the fundamental "right to farm" in agriculture districts.

ANALYSIS

1. This request is for a Special Permit to combine two previously approved Special Permits, SP12002 for a Farm Winery and SP1653 for a Social Hall into one. The property is located at 6305 W Adams Street; this is approximately a half mile east of NW 70th Street on the south side of W Adams Street. The property is zoned AG Agriculture except for the far northeast area which is R-3. Residential. The latter R-3 area has no buildings or uses associated with either of the existing special permits. The combined Special Permit boundary includes three lots and comprises approximately 79 acres.
2. SP1653 was approved by the Planning Commission in October 1996 and authorized the construction of a community hall, which now is the same as social hall under the Zoning Regulations.
3. SP12002 was approved by the Planning Commission in February 2012 for a Farm Winery. The City Council previously in 2011 updated the Zoning Ordinance to add Farm Winery as a special permitted use in the Agriculture District within the City of Lincoln and 3 Mile jurisdiction.
4. Administrative Amendment AA12001 approved in February 2012 removed the Farm Winery where it had overlapped with the Social Hall special use. The two uses have shared the same access point and driveway, but the special permit boundaries have been separated since then. In terms of site improvements, a winery building and greenhouse were constructed on the Farm Winery permit while buildings constructed under the Social Hall permit included the community hall building with covered patio, a private residence, and a workshop.
5. The applicant submitted a building permit application in October 2025 for the proposed covered open pavilion shown on the site drawing. The proposed structure is 49 by 43 feet in size. It was identified in the review of the building permit that this proposed building is accessory to Social Hall use but shown within the Special Permit boundary of the Farm Winery use. Therefore, the building permit could not be approved because of the different permits and uses.
6. TX26001 was approved by the City Council on March 16, 2026. This text amendment changed the provisions for a Farm Winery under LMC 27.63.810 which is allowed by Special Permit in the AG Agriculture zoning district. The revisions allowed alcohol and food that is not produced on site to be sold for on-site consumption

as accessory to the winery. It also allowed more options for food prepared on site to be sold. It additionally allowed the farm winery to also have a social hall special permit on the same site if at least 20 acres in size. The latter provision is what allows for the two existing special permits to be combined.

7. The proposed amendment will allow two existing special permits to be combined into one and offer greater flexibility for the business owner in terms of the social hall and farm winery uses not having to be mutually exclusive. The proposed amendment will not negatively affect the neighboring properties as the uses have existed for some time. The proposal will allow the applicant to proceed with their accessory building permit as the two areas and uses will be combined into one special permit.
8. The proposed special permit amendment is compatible with the Comprehensive Plan by allowing flexibility under the regulations while still meeting the AG District requirements.

CONDITIONS OF APPROVAL: See attached.

EXISTING LAND USE & ZONING: Social Hall, Farm Winery, Single Family Home AG/Agricultural, R-3 Residential

SURROUNDING LAND USE & ZONING

North:	Agricultural	AG Agricultural
South:	Agricultural	AG Agricultural
East:	Agricultural	AG Agricultural, R-3 Residential
West:	Agricultural	AG Agricultural

APPROXIMATE LAND AREA: 78.9 Acres

LEGAL DESCRIPTION: Lots 1-2, Sand Addition and Lot 24 I.T., located in the NW ¼ of Section 13-10-05

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

Date: April 2, 2026

Applicant/
Contact: Jill Schuerman, Civil Design Group, Inc.

Owner: Ben & Nancy Sand

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/SP/1600/SP1653A 6305 W Adams Street.gjw.docx>

CONDITIONS OF APPROVAL – SPECIAL PERMIT #1653A

Per 27.63.810 of the Lincoln Municipal Code this approval permits a farm winery and a social hall.

Site Specific Conditions:

1. Before receiving building permits the permittee shall cause to be prepared and submitted to the Planning Department a revised and reproducible final plot plan including **2** copies with all required revisions and documents as listed below:
 - 1.1 Delete Note 5.
 - 1.2 Add a legend that includes the survey monuments.
 - 1.3 Correct the name of the vineyard in the title.

Standard Conditions:

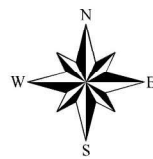
2. The following conditions are applicable to all requests:
 - 2.1 Before occupying the new building all development and construction shall substantially comply with the approved plans.
 - 2.2 The physical location of all setbacks and yards, buildings, parking and circulation elements, and similar matters 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 City Clerk shall file a copy of the resolution approving the special permit and the letter of acceptance with the Register of Deeds, filing fees therefore to be paid in advance by the applicant.
 - 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.



Eagleview, Microsoft, Vantor

2024 aerial

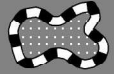


Special Permit #: SP1653A
NW 70th St & W Adams St

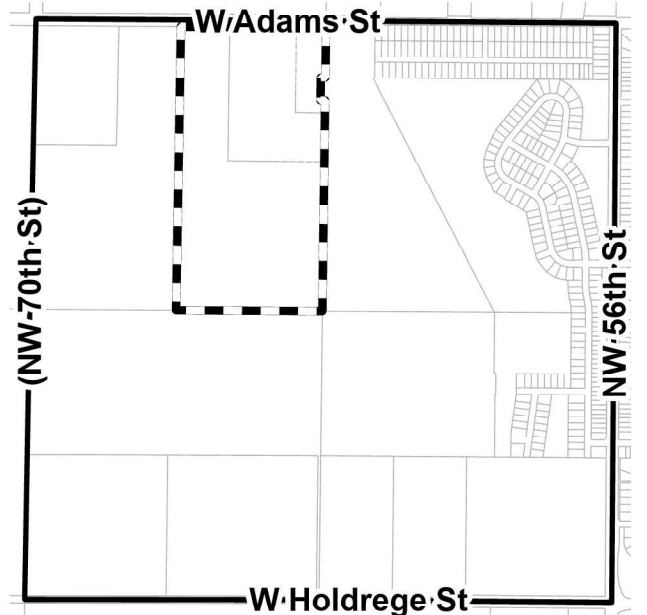


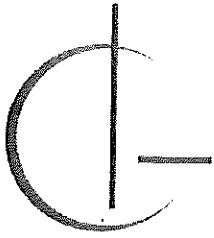
One Square Mile:
 Sec. 13 T10N R05E

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

	Area of Application
	Zoning Jurisdiction Lines
	Lancaster County Jurisdiction
43	





Civil Design Group, Inc.

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

March 17, 2026

Mr. David Cary, Director of Planning & Development Services
City of Lincoln /Lancaster County
555 South 10th Street, Room 203
Lincoln, NE 68508

Re: Amended Special Permit Application for a Farm Winery located at 6305 W. Adams Street. CDG Project 2026-0009

Dear Mr. Cary:

On behalf of Ben & Nancy Sand doing business as Country Pines, we submit an application to amend Special Permit #1653. This application is to combine previously approved Special Permit #12002 for a social hall, to be part of the Farm Winery Permit #1653. This new provision was recently approved at Planning Commisison and City Council to allow both uses in one Special Permit.

With this application we submit the following items:

Application to a Amended Special Permit for a Farm Winery
Special Permit Fee of \$1,176.00
Plans submitted via Project Dox

I hope that this letter in conjunction with the site plan assists you in reviewing this application. Please feel free to call me at (402) 434-8494 with any questions about the submitted plan. If you have any questions about the Farm Winery and Social Hall please contact Elli White with Country Pines at 402-470-3665 so that she can address any questions you might have.

Sincerely,

Mike Eckert, AICP

cc: Country Pines

LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT
FROM THE LINCOLN/LANCASTER COUNTY PLANNING AND DEVELOPMENT SERVICES DEPARTMENT
555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

APPLICATION NUMBER
Comprehensive Plan Conformance 26002
Capital Improvement Program FY 2026/27 - 31/32

FINAL ACTION?
No

PLANNING COMMISSION HEARING DATE
April 15, 2026

RELATED APPLICATIONS
None

RECOMMENDATION: IN CONFORMANCE WITH THE COMPREHENSIVE PLAN

BRIEF SUMMARY OF REQUEST

This is a request to review the FY 2026/27 – 2031/32 Capital Improvement Program for the City of Lincoln. The Planning Commission must review each project in the CIP to determine its level of conformity to the Comprehensive Plan.

The draft CIP can be found on the [Capital Improvement Program webpage](#) (click on the Draft CIP tab).

JUSTIFICATION FOR RECOMMENDATION

The City Charter requires that Comprehensive Plan Conformity is determined for all projects in the Capital Improvement Program.

APPLICATION CONTACT

David Cary, Director
Planning & Development Services
(402) 441-6364; dcary@lincoln.ne.gov

STAFF CONTACT

Andrew Thierolf, Planner
Planning & Development Services
(402) 441-6371;
athierolf@lincoln.ne.gov

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The CIP is the City of Lincoln’s six-year program that plans for significant public improvements across the City. The projects in the FY 2026/27 – 31/32 CIP are in conformance with the Comprehensive Plan because they are specifically listed in or are implied by the text in the Comprehensive Plan. The CIP is therefore found to be in full or general conformance with the 2050 Comprehensive Plan.

COMPREHENSIVE PLAN SPECIFICATIONS:

CITY CHARTER

The City Charter defines “capital improvements” as consisting of the following:

“...the acquisition of real property; the acquisition, construction, reconstruction, improvement, extension, equipping, or furnishing of any physical improvements, but not routine maintenance work thereon; and equipment with a probable useful life of fifteen or more years.”

The City Charter's discussion of Comprehensive Plan conformity relative to the capital improvement program is twofold. First, on several occasions the Charter stresses the importance of ensuring that Comprehensive Plan conformity is determined before capital projects are approved by the City Council. One entire section of the Charter (i.e., Article IX-B, Section 6) deals exclusively with this issue. It states in part:

"No ordinance, or resolution, which deals with the acquisition, extension, widening, narrowing, removal, vacation, abandonment, sale or other change relating to any public way, transportation route, ground, open space, building or structure, or other public improvement of a character included in the comprehensive plan, shall be adopted by the council until such ordinance or resolution shall first have been referred to the planning department and that department has reported regarding conformity of the proposed action to the comprehensive plan."

COMPREHENSIVE PLAN

The Comprehensive Plan review includes the Plan itself plus a variety of other documents adopted in the Plan, including the Climate Action Plan, Affordable Housing Coordinated Action Plan, Water and Wastewater Facilities Master Plans, Parks and Recreation 10-Year Facilities Plan, and miscellaneous subarea plans.

Historically, the Planning Commission and Planning staff have utilized a four-tiered system in defining "character and degree of conformity or nonconformity" with the Comprehensive Plan:

- In Conformance with Plan
- Generally Conforms with Plan
- Not In Conformance with Plan
- Not in Plan

The range of factors that is used by staff in formulating a recommendation of conformity or nonconformity generally includes:

Explicit Reference and Plan Intent - Many of the projects proposed in the CIP are explicitly identified in the Comprehensive Plan, either on a map and/or in the text, or are included by reference to department Master Plans. In such cases, a finding of Plan Conformity -- assuming other criteria are met -- is easily established. An even larger number, however, are not shown, but their desirability, and thus assumed conformity, is implied. For example, the Comprehensive Plan does not get into such detail as the installation of a water fountain or play equipment in a specific City park. The park may be shown on a map in the Plan and the intent of maintaining such a park is implicit in the Plan's goals and textual descriptions. Thus, at a minimum, a finding of general conformity would be proposed.

Location - The vast majority of capital improvements are site specific. Streets, water mains, fire stations, and sewer treatment facilities are all examples of capital projects where an expressed location can be determined. Firefighting equipment, on the other hand, is mobile and its use cannot as easily be tied to a physical site within the City.

The importance of location as a criterion has increased as we attempt to be more explicit in how we show public improvements in the Comprehensive Plan. In most cases, it is extremely helpful to have this level of detail for purposes of comparison. Conversely, such detail can become a liability as the exact location and dimensions of many capital improvements are justifiably altered as a project is refined for eventual construction.

A further element of judgement is then introduced as to the "degree" to which a proposed project may vary from how it is shown or described in the approved Plan. Is the proposed project in the exact location expressed in the Plan? If not, how and why is it different? And is that difference significant enough to render it "Not in Conformance" with the Plan? Or was some degree of modification of such a project implied (i.e., accepted) as part of the Plan's approval?

Size, Scale and Scope - The Plan's descriptions of capital projects can vary from the very explicit (i.e., four through lane roadway, left turn lanes, raised medians, 100 ft. ROW), to the very general (i.e., a community park within a sector of the city.) Once again, as the Plan becomes more detailed, those charged with the responsibility of recommending findings of Plan conformity will find both benefits and liabilities in the Plan's level of specificity.

Timing - With the incorporation of the phasing element (Growth Tiers) into the Plan, the issue of when a public capital improvement is brought forward for development becomes increasingly significant. The availability of public infrastructure (e.g., sewer services, roads, water, and fire protection) plays a pivotal role in determining where and when private capital investment might occur. Added to this is the lengthy lead time often needed in planning for and constructing public improvements.

If a department proposes a project that explicitly varies from a development schedule outlined in the Plan, then a status of "Not in Conformance" is implied. Where such information is less explicit (i.e., no detailed schedule is included), then the timing issue must be related to the phasing plan and the project's impact on maintaining the integrity of that element of the Comprehensive Plan.

Project Definition and Description - A last factor used in reviewing Plan conformity is the representation that the department makes of the specific project. This is typically done within the CIP in the project title and the project description. This, in combination with information such as that outlined above, helps the reviewer form a broader understanding of the content and context of the proposed capital improvements. This in turn can be used in assessing conformity with the policies and directives contained in the Comprehensive Plan.

ANALYSIS

1. The Analysis Section of this report is divided into the following two major sections: (I) Background and Introduction, including consideration of the City Charter specified tasks of the Planning Commission in review of the proposed CIP, and review of other factors regarding the development of the proposed CIP; and, (II) Capital Improvements Program Departmental Review, including a department by department examination of projects and Comprehensive Plan conformity.

Also, Federal guidelines require that projects included in the local area Transportation Improvement Program (TIP) be consistent with the region's Long Range Transportation Plan (LRTP). This adds substantial meaning to the Commission's findings of conformity for transportation projects since many CIP projects are included in the local MPO and State TIP for Federal planning and funding purposes. If a project is determined to be "not in conformance," Federal standards will require that it be dropped from the TIP until the project is modified and its status changed to be in conformance, or the LRTP is amended to incorporate the project.

2. In accordance with Article IX-B, Section 7, of the Lincoln Charter, City departments and agencies have submitted their six-year capital improvement requests to the Planning & Development Services Director for compilation into the CIP document. The Planning Commission's task is to now review these individual capital requests to determine their conformity with the Comprehensive Plan. Comments received during the Planning Commission hearing will then be forwarded to the Mayor's Capital Improvement Advisory Committee (CIAC), and then to the City Council for consideration during their upcoming budget deliberations.

The Planning Commission’s conformity finding is advisory. Regardless of the Commission’s recommendation, the City Council can approve – through ordinance or resolution – any capital improvement, provided that other Charter budgetary requirements and processes are met.

3. While the City Charter calls for a six-year capital improvement program, the City Council only approves a two-year capital budget. Although it is designed to express the City’s longer-term capital funding intent, the CIP document is never adopted in full.

This is not, however, to suggest that the Commission’s findings on the remaining years of the CIP are not without significance. Projects in the third through sixth years that have been reviewed for conformity may be added to the Council’s Two-Year Capital Budget by amendment. Projects in the third through sixth year are used by elected officials and staff in the formulation of future CIPs and other departmental level capital programming documents. The private sector also considers the six-year CIP in making investment and development decisions.

4. CAPITAL IMPROVEMENTS PROGRAM DEPARTMENTAL REVIEW

This section presents a department-by-department review of capital programs for the FY 2026/27 – 31/32 time period. This includes a general discussion of recommended Comprehensive Plan conformity status for each department. The actual project-by-project recommendations are identified in the CIP document and will be used by the City Council for consideration during the budget process.

This year’s CIP totals approximately \$2.2 billion in projects for all departments using various funding sources. The two budget years (2026/27 and 2027/28) total \$534 million and \$368 million. An inflation factor of 5% has been budgeted into the CIP for most projects to account for increases over the 6 years. Roadway capital projects and trail capital projects use the inflation rate schedule from the 2050 Long Range Transportation Plan (LRTP).

The balance of this report summarizes the requested capital programs of each department.

A. PUBLIC SAFETY

1. Lincoln Police Department

Program: \$29.55 million in 2027/28

Highlights: Improvements to the radio communication system including tower replacement, new trunk system, and new radios for both the Police and Fire Departments.

The Lincoln Police Department CIP is found to be in general conformance with the Comprehensive Plan.

2. Lincoln Fire and Rescue

Program: \$2.75 million (two-year); \$10.75 million (six-year)

Highlights: Annual apparatus replacement schedule and completion of modular training tower.

The Lincoln Fire and Rescue Department’s CIP is found to be in general conformance with the Comprehensive Plan.

3. Joint Public Safety Project

Program: \$190 million general obligation bond in 2026/27

Highlights: Example potential projects include fire station upgrades, including the downtown

headquarters, and a police northwest team station.

The Joint Public Safety Bond is found to be in full conformance with the Comprehensive Plan.

B. LINCOLN TRANSPORTATION AND UTILITIES

The Lincoln Transportation and Utilities Department’s capital program includes projects for six divisions: 1) Solid Waste Operations; 2) StarTran; 3) Transportation; 4) Wastewater; 5) Water Supply and Distribution; and, 6) Watershed Management.

1. Transportation

Program: \$124.23 million (two-year); \$401.58 million (six-year)

Highlights: Most of this program is organized under the categories of Optimization, Preservation, and Growth. Also included in the Transportation program are sidewalks and streetlights.

Optimization: This program component focuses on optimization of transportation system assets owned, maintained, and operated by Lincoln Transportation. This funding supports the administration's vision of a Strong and Resilient City. The activities include program management and engineering studies to create a safe, effective, and efficient transportation system along with implementation of intersection safety and operational improvements, signal system optimization, increasing the capacity of streets (widening), structures within the built environment, turn lanes, complete streets concepts, active transportation deployment, and technology enhancements which help support the Climate Action Plan. The project efforts include street and intersection modifications, traffic control, roundabouts, new signal system hardware, adding lanes to existing streets, modification of existing lanes to improve safety and operations, street access improvements, mobility improvements, signing and markings, and transportation system management infrastructure. Construction and deployments are typically focused within the built environment.

Preservation: This program component focuses on preservation of transportation system assets owned, maintained, and operated by Lincoln Transportation. This funding supports the administration's vision of a Strong and Resilient City. The activities include program management, project development, and delivery of infrastructure and products for the rehabilitation and replacement of streets, intersections, traffic signals, bridges, structures, signing, marking, and city transportation facilities. The project efforts include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility rehab and improvements, and other transportation system preservation & rehabilitation efforts.

Growth: This program component focuses on growth of new transportation system assets to be owned, maintained, and operated by Lincoln Transportation. This funding supports the administration's vision of a Vibrant City Economy and Quality of Life. The activities include program management and project development of additional streets, bridges/structures, intersections, traffic signals, active transportation infrastructure, and technology enhancements that support the Climate Action Plan in new growth areas. Projects include new streets and transportation right-of-way improvements, new bridges & support structures, roundabouts, signal system hardware, facilities/sites, and major upgrades to the fringe area street network.

Since the Transportation program is bundled into larger project categories, Lincoln Transportation and Utilities has developed a project website to deliver additional information for the public to review. The Lincoln Transportation and Utilities project website is located at:

www.lincoln.ne.gov/City/Departments/LTU/LTU-Projects

The Transportation program is found to be in full or general conformance with the Comprehensive Plan.

2. StarTran

Program: \$16.51 million (two-year); \$66.46 million (six-year)

Highlight: New maintenance facility that will provide more maintenance bays and better accommodations for electric and CNG buses. The two budget years include a feasibility study and land purchase for the facility. A majority of the new Multi-Modal Transit Center was funded in the previous/current CIP (approximately \$34 million was approved in FY 2025/26 and 2026/27) – the \$2.4 million shown in this proposed CIP includes a small amount of remaining funding to be obligated for FY 2026/27.

The StarTran CIP is found to be in full or general conformance with the Comprehensive Plan.

3. Solid Waste Management

Program: \$15.79 million (two-year); \$72.11 million (six-year)

Highlights: A new landfill phase to accommodate future growth. The current Municipal Solid Waste (MSW) landfill is projected to have capacity for waste disposal through the mid-2030s. The program also includes ongoing improvements, expansions, and enhancements to existing disposal facilities.

The Solid Waste Operations CIP is found to be in general conformance with the Comprehensive Plan.

4. Watershed Management

Program: \$25.78 million (two-year); \$84.16 million (six-year)

Highlights: Projects include Flood Mitigation, Urban Drainage Projects, Stream Stability and Revitalization, Watershed Studies, and new FEMA flood maps. The request for two general obligation bond issues (FY 2027/28 and FY 2030/31) will fund the bulk of these improvements.

The Watershed Management CIP is found to be in full or general conformance with the Comprehensive Plan.

5. Water Supply and Distribution

Program: \$101.85 million (two-year); \$386.28 million (six-year)

Highlights: Includes projects intended to enhance water services to the existing City and serve developing areas of Lincoln. Major projects identified in this CIP include upgrades to water mains and meters throughout Lincoln, including lead service line replacements, and continuing to build a reserve fund for a second source of water (expected to be installed and operational by 2048). The Water program has been prepared based upon information and recommendations contained in the 2050 Comprehensive Plan and the Lincoln Water System Facilities Master Plan.

The Water Supply and Distribution CIP is found to be in full or general conformance with the Comprehensive Plan.

6. Wastewater

Program: \$45.73 million (two-year); \$161.88 million (six-year)

Highlights: A majority of projects have been grouped into two umbrella projects: new growth and infill/existing city. The Wastewater program has been prepared based on information and recommendations contained in the 2050 Comprehensive Plan and the Lincoln Wastewater Facilities Master Plan. Notable growth areas identified in the six-year program include Stevens Creek in east Lincoln and the Salt Creek area in southwest Lincoln. The South Beltway can partially be served through this program, but additional funds will be needed to fully-serve the area.

The Wastewater CIP is found to be in full or general conformance with the Comprehensive Plan.

C. PARKS AND RECREATION

Program: \$16.32 million (two-year); \$101.44 million (six-year)

Highlights: Enhancements to existing parks facilities and acquisition/development of parks in new growth areas. The goal is to have a park within a 10-minute walk of all residences. The program also includes new trails in growth areas. A potential \$50 million quality of life bond for miscellaneous Parks projects is shown in 2029/30 (Facility Renovations & Community Growth Projects).

The Parks and Recreation CIP is found to be in full or general conformance with the Comprehensive Plan.

D. URBAN DEVELOPMENT DEPARTMENT

Program: \$19.72 million (two-year); \$48.71 million (six-year)

Highlights: A significant new project in year one is University Square Parking Garage Improvements. The project will include interior and façade enhancements along with structural repairs. It is part of the broader enhancements to the Music District on N 14th Street in Downtown. Another new project is Hawley Redevelopment. The project includes Tax Increment Financing (TIF) for historic restoration and infrastructure improvements in the neighborhood.

The Urban Development Department CIP is found to be in general conformance with the Comprehensive Plan.

E. LINCOLN CITY LIBRARIES

Program: \$1.04 million (two-year); \$3.05 million (six-year)

Highlights: Upgrades to branch libraries guided by the Library's 10-Year Facilities Plan. Upgrades include items such as flooring, HVAC, structure, and parking. The new downtown central library is included in the previous/current CIP in FY 2024/25 and not part of this proposed CIP.

The Lincoln City Libraries CIP is found to be in general conformance with the Comprehensive Plan.

F. AGING PARTNERS

Program: \$225,000 (two-year); \$607,815 (six-year)

Highlights: Scheduled vehicle replacements to the paratransit fleet.

The Aging Partners CIP is found to generally conform to the Comprehensive Plan.

G. LINCOLN ELECTRIC SYSTEM

Program: \$313.08 million (two-year); \$673.97 million (six-year)

Highlights: A variety of projects that represent substantial investment in electrical power supply and distribution for the community over the six-year period. These projects are funded by LES revenues.

The Lincoln Electric System CIP is found to be in general conformance with the Comprehensive Plan.

APPLICATION HISTORY

Development of the FY 2026/27 – 31/32 CIP began in November 2025 in order to deliver the budget to the City Council as required by resolution.

November 2025	Departments were asked to review their current CIP projects and submit changes and new projects.
January 2026	All CIP updates were submitted to the Planning & Development Services Department.
February-March 2026	Members of the Capital Improvement Advisory Committee (CIAC) reviewed the CIP and made recommendations on General Revenue funding and other projects of importance.
April 2026	CIP briefing for Planning Commission on April 1 st and CIP review at Planning Commission public hearing on April 15 th .
June-August 2026	Mayor’s Budget submitted to City Council; City Council public discussion and hearings.
August 2026	City Council Approval of the 2-Year Budget including the first two years of the CIP.

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

April 7, 2026

C:\Users\ncsad\OneDrive - Information Services - City of Lincoln\DevReview\CPC\26000\CPC26002 6 Year CIP.adt.docx



Memo

DATE: March 18, 2026
TO: Planning Commission
FROM: Planning and Development Services Department
SUBJECT: Draft FY 2026/27 – FY 2031/32 Capital Improvement Program

This is an application to review the draft FY 2026/27 – FY 2031/32 Capital Improvement Program. This Capital Improvement Program (CIP) is the City of Lincoln’s six-year program that plans for significant public improvements across the City. The CIP compiles all City projects to be budgeted in the next two years or planned for over the next six years.

In accordance with Article IX-B, Section 7 of the Lincoln City Charter, City departments and agencies submitted their six-year capital improvement requests to the Planning and Development Services Director for compilation into the CIP document. The Planning Commission will review these individual capital requests at a hearing on April 15th, 2026 to determine if projects are in conformance with the Comprehensive Plan. Following the Planning Commission hearing the projects will be forwarded to City Council and included in the budget process.



LINCOLN/LANCASTER COUNTY PLANNING COMMISSION STAFF REPORT

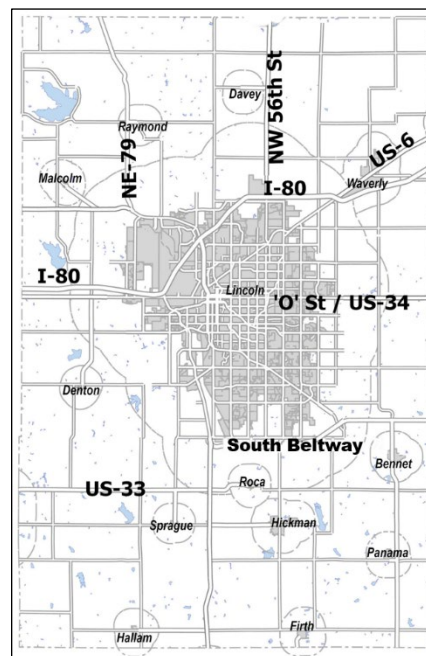
FROM THE LINCOLN/LANCASTER COUNTY PLANNING DEPARTMENT, 555 S. 10TH STREET, SUITE 203, LINCOLN, NE 68508

<p>APPLICATION NUMBER Miscellaneous #26004</p>	<p>FINAL ACTION? No</p>	<p>DEVELOPER/OWNER N/A</p>
<p>PLANNING COMMISSION HEARING DATE April 15, 2026</p>	<p>RELATED APPLICATIONS None</p>	<p>PROPERTY ADDRESS/LOCATION Lancaster County</p>

RECOMMENDATION: IN CONFORMANCE WITH THE LONG RANGE TRANSPORTATION PLAN

BRIEF SUMMARY OF REQUEST

This is an application to review the proposed FY 2027-2030 Transportation Improvement Program (TIP) for conformance with the current Lincoln Metropolitan Planning Organization (MPO) Long Range Transportation Plan. The proposed Lincoln MPO FY 2027-2030 Transportation Improvement Program (TIP) document is located on the Lincoln MPO web page at <https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/TIP>.



JUSTIFICATION FOR RECOMMENDATION

The MPO Programming and Funding Committee, MPO Technical Committee, and MPO staff reviewed the program of transportation projects for consistency with the 2050 Long Range Transportation Plan. All projects in the proposed TIP are found to be in conformance with the current Long Range Transportation Plan (LRTP).

STAFF CONTACT

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

COMPATIBILITY WITH THE COMPREHENSIVE PLAN

The FY 2027-2030 TIP is in conformance with the 2050 Lincoln MPO Long Range Transportation Plan.

ANALYSIS

Federal Transportation Planning Process

Federal regulations require that a region's urban transportation planning process include the cooperative development of the Transportation Improvement Program (TIP), a staged multi-year program of transportation improvement projects expected to use federal or state funds, require federal review, or have significant system impacts. The TIP is developed cooperatively by the MPO Technical Committee and agencies within the Metropolitan Planning Area, which includes all of Lancaster County. Transportation agencies involved include the City of Lincoln, Lancaster County, the Nebraska Department of Transportation (NDOT), the local transit agency (LTU-StarTran), Lincoln Airport Authority, Railroad Transportation Safety District (RTSD), and other public and private agencies utilizing federal funding sources.

Lincoln Metropolitan Planning Organization (MPO)

The City of Lincoln, as the designated MPO, is responsible for conducting the urban 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 representatives of the City Council and County Board, plus the Nebraska Department of Transportation Director, 2) MPO Technical Advisory Committee, 3) Lincoln-Lancaster Planning Commission, 4) various Citizen Task Forces and Advisory Committees, and 5) MPO staff.

Transportation Improvement Program (TIP)

The TIP is a programming document that identifies the timing and funding of all highway, bridge, public transportation, bicycle, pedestrian, and enhancement projects scheduled for implementation in the MPO planning area which will use federal funds, require federal review, or be regionally significant resulting in substantial functional changes to the transportation system. According to federal regulations, the TIP is to be a staged multiyear program of transportation improvement projects that "shall cover a period of not less than four years and be consistent with the approved metropolitan transportation plan" (Federal Highway Administration: 23 U.S.C. Sec. 450.326). The TIP is part of the MPO's effort to establish and maintain a planning process required by the federal government as a condition for receipt of federal transportation funding. Projects in the TIP directly reflect the priorities and are consistent with the goals and objectives identified in the Long Range Transportation Plan (LRTP) and Lincoln-Lancaster County Comprehensive Plan. The MPO's official Public Participation Plan calls for the City-County Planning Commission to hold a public hearing each year on the TIP and review it for concurrence to the adopted LRTP. The Planning Commission findings and comments are included in the TIP and forwarded to the MPO Officials Committee for execution and transmittal to the State where it is included in the State Transportation Improvement Program (STIP). Lincoln's TIP will become part of the STIP, a comprehensive list of all highway (state or local) and all transit (capital or operating) projects in urban and rural areas that propose to use federal funds. Like the TIP, the STIP is updated every year to include a minimum four-year listing of federal-aid projects for approval by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA). The proposed Lincoln MPO FY 2026-2029 Transportation Improvement Program (TIP) document is located on the Lincoln MPO web page at: <https://www.lincoln.ne.gov/City/Departments/Planning-Department/MPO/TIP>.

Long Range Transportation Plan

The current 2050 Long Range Transportation Plan for the Lincoln MPO was coordinated with the Lincoln City and Lancaster County land use and future growth plans and transportation planning documents. The current Transportation Plan was reviewed at a series of public hearings by the Lincoln-Lancaster Planning Commission and adopted by the Lincoln MPO on December 15, 2021. The MPO Programming and Funding Committee reviewed the program of transportation projects for consistency with the 2050 Long Range Transportation Plan. All projects in the proposed TIP are found to be in conformance with the current Long Range Transportation Plan as described below.

Project Review

State of Nebraska: Department of Transportation

The State program typically includes projects that focus on system rehab/resurfacing, maintenance, and replacement. These projects are coordinated with the State's TIP and are considered to be in general conformance with the LRTP.

- Agnew North Bridges
- Cornhusker Hwy Bridges
- D1 Camera Towers
- D1 Fiber I-80, Pleasant Dale - Lincoln

- D1 Variable Speed Advisory
- District 1 Dynamic Message Sign (DMS) Replacement
- District 1 Dynamic Message Signs (DMS) Retrofit
- District 1 Side Mount Dynamic Message Sign (DMS)
- Emerald Intersection
- I-180, Adams St Bridge, Lincoln (UNDER CONTRACT FOR CONSTRUCTION)
- I-180, Cornhusker South (UNDER CONTRACT FOR CONSTRUCTION)
- I-180, I-180 Bridges over I-80 (UNDER CONTRACT FOR CONSTRUCTION)
- I-180, I-80 - Cornhusker Highway
- I-180, I-80 Interchange - Cornhusker Highway
- I-80 Bridges, NW 48th St - Waverly
- I-80, 27th St - Platte River
- I-80, Airpark - I-180
- I-80, Jct I-180 - E Jct US-77
- I-80, Pleasant Dale - NW 56th Street
- I-80, Waverly - Jct N-66
- L-55X, Link L-55X North (between Cornhusker Highway and I-80)
- Lincoln South Beltway ITS Deployment
- Lincoln West Bridges
- N-2, Lincoln South Beltway
- N-2, Lincoln-Syracuse
- N-43, N-41 to Bennet
- NW 48th St Gates & Camera
- S-55G, Hickman Spur
- State Operations & Maintenance
- Sun Valley Blvd over Union Pacific Railroad
- US-6, Emerald to Sun Valley Blvd
- US-6, O Street to 10th Street
- US-77 & S55H Restricted Crossing U-Turn
- US-77, Ceresco - south
- US-77, Lincoln West Beltway
- US-77, Pioneers Blvd Interchange
- US-77, US-77/I-80 North
- US-77, Warlick Blvd Interchange
- Operations & Maintenance

Lancaster County - County Engineering:

The Lancaster County improvement program typically includes roadway and bridge capital projects. All county projects are considered to be in conformance with the LRTP.

Safety Improvement Projects

- Saltillo Road, 27th Street to 68th Street: Widening/paving earthen shoulders with safety edges and safety improvements for S. 40th Street and S. 56th Street intersections, with multiple intersection improvements for construction of roundabouts.
- 148th Street and Holdrege Street: Intersection improvements including left turn lanes on north and southbound approaches.
- S. 68th Street, Firth Road to Stagecoach Road: Grading, widening, and surfacing.
- S. 68th Street, Hickman to Roca Road: Pavement overlay, trench and shoulder widening, construction of a safety section, centerline and edgeline rumble strips, and intersection improvements at Martell Road.
- N. 14th Street, Alvo Road to Ashland Road, 10.5 miles: pavement overlay, trench and shoulder widening, construction of a safety section, and centerline and edgeline rumble strips.

Roadway Capital Projects

- S. 98th Street, Old Cheney Road to A Street: Construction of a 24 foot asphalt surface with turf shoulders.

- S. 98th Street, A Street to O Street: Construction of asphalt paving and drainage structures. Since S. 98th Street from Old Cheney to O Street is within the 2050 Future Service Limit, the City and County will closely coordinate on these projects.
- Fletcher Avenue, 84th Street to 148th Street: Construction of 28 foot asphalt surface with turf shoulders. Since Fletcher Road from 84th Street to east of 98th Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this project.
- NW 56th Street, I-80 to W. Holdrege Street: Grading, widening, and surfacing. Since NW 56th Street from I-80 to W. Holdrege Street is within the 2050 Future Service Limit, the City and County will closely coordinate on this project.
- N. 162nd Street, Ashland Road to US-6: Construction of 28-foot asphalt surface with turf shoulders.
- East Beltway: Preliminary design, right-of-way, and construction of a four lane freeway between Hwy 2 and I-80. Complete funding not shown.

Bridge Replacement Projects

- Arbor Road Bridge over Little Salt Creek, 0.1 miles: Preliminary engineering and construction of bridge to replace existing 120' slab bridge.

Operations & Maintenance

City of Lincoln Transportation and Utilities - Transportation:

This program includes significant resources for projects that focus on traffic management, traffic signal timing, equipment replacement and Intelligent Transportation System (ITS) projects that are needed to improve traffic flow. Other focus areas are for traffic safety and operations for intersection projects, sidewalk maintenance, and roadway and bridge infrastructure rehabilitation or improvements. Below are the major intersection, roadway, and bridge infrastructure improvement projects. All projects are considered to be in conformance with the LRTP.

Transportation System Preservation

This program component focuses on repair and preservation of transportation system assets including rehabilitation of streets, intersections, traffic signals, bridges, and facilities in the public street right-of-way. Projects include concrete repairs, asphalt mill & overlay, surface treatments, signal structures and equipment replacement, bridge/structure work, facility improvements, and other transportation preservation and rehabilitation efforts.

- S. 56th Street, Spruce Street to Van Dorn Street - pavement repair
- Randolph Street, Capital Parkway to 40th Street - pavement repair and intersection improvements at 33rd Street and 40th Street
- 1st Street & Cornhusker Highway - traffic signal replacement
- 9th & A St., 9th & D St., 10th & A St., 10th & D St. - traffic signal replacement
- N. 84th Street & College Park - traffic signal replacement
- 66th St./Cotner Blvd./Adams St. - traffic signal replacement
- Cornhusker Highway, 39th Street to L-55X - pavement repair, intersection improvements, mill and overlay, curb ramp reconstruction and utility adjustments
- Preventative Maintenance Bridge Package - maintenance of various bridges
- 48th St. & Calvert St. and 56th St. & Calvert St. - traffic signal replacement
- W. South Street Bridge over Salt Creek - bridge replacement
- S. 27th Street Bridge over SE Upper Salt Creek - bridge replacement

Transportation System Optimization

This program component focuses on optimization of transportation system assets including program delivery, intersection improvements, signal system optimization, street capacity (widening), structures within the built environment, turn lanes, complete streets concepts and technology enhancements. Projects include new intersection modifications (turn lanes, roundabouts) new signal system hardware, adding lanes to existing streets, access improvements, bike & pedestrian improvements, signing, safety projects and transportation system management infrastructure.

- A Street, 40th Street to 56th Street - intersection improvements and widening
- Adams Street, 36th Street to 48th Street - pavement repair and widening

- 84th Street and US-6 (Cornhusker Highway) - safety project
- Cotner Boulevard, O Street to Starr Street - pavement repair and intersection improvements
- A Street, 6th Street to 17th Street - intersection improvements and widening
- Pilot - Hyperflow Software Tool - corridor performance system
- S. 70th St. and Nebraska Parkway - intersection improvements

Transportation System Growth

This program component focuses on growth of new transportation system assets including new streets, right-of-way improvements, bridges/structures in new growth areas and major upgrades to the fringe area street network. Projects include new streets and right-of-way improvements, new bridges and support structures, new intersections and signal system hardware, and major upgrades to the fringe area street network.

Transportation Sidewalk Program

This program is for the maintenance and repair of sidewalk infrastructure. Projects include sidewalk repair and replacement, panel leveling, and construction of ADA curb ramps.

Capital Roadway Projects

- East Beltway - Corridor protection and right-of-way (as needed) for a four lane freeway between Hwy 2 and I-80. The LRTP recommends continuing corridor protection
- S. 40th Street from Yankee Hill Rd to south of Rokeby - Construction of a two lane urban facility with intersection improvements and turn lanes. This project is listed as a Developer Commitment in the LRTP
- N. 14th Street, Salt Creek to Adams Street - Bridge replacement and rehabilitation, intersection and pedestrian improvements

City of Lincoln Transportation and Utilities - StarTran:

The Public Transportation Element of the TIP includes operational and capital improvement programs for the City of Lincoln Public Transportation projects that are typically funded through the Federal Transit Administration (FTA) and local funds. The primary focus of this program is to maintain StarTran services and provide for StarTran's Vehicle Replacement Program. All projects are considered to be in conformance with the LRTP.

- Service and revenue service vehicle replacements.
- Bus stop amenities such as benches, shelters, pads, signage, bicycle related equipment and landscaping.
- Security enhancements as required by FTA.
- Computer hardware and software for continued upgrade/replacement of computer services for StarTran.
- Shop tools/equipment for continued routine upgrade and replacement. Such tools and equipment typically include items like vehicle lifts, oil reels, and fall protection items.
- Improvements to buildings, ground, and land.
- Fare collection system: Funds are proposed for replacement of all bus fareboxes and adding fareboxes to paratransit vehicles.
- Fleet Infrastructure Improvements: This project includes strategic upgrades to essential fleet infrastructure to enhance operational efficiency and reliability.
- Multimodal Transportation Center: This project will enhance public transit services, support economic growth, and streamline Lincoln Transportation & Utilities' transit operations. The project includes the completion of a feasibility study, environmental & design work, and construction. This project includes completion of a feasibility study, environmental and design work, and construction.
- Maintenance Facility Construction/Relocation: Funds are proposed for a feasibility study. Future funds include FTA discretionary funds to construct a new bus maintenance and storage facility.
- Operations costs.

Lincoln Airport Authority:

The Lincoln Airport Authority improvement program includes operational and capital improvement programs for the City of Lincoln Airport that are typically funded through the Federal Aviation Administration (FAA) and local funds. All projects are considered to be in conformance with the LRTP.

- General Aviation Development

- Oak Creek Levee Improvements
- Relocate Run-up Pad
- Runway and taxiway improvements including design, construction, pavement, lighting and other equipment
- Terminal Parking Garage Solar Panel Roof Canopies
- Terminal Ramp Rehabilitation

Federal Transit Programs:

Federal Transit Administration grants assist in the development and support of intercity bus transportation and enhance the access of people to employment, health care, shopping, education, public services, and recreation. Section 5310 and 5311 funds allocated to or awarded within the Lincoln Metropolitan Area are administered by NDOT. All projects are considered to be in conformance with the LRTP.

- Section 5310 Program - designed to support transportation services that meet the special transportation needs of seniors and individuals with disabilities in urbanized areas. Eligible projects include both traditional capital investment and nontraditional investment beyond the Americans with Disabilities Act (ADA) complementary paratransit services.
 - Lincoln Vehicle Purchases: funds for vehicle purchases for the 5310 Urban Lincoln area estimated for the outer years.
 - Capital allocations for FY 2024, FY 2025, and estimates for outer years.

Pedestrian, Bike & Trails:

The projects located in this section of the TIP are generally funded with a combination of local and federal funds that comes from the Transportation Alternatives (TA) program, Recreational Trails Program (RTP), and other sources. All projects are considered to be in conformance with the LRTP.

City of Lincoln Parks & Recreation Department

- Beal Slough Trail Project - This is a ten-foot wide trail to extend along the Beal Slough Channel and the railroad from 56th Street & London Road connecting to 70th Street & Yankee Hill Road.
- Fletcher Landmark Trail - This is a trail project for concrete trail to follow primarily alongside Fletcher Street from N. 14th Street to N. 27th Street.
- Waterford Trail - This is a trail project beginning at 84th and College Park extending east across Southeast Community College to the corner of 98th and Boathouse Road and extending east and north to the corner of 104th and Holdrege.
- Rock Island Trail Widening - A Street to Boosalis Trail: This project would widen the trail from 8 feet to 11 feet in this busy section to assist with capacity, as well as replace a pedestrian/bicycle bridge over Garfield Street.

City of Lincoln Transportation and Utilities Department

- Rock Island Trail Undercrossing at Old Cheney Road - This is a project for a grade separated crossing of the Rock Island Trail under Old Cheney Road east of S. 16th Street where there is currently an at-grade crossing.
- Active Transportation Enhancements for the Multimodal Transportation Center - Pedestrian and bicycle improvements to facilitate commuter movements to and from the new multimodal center would be constructed in conjunction with that project.
- Project O Street and Music District Streetscape - street and sidewalk improvements and other new amenities along O Street and 14th Street.

City of Lincoln Urban Development Department

- Downtown Corridors Phase 2 - sidewalks, street and pedestrian lighting improvements, trees, landscaping, amenities, curb, ramps, and pavement markings and signalization changes along portions of 9th and 10th Streets.

Railroad Transportation Safety District (RTSD):

This project is for a Railroad Crossing Grade Separation project at the North 33rd Street and Cornhusker/BNSF railroad crossing to eliminate at-grade vehicular-train conflicts that enhance safety, reduce delays, and improve emergency access. The project was awarded a \$66.7 million federal grant. It is listed as a committed project and is therefore

considered to be in conformance with the LRTP. For purposes of the TIP, the project was broken into multiple phase listings.

Planning:

These projects includes federally funded transportation planning funds.

- Lincoln Transportation and Utilities - StarTran - Transit Development Plan
- Lancaster County - Local Road Safety Plan Update & Safe Mobility Supplemental Action Plan
- City of Lincoln - Safe Streets Lincoln: A Vision Zero Action Plan
- City of Waverly - Vehicular and Pedestrian Connectivity Study
- City of Hickman - Transportation Safety Action Plan

APPLICATION HISTORY

The MPO Project Selection and Coordination Committee met on March 11 and recommends this program of projects to be in conformance with the 2050 Long Range Transportation Plan. The MPO Technical Committee will meet on April 8 to review the proposed TIP and make a recommendation to the Officials Committee for their meeting on May 19, 2026.

Date: April 3, 2026

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

<https://linclanc.sharepoint.com/sites/PlanningDept-DevReview/Shared Documents/DevReview/MISC/26000/MISC26004 FY 2027-2030 TIP.rkc.docx>



Lincoln Metropolitan Planning Organization

County-City Building
555 S. 10th Street, Suite 203
Lincoln, Nebraska 68508
(402) 441-7491

March 17, 2026

This is an application to review the proposed FY 2027-2030 Transportation Improvement Program (TIP). The TIP is a programming document that identifies the timing and funding of all highway, bridge, public transportation, bicycle, pedestrian, rail, and airport projects scheduled for implementation in the Metropolitan Planning Organization (MPO) planning area which will use transportation federal funds, require federal review, or be regionally significant resulting in substantial functional changes to the transportation system.

The TIP is developed cooperatively by the MPO Technical Committee and agencies within the Metropolitan Planning Area, which includes all of Lancaster County. Transportation agencies involved include the City of Lincoln, Lancaster County, the Nebraska Department of Transportation, the local transit agency (StarTran), Lincoln Airport Authority, Railroad Transportation Safety District, and other public and private agencies utilizing transportation federal funding sources.

The TIP is scheduled for Planning Commission consideration at the April 15, 2026 public hearing.

Sincerely,

A handwritten signature in black ink that reads "Rachel Christopher". The signature is written in a cursive, flowing style.

Rachel Christopher, Transportation Planner
Lincoln MPO/Lincoln-Lancaster County Planning Department